



- Berks County
- Chester County
- Montgomery County

It's about time...

Improving the US 422 Corridor





Time is Money



Those of us who are frequently caught in traffic congestion on the US 422 Expressway, watching our gas tank's expensive supply of fuel drain away, are often reminded of the cost of taking to the highway. It's not shocking, though, when one considers the number of drivers trying to use this roadway. After all, there are no other travel options available.

Traffic volumes vary among segments of the expressway – a highway that stretches from King of Prussia to southeastern Berks County. In 2010, congestion added 25 more minutes to the roundtrip commute between Pottstown and King of Prussia during peak hours. Twenty-five minutes a day may not seem like much, but on average, each of us is losing about two hours a week. Compound that time over a year, and we have lost the equivalent of two weeks of vacation or almost 100 hours per year. By 2035, that loss of time due to congestion is projected to increase to 265 hours a year.

Today 65,000 commuters drive each day between Royersford and Collegeville. Within the next 25 years, that number will soar to over 93,000, an increase of 44%. Without additional capacity by that time, the road will be in gridlock. If we do not address the current conditions on US 422 now, congestion will cost drivers more than \$300 million a year in lost time by 2035!



the Cost of Growth



The US 422 Corridor is approximately 25 miles long, spans three counties, encompasses 24 local municipalities, and is possibly the single most important and fastest growing suburban expressway in the Philadelphia region. The expressway, which is the corridor's spine, is an integral part of our inter-regional transportation network.

Traffic congestion is nothing new in this corridor, due to the pace of growth, which has dramatically increased in the last 20 years. Since 1990, the population of many communities along the roadway has doubled and even tripled. New development patterns have emerged that require the use of an automobile for mobility and are not supportive of public transportation services. As a result, effective transit options do not exist in the corridor and demand for the expressway has outpaced any agency's ability to add sufficient capacity.

Paying our Way



ennsylvania, like many states, is facing staggering transportation investment needs due to aging infrastructure and rising construction costs.

The Commonwealth is facing a \$3 billion annual shortfall for needed transportation infrastructure. As with other highways, many needed improvement projects within the US 422 Corridor have been identified, but a majority of these projects will not occur for at least another decade or more because of a lack of state and federal dollars.

Frustration continues to grow among the business community and the traveling public. Current conditions along the US 422 Expressway and opportunities present within the corridor call for immediate action. We must take advantage of these opportunities and develop alternative funding solutions now, as well as commit to supplying a better ride.

Studying our Options



n 2008, the Delaware Valley Regional Planning Commission (DVRPC) sponsored an 18-month long study, which resulted in the US 422 Corridor Master

Plan. The Plan comprehensively analyzed assets, constraints, and opportunities along the corridor, and recommended specific actions derived from ten strategies to improve mobility, accessibility, land use, and quality of life in the area. Local residents prioritized these strategies, identifying new transit and transit extensions first, followed by implementing roadway and interchange capacity and congestion management improvements.

In addition, the R6 Norristown Line Service Extension Study recommended the possible tolling of a portion of the US 422 Expressway to fund multi-modal improvements in the corridor, including the capital costs for providing train service between Wyomissing and Philadelphia.

the *422plus* Team



Building on the momentum of these efforts is the *422plus* Project. This project is guided by a partnership comprised of the Berks Area Regional Transportation Authority (BARTA); Berks County Planning Commission; Chester County Planning Commission; Delaware Valley Regional Planning Commission (DVRPC); Montgomery County Planning Commission; Norfolk Southern Corporation; Pennsylvania Department of Transportation (PennDOT); and Southeastern Pennsylvania Transportation Authority (SEPTA).

The challenge put before the *422plus* Project Team was to study whether locally raised resources from tolls could fill the transportation funding gap. The team analyzed whether tolling the expressway portion of US 422, between US 202 and PA 662, could generate enough money to improve the highway *plus* impacted local roads, *plus* cover the capital costs of re-establishing passenger rail service on the active freight line owned by Norfolk Southern between Norristown and the Reading area.

Here's What We Found...

#1

Key Finding #1: Tolling US 422 at a rate comparable to the amount per mile charged on the main line and the Northeast Extension of the Pennsylvania Turnpike would provide funds to greatly accelerate the timeline for making improvements to the corridor, resulting in shorter travel times.

#2

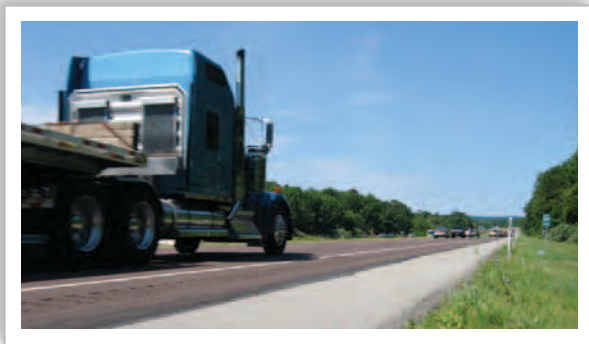
Key Finding #2: The 422*plus* Highway Improvement Program will triple the investment in highway improvements within the next 15 years, which would not happen by relying on existing funding sources.

#3

Key Finding #3: A locally based multi-county transportation authority would best serve as the operator of the roadway. This would assure that toll revenues paid here, in the US 422 Corridor, would stay in the corridor.

#4

Key Finding #4: By 2035, a commuter that travels the full distance on the expressway will save more than 40 minutes daily or about \$7,000 per year in travel time value.



Local drivers will see a savings in travel time once improvements are put in place.

#5

Key Finding #5: The 422*plus* Highway Improvement Program is designed to reduce congestion, increase safety, and enhance maintenance.

#6

Key Finding #6: All-electronic tolling is the best system for users and neighbors of the highway. Tolls would be collected at four locations in both directions through overhead electronic toll collection, not at toll booths.



Electronic tolling enables maintenance of driving speeds through toll collection points and allows for steady traffic flow.

#7

Key Finding #7: New passenger rail service extending from Norristown to Wyomissing can be operational before 2020 with all capital costs funded by toll revenue and oversight provided by the transportation authority. This service would provide a direct ride through Norristown and into Center City Philadelphia.

a better ride

Berks County
Chester County
Montgomery County



<http://www.422corridor.com>



LEGEND

- US 422
- US 422 Identified for Potential Tolling
- Select Interchanges with US 422
- Key Interchanges
- Passenger Rail proposed on Active NS Freight Line
- Manayunk/Norristown SEPTA Rail
- Active Passenger Train Station
- Proposed Train Station (Identified in R0 Extension Study)
- Potential Toll Location
- Existing Schuylkill River Trail
- Future Schuylkill River Trail
- Town or City
- Regional Shopping
- Parks
- Schuylkill River



PHOTO TAKEN ON 05/02/10

Updated: 05/18/11

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Opportunities to Participate



project website (www.422corridor.com) provides an efficient way to share information and receive valuable comments to improve the transportation system. This site also provides an online comment form and team email address.

Public meetings and open houses will present additional information about the proposal, and provide opportunities to answer your questions.

In addition, project e-newsletters have been created as well as media releases. Key briefings have been held with stakeholders, and a series of interviews have been conducted with roadway users, advocacy organizations, and institutions along US 422. The project team also developed a series of videos to describe the current situation on US 422, which can be viewed on the website.

Next Steps



As we move forward, a number of actions are necessary to ensure that the *422plus* Project happens. These include:

- Public open houses to update citizens and stakeholders
- Pennsylvania legislation to authorize local tolling authority
- County ordinances to establish a multi-county toll authority
- Agreement between Pennsylvania, the new multi-county authority, and the Federal Highway Administration (FHWA) on managing and operating the roadway
- Financial agreement among Berks, Chester, and Montgomery counties, and SEPTA on transit operating costs and local contributions
- State appropriation to fund increased operating costs to the future transit provider
- Agreements with Norfolk Southern for track usage, improvements, and operations

We all agree that a better highway with more reliable travel times, less congestion, and a viable transit option are the ideal solutions for the corridor. Join us as we work toward achieving a future that means a better ride for everyone.



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