



US 422 CORRIDOR IMPROVEMENT PROJECT



Public Stakeholders

- Delaware Valley Regional Planning Commission—Philadelphia Area MPO
- Berks County Planning Commission—Reading Area MPO
- Montgomery County
- Chester County
- PENNDOT
- SEPTA
- BARTA





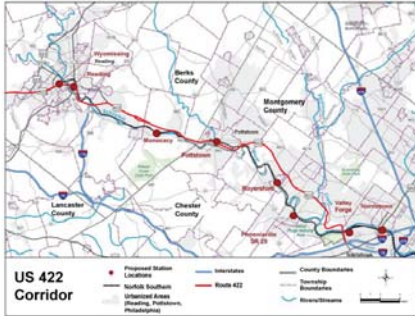
Private Stakeholders

- Greater Philadelphia Chamber of Commerce/CEO Council for Growth
- Tri-County Area Chamber of Commerce
- Greater Reading Chamber of Commerce and Industry
- Berks Economic Partnership
- Norfolk Southern
- Greater Valley Forge Transportation Management Association





Project Overview





What Are We Doing?

- Determine if we can improve mobility in the 40 mile long US 422 Corridor by exploring ways to finance the short/long term needs of the highway as well as some/all of the capital costs for the extension of commuter rail service from Norristown to Reading
- Explore all innovative financing concepts: public/private; public/public; hybrid



What Are We Doing?

- One innovative financing concept:
 - A Traffic and Revenue Study to project future traffic and revenue under alternative tolling scenarios
 - A highway capital program to identify the needs to serve as the nexus for tolling
 - A rail capital program for the Norristown to Reading rail line that could receive the “excess” toll revenue
 - Extensive public outreach and education



What Are We Doing?

- Using Title 23 U.S.C, section 129(a)(1)(D)
- Allows for the conversion of a non-interstate toll free federal-aid highway to a tolled facility and for federal participation
- Different than the I-80 tolling issue





Why Are We Doing It?

- Inadequate Funding/Overwhelming Needs
 - Maintenance First for bridges and highways
 - Large number of structurally deficient bridges as well as aging highway infrastructure take priority in the region and state
 - I-95 Reconstruction cost in Philadelphia Metro area: \$9+ billion





Transportation Project Costs

- | | |
|--|---------------------------|
| • US 422 River Crossing Complex
(Valley Forge) | Total - \$135 Million |
| <ul style="list-style-type: none">• US 422 (New) Expressway Bridges over Schuylkill River• US 422 / PA 363 Interchange Upgrading• Reconfigure US 422 / PA 23 Interchange• PA 23/N Gulph Road Relocation• New Bike/Ped Trail Bridge | |
| • US 422 Reconstruction
(Pottstown Area) | Total - \$300 Million |
| • Norristown to Reading/Wyomissing | Estimated - \$500 Million |
| • US 422 Capacity – Six Lanes
(US202 to Route 29) | Estimated - \$300 Million |



Declining Revenues/Increasing Costs

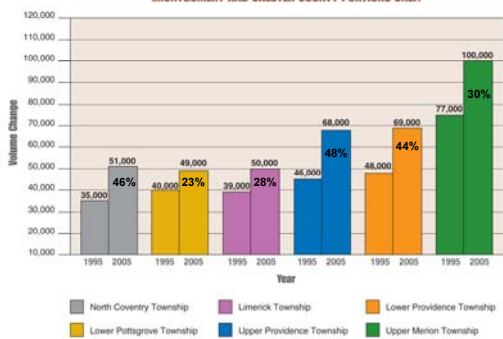
- Federal Gas Tax last raised in 1993 to 18.4 cents per gallon
- State Gas Tax last raised in 1997 to 31.2-cents
- New energy policies increase mileage = less gas tax revenue (i.e.: CAFE Standards, hybrid vehicles)
- Decreasing Vehicle Miles Traveled (16 consecutive months ending April 2009) = less gas tax revenue
- Highway construction materials increased 43% since 2003



Why Are We Doing It?

- Roadway Capacity and Reconstruction Issues on US 422
 - 15 mile back-ups daily on expressway at Valley Forge as well as the overflow onto parallel local roads
 - Structurally deficient bridges as well as 25-50 year old roadbed

US 422 AVERAGE DAILY TRAFFIC (ADT) VOLUME CHANGE FROM 1995 TO 2005
(MONTGOMERY AND CHESTER COUNTY PORTIONS ONLY)





Why Are We Doing It?

- Inadequate Transit in the US 422 Corridor
 - Minimal local area service in older towns and newly developing areas
 - Non-existent competitive commuter service



Why Are We Doing It?

- Economic Competitiveness of US 422 Corridor
 - Business stakeholders recognize the long term threat if the road doesn't work and transit service is marginal





Why Are We Doing It?

- Economic Competitiveness of US 422 Corridor
 - Government stakeholders recognize the threat to the health and livability of the older towns/city: Norristown, Phoenixville, Royersford, Spring City, Pottstown, Reading.





Why Are We Doing It?

- Economic Competitiveness of US 422 Corridor
 - Both stakeholders recognize the strategic need for a multi-modal investment





Cost of Delay for US 422

- Congested, peak hour commute from Sanatoga Interchange to King of Prussia is 30 - 40 min. (Compared to 20 min. with no congestion)
- Additional Travel Time x Volume x AM Peak x Cost of Time = Cost due to congestion on US 422
- 20 min (1/3 hr) x 10,500 x 1 x \$14.60/hr = \$50,000 per day
- Approximately \$18 Million per year (AM only)





Why Are We Doing It?

- Local Initiative Shown by Stakeholders
 - Region, Counties, and Businesses recognize we need to take the lead and not wait for Harrisburg or Washington
 - Transportation, Open Space, Farmland Preservation, Comprehensive Planning, Multi-municipal Regional Planning, Economic Revitalization of older towns



Next Steps...

- Consultant Selection Process Underway
- Notice to Proceed in December 2009
- Study Completion by early 2011
- Decision by mid-2011



We have a choice to plan for the future of US 422

- Invest in highway capacity, modal alternatives and more efficient land use
- Make our region economically competitive
- Improve quality of life for residents
- Support sustainability for future



Where will the funding come from?