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

• 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?

• 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
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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**
  - Total - $135 Million
  - US 422 (New) Expressway Bridges over Schuykill 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**
  - Total - $300 Million
  - (Pottstown Area)

- **Norristown to Reading/Wyomissing**
  - Estimated - $500 Million

- **US 422 Capacity – Six Lanes**
  - Estimated - $300 Million
  - (US202 to Route 29)
• 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
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 Santagoja 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?