VISTA 2025 Goal 5:

Support critical infrastructure in targeted corridors of opportunity

Goal 5 Team Meeting

September 12, 2017

<u>Meeting Notes</u>

Team Members Attending: Vanessa Briggs, Diane Disney, Matt Hammond, Rob Henry, Jim Horn, Gary Krapf, Michelle Kichline, Steve Krug, Tim Phelps, Al Sauer, Bob Schoenenberger, Paul Spiegel, Coleen Terry

Also Attending: Paul Bovitz (Stel), Mike Grigalonis, James Logan, Brian O'Leary, David Sciocchetti

Michelle Kichline

Welcomed team members and asked for any comments on the meeting notes from the previous meeting. None were received.

Introduced Brian O'Leary to review the transportation funding process.

Brian O'Leary

Stated that the transportation funding process begins with outreach by the Chester County Planning Commission (CCPC) to the county's municipalities for any big projects that they might be interested in. This information is added to the existing Transportation Improvements Inventory for the county. All projects are scored and high priority county projects are identified.

Indicated that CCPC then works with the Delaware Valley Regional Planning Commission (DVRPC) to get county projects on the regional Transportation Improvement Program (TIP). The TIP serves as primary vehicle for allocating state and federal funds to transportation projects in the southeastern Pennsylvania region. The TIP is a 12 year infrastructure plan with projects typically advancing into the first 4 years where they are actually funded.

Added that there are some alternative funding sources for highway and transit programs but they are highly competitive. One example is the TIGER program which can allocate from $5 million to $25 million for transportation infrastructure projects.

Reviewed current list of Chester County priority projects using a Draft 2017 Chester County Transportation Priority Projects handout (attached). Commented that it is a long process from identification to construction.

Noted that some projects in the county are not part of the TIP process because they are funded in a different manner (e.g. Pennsylvania Turnpike widening to 3 lanes in the county to be funded by tolls).

Rob Henry

Expressed some concern that the state budget process could take unallocated funds from some transportation accounts.

Tim Phelps

Noted that TMACC had sent a letter on this issue noting that some estimates have suggested that funds could be reduced by 30-35%. Added that if this did occur it could make the Scoot and Link operations unsustainable.

David Sciocchetti

Asked about the current allocation of TIP funds to Chester County projects

Brian O'Leary

Responded that the county is currently at a low point relative to other counties in the region in the first four years of the TIP. Added that that will change as larger projects now in the queue gradually come on line.

Matt Hammond

Asked how the high level of funding, as much as $3 billion, needed to upgrade I-95 will impact other regional allocations.

Brian O'Leary

Responded that it was not clear at this time what kind of impact that might have.

James Logan

Asked if there were any projects in the 724 corridor that were on the list. Was advised that there were projects on the list but that they were several smaller projects that were not top priority projects at this time.

Tim Phelps

Commented that there were both technology issues and land planning issues associated with transportation infrastructure planning. Added that technology changes may be running ahead of land planning citing the rapid emergence of ride sharing and the pending arrival on autonomous vehicles.

Noted that some of the cited advantages of autonomous vehicles include safety improvements, lower costs and improvements in the ability to serve aging and disadvantaged populations.

Rob Henry

Commented that while there were tests of autonomous vehicles underway, there was still a major issue with societal acceptance.

Tim Phelps

Noted that society adapts citing the transition from horse driven carriages to "horseless carriages" or cars.

Diane Disney

Raised a concern with possible job displacement. Noted the need to pan now for this transition.

Brian O'Leary

Noted that autonomous vehicles may be addressed in Landscapes 3 but the challenge will be to assess how soon any impacts will be felt.

Rob Henry

Noted that consistency across jurisdictions will be critical. Added that the topic is now being considered at the federal level.

David Sciocchetti

Asked about planning for non-highway or transit transportation issues like rail freight or air ports.

Brian O'Leary

Indicated that both will be part of Landscapes 3.

Al Sauer

Asked about the status of the Newark Road and Baltimore Pike intersection. Advised that it was proposed to be added to the TIP.

Michelle Kichline

Introduced the importance of infrastructure resiliency as demonstrated in the recent natural disasters in Houston and the Caribbean. Added that open space can be a significant part of resilience and that Landscapes 3 will retain a focus on this issue.

Steve Krug

Introduced the concept of resiliency by noting that while it was good for county residents, it was also good for county businesses. Noted that for a variety of reasons, Chester County compares well with most other areas in terms of resilience.

Described resilience as the ability to effectively respond to change. Added that the key was to plan in advance to minimize the impacts of sudden changes and to reduce the time it takes to recover.

Reported that several Chester County companies (Vanguard, QVC, Siemens, etc.) meet quarterly to discuss resiliency issues. These companies are characterized by their need to remain connected 24 hours a day.

Briefly reviewed the International Economic Development Council (IEDC) report on resiliency.

Also commented on Economic Development Administration (EDA) resiliency report. Noted that report identifies several resiliency categories: Physical, Energy, Transportation, Cyber, etc. Added that focus is on extreme events like blizzards, hurricanes/tornadoes, flooding, earthquakes, etc.

Diane Disney

Commented that nuclear emergencies should also be on the list.

Steve Krug

Reported that many communities are now developing resiliency plans. Cited Pittsburgh and New Jersey. Suggested that resiliency was a factor that Chester County could promote as part of its marketing efforts. Noted that sustainability was a key aspect of recent Amazon RFP for their 2nd headquarters location.

Tim Phelps

Noted that Chester County First is a group looking at contingency planning. Added that they meet 7-10 times a year. Suggested that the county effort is part of a national group.

Paul Spiegel

Stated that emergency preparedness and long term infrastructure investments that support resiliency are two different aspects of resiliency.

Tim Phelps

Agreed, noting that prevention should be first and managing the response should be second in terms of priority.

Diane Disney

Commented on the unique spirit of volunteerism in this country that is part of its resiliency. Noted that this is part of a response to emergencies that is outside of and an alternative to government efforts. Added that non-profits are also part of the non-government response options.

Michelle Kichline

Commented that Chester County emergency services are coordinated through the county department manages by Robert Kagel.

Mike Grigalonis

Asked whether a resiliency plan made sense for Chester County. Response was that it made sense.
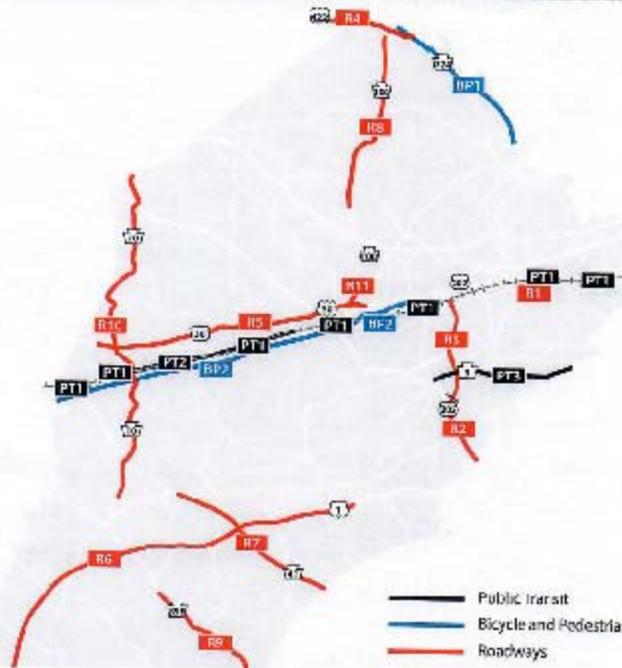
Brian O'Leary

Noted that many resiliency features are addressed by existing agencies like the County Water Resources Authority that focuses on flood plain and storm water management. Added that long term efforts have made Chester County as a whole more resistant to flood damage. Noted that new flood plain maps were just now coming online. Municipalities must adopt them to have their residents be eligible for flood insurance.

Our Priorities

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2017 Chester County Transportation Priority Projects

Public Transit
Bicycle and Pedestrian
Roadways

Public Transportation

PT1

Keystone Corridor/Paoli-Thorndale Rail Stations
Engineering and construction
Atglen, Parkesburg, Coatesville, Downingtown, Exton, Paoli Transportation Center, Devon

PT2

SEPTA Paoli-Thorndale Extension
To Coatesville and Parkesburg

PT3

West Chester Pike "Better Bus" Pilot
Implementation

Bicycle and Pedestrian

BP1

Schuylkill River Trail
Construction

BP2

Chester Valley Trail: Exton to Atglen
Feasibility and engineering

Bicycle & Pedestrian Improvements (Examples)
· Exton Station to CVT
· Warner Spur
· 52 Bikeway

Our Projects

Roadway

Darby Road Extension: North Valley Road Bridge
Preliminary engineering and Final design

US 202 Section 100
· PA 926 at US 202
· Matlack to DE line
· Northbound ramps at Bus. 322

US 202 Section 200
· Operational Improvements

NEW

US 422: Reconstruction North Coventry
Construction

US 30 Bypass Reconstruction & Widening
Preliminary engineering and Final design

US 1 Bypass: Maryland Line to Schoolhouse Rd.
Preliminary engineering

PA 41: Corridor Safety Improvements
Construction

PA 100: Corridor Safety Improvements
Construction

PA 896: Corridor Safety Improvements
Final design

PA 10: Corridor Safety Improvements
Preliminary engineering

PA 113: Capacity Adding
US 30 Bypass to Peck Rd

NEW

Intersections

Critical Intersections (Examples)
· Newark Rd at Baltimore Pike
· PA 23 at Township Line Rd
· Baltimore Pike at Rt 796
· PA 340 at Business 30

Bridges

Critical State, County, and Municipal Bridges (Examples)
· Old Schuylkill Rd over Pigeon Creek
· Icedale Rd over W. Branch Brandywine Creek
· Lancaster Ave over East Branch Brandywine Creek

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