

ChesGO!

Improving the ways people move throughout Chester County since 1992.

Meaningful Connections

Chester County Planning Commission continues to move the needle.

Page 4

Also in this issue:

Meet the CCPC TEAM

Multimodal Transportation Planning Team Members

Page 6

EV Utility Manufactured Here

J-TECH Highway Safety and Lion Electric Partnership

Page 10

Chester County Passenger Rail Update

Page 14



A publication of

TMACC

Transportation Management Association of Chester County

The mission of TMACC is to advance equitable, safe, and sustainable multimodal transportation solutions by serving as

- a resource center for innovative mobility strategies,
- a collaborator of the public, private, and non-profit sectors, and
- a catalytic agent for advancing and implementing best practices.

Learn more at [TMACC.org](https://tmacc.org)

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Contents

- 3 **Zooming Along**
- 4 **Meaningful Connections:**
Chester County Planning Commission continues to move the needle for transportation throughout the region.
- 6 **Meet the CCPC Team**
- 9 **Member Highlight**
- 10 **EV Utility Manufactured Here**
J-Tech Highway Safety and Lion Electric Partnership
- 14 **Chester County Passenger Rail Update**
Passenger Rail Project Accepted in Federal Program
- 17 **TMACC Breakfast Briefing Recap**
- 18 **TMACC Events—Were You There?**
- 21 **Looking to share the ride?**
Sign up fo Share-A-Ride
- 22 **Get Moving!**
- 23 **Get On!**
- 24 **TMACC Meets!**
- 26 **Currents**

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Meaningful Connections:
Chester County Planning Commission continues to move the needle for transportation throughout the region
Page 4



Zooming Along

In the dynamic landscape of transportation management, TMACC envisions a future where every commuter, regardless of their mode of transit, experiences a journey infused with dignity and respect.

As the Executive Director, my mission is to infuse our narrative with creative and thought-provoking content, elevating the discourse around multimodal options such as walking, biking, and public transportation. Our commitment extends beyond providing choices; it's about instilling a sense of pride in every traveler and fostering public engagement to construct better, safer, and more inclusive transportation infrastructure.

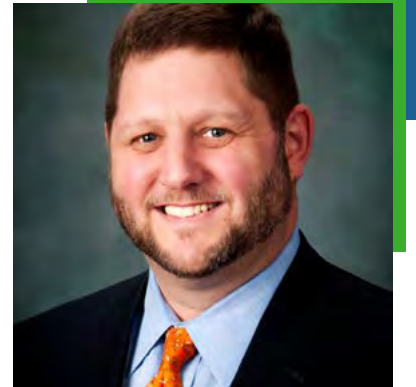
Transit Equity Day, commemorated on Sunday February 4th in honor of Rosa Parks, stands as a beacon illuminating our path toward a transportation system rooted in justice and fairness. Rosa Parks' story exemplifies the transformative power of an individual's resilience, sparking a movement that transcended bus seats to redefine the very fabric of civil rights. This narrative inspires us to envision a transportation future where dignity is not just a privilege but a right for every user, no matter their chosen mode of transit.

Walking and biking should not merely be modes of movement; they should be dignified and accessible choices for everyone. As we champion active transportation, our focus on equity planning emphasizes the creation of safe and invit-

ing connections that cater to the diverse needs of our community. In designing walking and biking infrastructure, we strive to bridge gaps and promote inclusivity, fostering a sense of belonging and dignity for all.

Safe bus stop designs are integral to our transformative vision, symbolizing our commitment to a more inclusive commuter experience. We reimagine these spaces as universally accessible hubs, designed for users of all abilities. Well-lit, comfortable, and sheltered from the elements, these bus stops become symbols of safety, comfort, and dignity for every traveler.

TMACC draws inspiration from regional initiatives, such as Chester County's "Walk. Ride. Drive. Safe" campaign. This campaign aligns seamlessly with our commitment to safety and equity, emphasizing the importance of safe transportation choices. Additionally, we note Delaware Valley Regional Planning Commission's (DVRPC) Transportation and Community Development Initiative (TCDI). This grant opportunity perfectly complements our vision, as it funds local planning initiatives that advance the goals of regional long-range plans like Connections 2050. TMACC encourages stakeholders to explore such opportu-



P. Timothy Phelps
Executive Director

nities and actively participate in shaping the transportation landscape.

In summary, TMACC is steadfast in its commitment to cultivating an equitable transportation future. As we navigate the ever-evolving transportation landscape, we envision a system that not only connects destinations but also connects hearts, fostering a sense of pride and dignity in every commuter's journey. Together, let us elevate equity, making transportation a business of inclusivity, accessibility, and empowerment. ♦

Meaningful Connections:

Chester County Planning Commission continues to move the needle for transportation throughout the region

On November 30, 2023 Chester County Planning Commission Executive Director Brian O’Leary and Multimodal Transportation Planning Division Director Brian Styche presented the Planning Commission’s next term initiatives to the Transportation Management Association of Chester County membership.

The event and presentation were held at The Desmond Hotel and provided a valuable snapshot of the Planning Commission’s objectives concerning transportation issues in the county in 2024.

Specifically, O’Leary and Styche explained how the Chester County Planning Commission’s Landscapes 3 effort, adopted December 2018, is the guiding document and the blueprint for the county’s comprehensive plan that is designed to be implemented over the next ten years.

Landscapes 3, adopted December 2018, is the guiding document for Chester County Planning Commission’s comprehensive effort. It defines the core principles that position Chester County and its municipalities for success, including resource preservation, revitalized urban and suburban centers, housing diversity, transportation choices, collaboration, and resiliency.

Chester County Planning Commission’s presentation to TMACC membership unveiled a well-organized plan to communicate and focus on those multiple objectives including preservation, protection, appreciation, living, prospering, and connecting.

The county’s Landscapes 3 initiative includes six goal areas featuring defined objectives and recommendations supporting the vision and the “How We Connect” section of the ambitious plan is the main goal related to transportation.

According to O’Leary and Styche, the goal for the county is to advance efficient, reliable, and innovative transportation, utility, and communications infrastructure systems that responsibly serve thriving and growing communities.

What is County Planning (And What Does it Mean to YOU!?)

As Chester County grows the need for strategic planning increases in all areas. At the county level, municipalities are brought together to unify efforts, standardize approaches, and appropriate resources. Chester County Planning Commission’s mission is to provide future growth and preservation plans to citizens, so that they can enjoy a Chester County that is historic, green, mobile and prosperous.



HOW WE CONNECT

The Chester County Planning Commission’s plan and presentation broke down action steps into more than a dozen action steps. From major studies to smaller infrastructure improvements, the Commission’s comprehensive plan is fundamental to travel in and around Chester County.

Active Transportation Inventory (ATI)

The Chester County Planning Commission formed a team of six experts who reviewed all regulatory and applicable advisory documents for all 73 Chester County municipalities twice, with peer reviews and prepared assessments used for preparation of municipal reports including:

- Comprehensive Plans
- Zoning Ordinance
- Subdivision/Land Development Ordinance
- Official Maps
- Bike/Ped Mobility & Trail Plans

The Active Transportation Inventory report as well as a countywide summary is available to the public here: www.chescoplanning.org/transportation/ati.cfm

Municipal Reports

In 2023, the Planning Commission prepared individual reports for all 73 Chesco municipalities. Each township and borough report included a thorough technical evaluation and summary of municipality-supplied documents, and followed by recommendations.

Chester County Complete Streets Policy

The presentation reviewed a plan to develop an integrated and connected multimodal transportation system as part of a program called Complete Streets that will serve all neighborhoods and populations throughout Chester County.

According to Styche, the Complete Streets Vision includes a commitment for all roadways in Chester County to meet the mobility needs of all users and provide for all appropriate modes of transportation with an emphasis on safety, equity, and environmental responsibility. The Planning Commission will accomplish this ambitious objective through a combination of policy enhancements and measuring performance.

Policy Framework:

- Vision
- Policy
- Applicability
- Exceptions
- Design Standards
- Performance Measures





Brian Styche, RLA, AICP
MTP Division Director, CCPC



With more than thirty years of parks, recreation, transportation and trail planning, design, and construction experience towards the advancement of the Multimodal Transportation Planning Division, the county is fortunate to have an advocate like Brian on the Chester County Planning Commission team.

Brian has worked in all phases of the project development process from initial concept to planning through to implementation and understands how to advance projects like the Chester Valley Trail Extension Study, Northern Struble Trail Feasibility Study, and the publication of the Multimodal Circulation Handbook for Chester County among many other successful projects.

REPRESENTATIVE PROJECTS:

- Chester Valley Trail Extension Study
- Phoenixville Region Multimodal Transportation Study
- Central Chester County Bicycle and Pedestrian Circulation Plan

Performance Measures:

- Sidewalks: 919.0 miles
- Multiuse Trails: 35.3 miles
- Bike Lanes: 13.2 miles

So far there are ten out of seventy three municipalities who have adopted Complete Streets policies including East Bradford Township, East Whiteland Township, Elverson Borough, Londonderry Township, Modena Borough, Phoenixville Borough, Spring City Borough, Valley Township, West Brandywine Township, and West Grove Borough.

Transportation Improvements

The team reviewed a plan to advance the funding and implementation of transportation improvements with a prioritized inventory of projects and coordinated advocacy.

Chester County Planning Commission's transportation project programming and delivery process ensures that the most needed projects receive funding first. This is accomplished by inventorying all projects and establishing a priority to each improvement in a long range plan.

The presentation did highlight some of the well-known issues throughout the county including things like highway bottlenecks on routes US 202 and PA 100 Northbound.

There will be an effort to reach out with transportation protocols and improvements, to the more Rural & Agricultural Communities in Chester County.

"In 2012, 19 percent of the US population lived in rural areas, but rural road fatalities accounted for 54 percent of all fatalities. Even with reductions in the number of fatalities on the roadways, the fatality rate in rural areas is 2.4 times higher than the fatality rate in urban areas." (FHWA)

Public Transit Enhancements

With public transportation being less commute focused in 2024, the Commission is committed to evaluating the changing role of public transit in Chester County.

Created as an element to Landscapes2, the County's Public Transportation Plan Update includes addressing longstanding and recently identified service gaps, unserved vs. underserved communities, and COVID Considerations.

A number of current and upcoming SEPTA Projects were reviewed during the compelling presentation including:

Bus Revolution

- Existing fixed-route service
- Microtransit zones

Reimagining Regional Rail

- Enhance Paoli/Thorndale Line service

Service Restoration:

- Coatesville/Parkesburg



Stephen Buck, RLA
Trails Planner, CCPC



Working to advance active transportation infrastructure projects within Chester County, with a particular focus on trail planning and development, Stephen's responsibilities include maintaining the County's GIS trails database, preparing and reviewing trail feasibility studies and master plans, monitoring and preparing grant applications and furthering the development of trails and other active transportation infrastructure projects within the County.

Stephen is a registered Landscape Architect with over 15 years of professional experience in planning and design for parks, trails, and open spaces in the public realm and he possesses a comprehensive understanding of all phases of trail development.

REPRESENTATIVE PROJECTS:

- Chester County Trails Master Plan
- Chester County Trailfinder
- Bike Chester County Steering Committee

SEPTA service to Coatesville SRPRA

- Amtrak Service out of Phoenixville

Coatesville Train Station Project

- \$65 million project
- Construction finished by end of 2025
- Most of the Amtrak trackwork is complete

Bus Shelter Initiative

- Phoenixville: Church & Main Streets
- West Chester: High and Linden Streets

West Chester Pike Coalition

- Jointly run with Delaware County
- Improve transportation options along West Chester Pike
- Resumed meetings in March 2023
- WCP Multifamily Housing Transportation Project (TMACC)

More information on the SEPTA projects throughout the county can be found online: <https://www.chescoplanning.org/transportation/PTP-Update.cfm>

TRAIL BUILDING

One of the top issues identified by Chester County residents during the Landscapes3 comprehensive plan update process was the need for more bicycle and pedestrian facilities in their communities. These facilities provide residents with greater mobility, true multimodal transportation options, and additional recreational options all leading to the development of healthier communities.

Circuit Trails

Create a countywide, interconnected trail network .

Develop and implement a countywide trail network that includes expansion of the Circuit, Greater Philadelphia's regional multis trail network and connecting local trails.

The Chester County Planning Commission's current trail initiatives include:

- Chester County Trails Master Plan
- Chester Valley Trail P&T
- Bicycle Friendly Resurfacing
- Chester County Trailfinder
- Interdepartmental Trail Coordination
- Bike Chester County
- Pottstown Area Regional Recreation Committee (PARRC)
- Kennett Area Trails
- Phoenixville Region Trails Committee
- County & municipal recommendations
- Planning and Design Guidelines
- Funding Recommendations
- Trailheads
- Public Art
- Gathering Spaces
- Programming
- Signage
- Marketing/Branding
- Landscape
- Operations/Maintenance
- Safety
- Policy
- Funding



Alex Sankaran
Transportation Planner, CCPC



Alex is a recent graduate from West Chester University, with a degree in Urban and Environmental Planning, and minors in the Business GIS and Applied Statistics. Alex primarily focuses on public transit projects for CCPC, as well as other general transportation needs.

Alex works with local municipalities and SEPTA to identify high ridership stops within Chester County that do not have bus shelters and provide these municipalities with appropriate ones.

REPRESENTATIVE PROJECTS:

- Public Transportation Plan Update
- Chester County Bus Shelter Initiative
- SEPTA Bus Revolution and Reimagining Regional Rail

Continued on page 13

Patty provides professional planning consulting services related to multimodal circulation, including improvements made to streets and highways to help shape Chester County's future transportation landscape.

Supporting the County's Environment & Infrastructure Division and their efforts to improve all transportation services, facilities, and modes through sound planning, Patty also helps maintain the county's Transportation Improvements Inventory and works to advance the region's goal of completing the Circuit multi-use trail network and many other initiatives.

REPRESENTATIVE PROJECTS:

- Transportation Improvements Inventory
- Complete Streets Policy
- The Circuit multi-use trail network



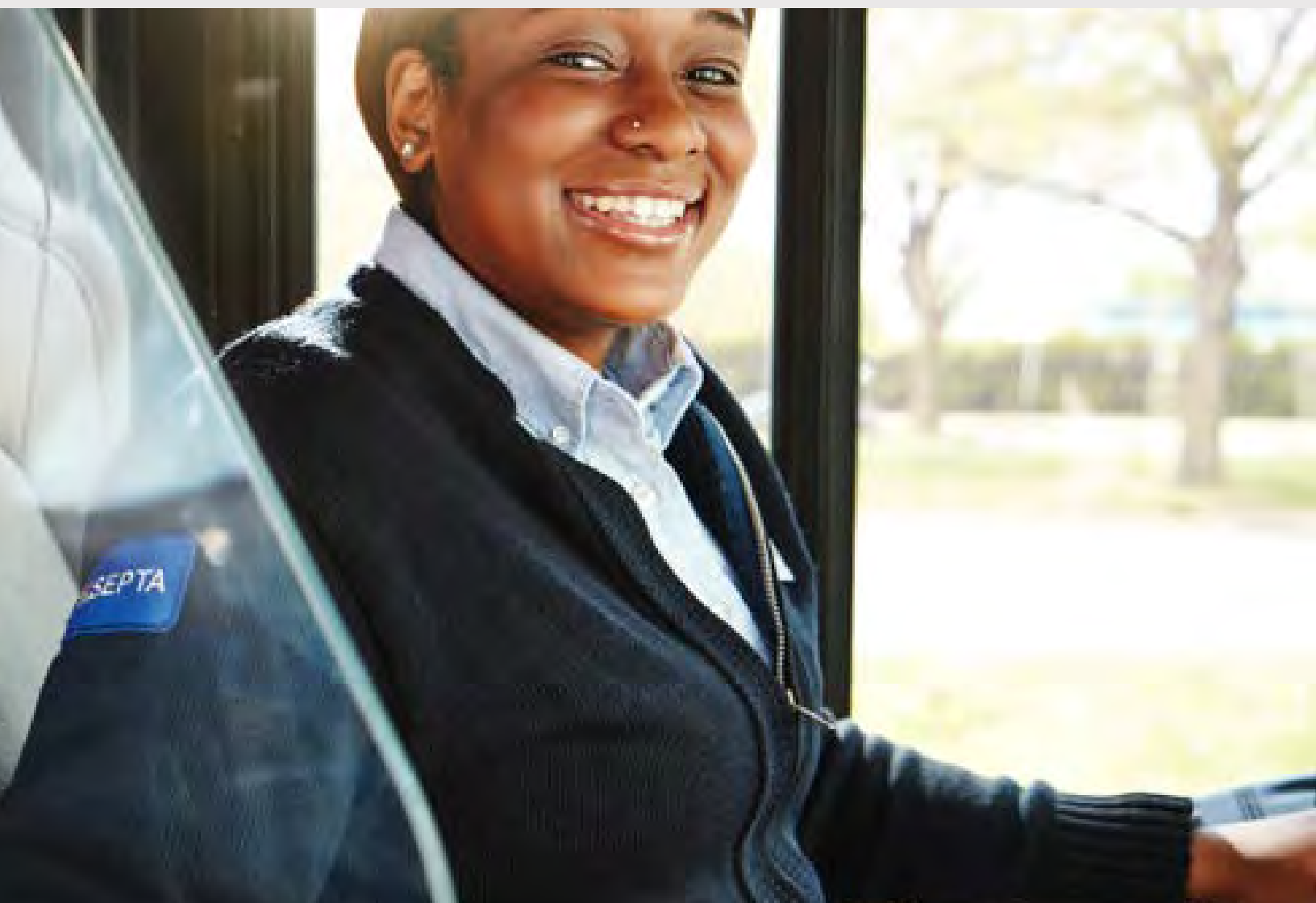
Patty Quinn
Transportation Planner, CCPC





SEPTA Forward: Bus Revolution

Learn about what we've done so far and where we're going next:
www.SeptaBusRevolution.com



Bus Revolution is SEPTA's first comprehensive redesign of its entire bus network. A key initiative of SEPTA Forward, the authority's strategic plan, Bus Revolution delivers a more reliable and easier-to-use bus network that will be more useful for more people.

Member Highlight

Bowman

Since its inception in 1976, Bowman (formerly McMahon) has been at the forefront of delivering cutting-edge transportation engineering, planning, design, and technology solutions.



Bowman
 835 Springdale Dr., #200,
 Exton, PA 19341
www.bowman.com

Over the years, Bowman (formerly McMahon) has cultivated enduring relationships by consistently exceeding the expectations of governmental and private sector clients. The company is renowned for providing comprehensive services and consulting expertise across various travel modes, encompassing planning, design, permitting, and construction.

Strategic Alliance: In a significant development in May 2022, McMahon seamlessly integrated with Bowman Consulting Group Ltd. through an acquisition. Bowman, a publicly-traded firm, is a distinguished multi-disciplinary engineering and survey consulting company offering a wide spectrum of real estate, energy, infrastructure, and environmental management solutions nationwide. This strategic partnership expands McMahon's capabilities and allows the combined entity to cater to diverse client needs, from large-scale commercial developments to state-of-the-art transportation projects.

From its origins as a single-practitioner firm, McMahon has evolved into a formidable team of professionals with a presence across the East Coast. The company has established itself as a trusted advisor on transportation and data management challenges, reflecting a commitment to innovation, integrity, and cost-effectiveness.

Joseph McMahon, the founder, has been instrumental in steering the company's growth. With a vision grounded in over 40 years of experience, McMahon has grown from a one-person enterprise to a workforce exceeding 200 individuals. The company has transitioned from a single discipline to offering a comprehensive suite of services for transportation projects of varying scales.

Innovation, integrity, and cost-effectiveness serve as the cornerstones of McMahon's solutions. The company is dedicated to delivering exceptional results and building lasting relationships with clients. McMahon's commitment to staying ahead of the curve in a rapidly evolving industry is evident in its track record of adapting to new challenges and embracing opportunities.

McMahon's journey is marked by continuous evolution and an unwavering commitment to excellence. From its humble beginnings, the company has successfully executed thousands of projects. The acquisition by Bowman Consulting Group Ltd. in May 2022 represents a pivotal moment in McMahon's history, solidifying its position as a major engineering services firm.

As McMahon looks towards the future, the company remains steadfast in its dedication to providing innovative solutions and maintaining the trust of its clients. The collaboration with Bowman Consulting Group Ltd. opens new avenues for growth in Chester County and beyond, and reinforces McMahon's position as a leader in transportation engineering, planning, and design.



Innovative Chesco Company Partners with a Canadian Lion

J-Tech Highway Safety Unveils First Zero-Emission Electric Truck Mounted Attenuator

You've seen them as you travel the turnpike, giant contraptions on the backs of trucks positioned before work zones. They sort of resemble massive springs and, with a little reasoning, one can deduce that truck mounted attenuators are there to protect workers in work zones.

Attenuators are kinetic absorption devices that absorb impact—of say the vehicle of a distracted motorist—when hit. In simple terms, it's a crash cushion that is mounted to the rear of a safety truck and one of truck mounted attenuator's market leaders is headquartered in Chester Springs.

J-Tech Highway Safety, an innovative builder of truck mounted attenuator trucks since 1993, has recently teamed up with Lion Electric to bring the efficiency of EVs (electric vehicles) to the highway safety industry.

J-Tech's trucks provide protection and safety to both maintenance workers and roadway users in highway maintenance work zones.

J-Tech's and Lion's innovative use of EVs as truck mounted attenuator trucks in highway work zones can now provide added environmental benefits and increased efficiency to those highway job sites. The industry now has the means to reduce truck mounted attenuator diesel trucks that need to idle all night in work zones to power warning lights and equipment.

Lion Electric, headquartered in Sain Jérôme, Québec, Canada has quickly become the de facto choice for commercial electric service vehicles throughout North America. Lion manufactures all-electric box, refuse, and bucket trucks, passenger buses, and school buses.

Scott Offerman, Lion's Director of Marketing, first learned about J-Tech

truck mounted attenuators from a mutual acquaintance and reached out to Seth Woelkers, Strategic Account Manager at J-Tech to explore the possibility of a partnership.

"It's a perfect partnership," says Woelkers. "Lion is expanding the types of vehicles that customers can build using their system. They started with buses and now have a new production facility in Illinois that will produce the Lion 6 very efficiently, giving us a robust source of cab and chassis on which we build our truck mounted attenuator trucks."

The Lion and J-Tech teams recently showcased the EV truck mounted attenuator truck together at the AEM Association of Equipment Manufacturer's Utility Expo in

“These vehicles produce no emissions and there is minimal maintenance compared to a TMA with an internal combustion engine.”



ABOUT J-TECH

Respected throughout the North American highway safety industry, J-Tech is known for its innovative roadway maintenance safety vehicles and equipment. J-Tech has been helping highway contractors, traffic management companies, state transportation departments and tollways make their work zones safer workplaces since the introduction of the J-Tech TMA (Truck Mounted Attenuator) truck, aka "crash truck" in August 2007. J-Tech's TMA Trucks, Pattern Trucks, Dynamic Lift System Trucks, LaneBlade®, and Safety Baskets are some of our many innovative products that give operators a safety and efficiency advantage.

Louisville, KY, where interest was extremely high. The EV truck mounted attenuator trucks are available for ordering now, and interested customers can contact J-Tech to start the process of a build.

"It makes great sense for organizations that focus on safety and efficiency to consider the EV truck mounted attenuator" Woelkers added. "These vehicles produce no emissions and there is minimal maintenance compared to a truck with an internal combustion engine." One challenge the EV truck mounted attenuator trucks experience that is similar to EV automobiles, is that electric trucks are more expensive than traditional ones. There are grants available that can help with the upfront purchase and required charging

infrastructure. Customers can expect to recoup fuel and maintenance savings over the years.

A second challenge is that as an emerging technology, end users must develop new processes, training, and standard operating procedures to reflect the differences in using all-electric vehicles.

While this will require an initial outlay of time and resources, the long-term advantages clearly demonstrate the value of the investment. It is up to the operating companies and government agencies to take that challenge and allocate the resources to make this a mainstream solution.



HAPPY EARTH DAY



GET OUTSIDE AND CELEBRATE THE PLANET!

Make a commitment to talk about the benefits of sustainable transportation.



An experienced planning executive with a demonstrated history of working on a variety of planning issues with a wide range of partners, Brian leads the Chester County Planning Commission team and their dynamic and impressive list of ongoing improvement projects and objectives.

As Executive Director of the Chester County Planning Commission, Brian is responsible for working with a proactive board of directors to guide county coordinated growth by developing thoughtful plans for landscapes, transportation, zoning and more.

REPRESENTATIVE PROJECTS:

- Schuylkill River Passenger Rail Authority
- Vision Partnership Program
- Landscapes 3



Brian O'Leary
Executive Director, CCPC



Meaningful Connections continued from page 7

The presentation highlighted the very popular intercounty Chester Valley Trail (CVT) as well as the Philadelphia & Thorndale (P&T) Rail Corridor, and the Enola Low Grade Extension.

To highlight the commitment to the currently engaged trial projects, several trail success stories were reviewed including CVT segments in East Whiteland Township (2016, 2017 & 2020), and East Goshen Township - Paoli Pike Trail (2016 & 2023).

The Planning Commission reviewed its transportation standard, or CCPC Design Guide, a Multi-modal Circulation Handbook. The consolidated reference guide is a how-to on incorporating all transportation modes into contemporary land development site design for county municipalities.

The presentation closed by CCPC underscoring Chester County's commitment to quality of design in built environments by establishing Growth Area Design Guides and acting as a resource to communicate a vision of excellence throughout the county. ♦

The Chester County Planning Commission Vision Partnership Program is available for review here: <https://www.chescoplanning.org/MuniCorner/vpp.cfm>

About the Chester County Planning Commission

The Chester County Planning Commission is a nine-member advisory board appointed by the County Commissioners.

Initially the work of the Planning Commission involved inventorying and mapping the County's features and resources. Over time, the Planning Commission has evolved into a modern, professionally staffed, planning organization that uses specialized knowledge and training, along with the latest techniques and technology, to plan for the future of Chester County. The Planning Commission's activities are enabled, and in some matters mandated, by the Pennsylvania Municipalities Planning Code.

The mission of the Chester County Planning Commission is to provide future growth and preservation plans to citizens, so that they can enjoy a Chester County that is historic, green, mobile, and prosperous.

STAY CONNECTED WITH TMACC:



TMACC.org



Reading to Philadelphia

Intercity Passenger Rail Project Accepted in Federal Program

Acceptance of the Schuylkill River Passenger Rail Authority's application by the Federal Railroad Administration, and an initial award of \$500,000, are major steps in bringing intercity passenger rail service to Berks, Montgomery, and Chester Counties.

Reading, PA — The Schuylkill River Passenger Rail Authority (SRPRA) received confirmation today from the Federal Railroad Administration (FRA) that its application to participate in FRA's Corridor Identification and Development Program (CIDP) has been accepted. Acceptance enables SRPRA to access federal funds to advance the return of passenger rail service from Reading to Philadelphia and beyond, and significantly increases the likelihood that the service will be successfully implemented.

The \$500,000 grant will fund the first of three steps in the CIDP. It complements approximately \$1 million already committed to the passenger rail project by Berks, Montgomery and Chester Counties and a \$250,000 state grant awarded to Montgomery County. A further \$750,000 in Congressionally Mandated Funding previously awarded to Berks County will help fund consultant work on the rail project's Service Development Plan.

The Corridor ID Program is not a study. It encompasses the pre-construction development of selected corridors, which includes planning, environmental review, preliminary engineering, and other corridor development activities. Selection of the SRPRA for the Corridor ID Program makes it likely that the FRA will continue to support the advancement of the Reading to Philadelphia Intercity Passenger Rail project.

"Receiving this grant is great news for the SRPRA, and importantly, for the residents and businesses along the proposed SRPRA corridor," said Christian Leinbach, Chair of the Berks County Board of Commissioners, and Chair of the SRPRA.

"The number of applicants for this grant program far outweighed the funds available, but ours is a compelling project, and truly matches the Corridor Identification and Development Program's purpose to develop sustainable intercity passenger rail corridors across the country. Notably, it's our pursuit of an intercity passenger rail solution proposed to be operated by Amtrak, rather than a commuter rail transit service, that makes the current effort different from previous ones and more likely to succeed."

The Reading — Philadelphia — New York Corridor enjoyed passenger rail service for well over 100 years, until service to Reading ended in 1981. The SRPRA was officially organized in June 2022 to re-establish the rail corridor, connecting Berks, Chester, and Montgomery Counties with Philadelphia and New York.

This would provide access to other communities in the Northeast Corridor between Boston and Washington DC, and to the Amtrak national network. Monetary backing by the FRA also allows the SRPRA to begin negotiations with Amtrak and Norfolk Southern.

Marian Moskowitz, Chester County Commissioner and SRPRA Personnel Committee Chair noted, "Before the formation of this authority, community members from Phoenixville worked on the restoration of passenger rail for years. The creation of the SRPRA followed a year of working together as a committee and agreement on the most efficient way to restore passenger rail service to the region. While the Authority's formation was not a guarantee that passenger rail would return, receiving this grant is another crucial step towards that reality, and is a true validation of its importance, not just to the region, but to the country."

Continued on page 17


“Receiving this grant is great news for the SRPRA, and importantly, for the residents and businesses along the proposed SRPRA corridor.”

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Get weekly updates on local events and initiatives, projects, commuter news, ChescoBus and more!




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- ✓ **Find Rides**
 Use the trip planner to find rides. Find a car ride or bicycle with other Share-A-Ride members or find the closest public transit. Just don't arrive by yourself.
- ✓ **Record Your Trips**
 Record your greener trips, even work from home days, in your Share-A-Ride account and track the money you save, the emissions you prevent, and your reward points.
- ✓ **Get Rewards**
 Redeem your commute points for restaurant coupons, retailer discounts and tickets to shows and attractions.

Join Share-A-Ride ▶ Find Rides, Record Your Trips and Get Rewards!

Passenger Rail Project continued from page 15

According to the SRPRA, restoring passenger rail service from Reading to Philadelphia opens a strong network of economic opportunities, not just to the City of Reading, but to the planned stops along the route in Pottstown and Phoenixville and to surrounding communities. Studies have shown that, in the next 30 years, the new passenger rail line is estimated to create significant economic and environmental benefits including more than \$1 billion in new property developments, tremendous job creation, and reduction in vehicle congestion, specifically along the Route 422 corridor.

Ken Lawrence, Jr., past Montgomery County Commissioners' Chair and SRPRA Treasurer added, "News of our acceptance into the FRA Corridor Program is a real game-changer, and while we celebrate the fact that we have received this grant, we are also focused on what comes after that. The nine members of this Authority, along with our key partners and stakeholders, are committed to proving the operational and financial feasibility of a renewed Reading to Philadelphia passenger rail service. We have already achieved so much by working together in what must be recognized as an exceptional level of bi-partisan teamwork, and by continuing to work together we will keep this project 'on track' until we see passenger trains rolling out of Reading towards Philadelphia once again."

The Schuylkill River Passenger Rail Authority (SRPRA) was incorporated in 2022 by the Pennsylvania Counties of Berks, Montgomery, and Chester to facilitate restoration of passenger rail service between Reading and Philadelphia, and ultimately beyond to New York. SRPRA is governed by a nine-person board, consisting of three members from each county. Details of the Authority's plans and accomplishments, as well as its organization and history, may be found on the SRPRA website at www.GoSRPRA.com. ♦

Media Contact:
 Tom Frawley, Executive Director,
 Schuylkill River Passenger Rail Authority
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EVENT RECAP

TMACC TRANSPORTATION BRIEFING

OVER BREAKFAST

10.23 MOVING THE NEEDLE

Over 50 business leaders and community members from various industries like healthcare, banking, planning, and engineering, as well as municipalities and corporations came together to discuss how we can "Move the Needle" on multimodal and active transportation.

Visit [TMACC.org](https://tmacc.org) to join us for our next Transportation Briefing.



TMACC Events Recap

Were you there?



These are the connections that matter. ▶



Join Chester County's largest transportation solutions network.

As a member of TMACC, your company will be directly involved in advocating for sustainable transportation options and improving the connectivity of Chester County.

▶ We're all about helping you connect with transportation experts and advocates.

TMACC
Transportation Management Association
of Chester County

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REPORT POTHOLES



RETURNING TO WORK MEANS Ridesharing is Back!



As work schedules become more consistent, commuters are once again pondering the optimal way to travel to and from their offices or work sites. Due to lingering pandemic concerns, some individuals understandably remain cautious about using public transit or participating in carpooling; however, there's a significant number of us who miss the companionship and shared responsibility of not having to drive solo to work. Moreover, there are those who, whether by necessity or choice, cannot commute alone.

Enter the Share-A-Ride (SAR) ride match program, leveraging specialized software to identify the most efficient means of commuting, be it by public transit or as part of a carpool or vanpool. SAR, designed to cater to your specific needs, offers alternatives to solo driving based on your residence and workplace. Notably, you don't have to commit to a daily commute to benefit from this service; you can choose the days you wish to share a ride, and the software will connect you with others having similar preferences.

With public transit approaching pre-Covid scheduling, availability is nearly constant, making ride-sharing a feasible option on a regular or occasional basis. If you've embraced biking or walking over the past couple of years, SAR can seamlessly integrate these healthier alternatives into your commute. In Chester County, where an extensive network of trails exists, SAR's software incorporates local trails and identifies transit stops for convenient connections. Additionally, it

helps identify safe biking routes and can facilitate the formation of "bike pools," fostering camaraderie among cyclists commuting to and from work.

For individuals working in the five-county southeastern Pennsylvania region, SAR registration comes at no cost. Beyond individual registration, you can also leverage the information about transit and carpooling options to encourage your employer to establish a company-focused program, with support available from TMACC at no expense.

The success of the ride-matching system hinges on a robust registrant base. Encouraging friends, family, and colleagues to sign up for SAR is pivotal for better matching outcomes. Spread the word about this valuable service! For more information on Share-A-Ride, visit: sharearide.agilemile.com/tmacc or contact TMACC at 610-993-0911.

Bicycle Coalition Update:

Progress On the Circuit



2023 Accomplishments

The Circuit is nearing 50% completion! 7.2 miles were completed in 2023, bringing the total to 391 miles.

Our advocacy for a **Vision Zero Action Plan** in 2017 laid the foundation for Philly to successfully secure over \$200 million in federal funds to improve 31 miles of dangerous roads. 713 persons contacted their county commissioners urging them to accelerate the development of Circuit trails by using discretionary federal funds to fully fund large Circuit projects from the design to final construction. **New Jersey Circuit trail** projects won \$36.3 million in federal funding. **Pennsylvania Circuit trail** projects won \$3.5 million in state and federal funding.

Transit Forward Philadelphia (TFP) and the Bicycle Coalition successfully advocated for bus and trolley-mounted cameras to automatically detect parking violations in bus stops and bus lanes.

Transit Forward Philadelphia (TFP) successfully advocated for new programs to increase affordability and ridership through **SEPTA's Key Advantage** (for City employees), a zero-fare program for low-income residents and a second free transfer.

BCGP Membership is the chain which drives us forward. Coalition Members are a community of conscientious individuals like yourself—teachers, volunteers, coaches, athletes, organizers, commuters, delivery workers, and civic-minded recreational riders, current and past—who come together throughout the year from across our region and beyond to support the work of making every ride across our streets safer, more accessible, and essentially better for all.

As the Bicycle Coalition celebrates successes, however, we feel it would be disingenuous not to acknowledge the bad news. On November 6th, Philadelphia set a record for most bicyclist fatalities—10. Philadelphia has never seen a year like this, and we have more work to do together. The losses to our community are immeasurable and unacceptable.

The Bicycle Coalition's promise, as always, is this: We will not stop working on your behalf. You are the Coalition. Your support makes it possible for the bicycling community to be an agent of change—whether it's for the first time or another year, please consider joining today so that we never see ten bicyclists die again and to give the Coalition's new Executive Director a strong foundation to lead this important work.

In the final 7 weeks of 2023, we put out the call for 700 folks to step up and join or renew as members by the end of this year—we ask those who can to make a gift of any amount for a full year of Coalition Membership. ♦

Become A Member:

Bike riders and active transportation enthusiasts of all stripes are part of our movement to promote healthy and sustainable ways of getting around. Join today! Bicyclecoalition.org



SEPTA Microtransit

New on-demand zones using microtransit to support mobility needs

SEPTA has conducted extensive outreach to riders and communities throughout the five-county service to engage stakeholders on the development of a new bus network that is more reliable, frequent, and easier to use to get people to jobs, school, shopping, and other essential destinations.

Feedback from those sessions shaped updates to the proposal, which was then the subject of 10 formal hearings in September, including eight in-person throughout the SEPTA service areas, and two virtual hearings. SEPTA received hundreds of comments at the hearings and online, via voicemail and traditional mail, and SEPTA planners made updates based on public feedback and additional analysis.

SEPTA has conducted extensive outreach to riders and communities throughout the five-county service to engage stakeholders on the development of a new bus network that is more reliable, frequent, and easier to use to get people to jobs, school, shopping and other essential destinations. Over the course of more than two years, the SEPTA Bus Revolution team held more than 140 in-person

events, including town halls, open houses and pop-up events at transit centers. An additional 35-plus virtual meetings were also held.

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FINAL NETWORK DESIGN HIGHLIGHTS:

The recommended bus network achieves the goals SEPTA set out when kicking off Bus Revolution.

- Highlights include:
- 30% increase in the number of high frequency routes – those with 15 minute or better headways seven days per week
 - 1.1 million more residents of the service area will be within a 10-minute walk of frequent bus service
 - More consistent schedules and a streamlined design that will improve the user experience & enhance reliability
 - New on-demand zones using microtransit to support mobility needs
 - 99% percent of customers currently within a quarter mile of bus service will still be within a quarter mile
 - The new network retains the same amount of service hours in each county as there is today

Learn more at: SeptaBusRevolution.com



Walking the Talk

We take environmental stewardship seriously. Being nationally recognized as a 2024 Best Workplace for Commuters is something TMACC is proud of and further demonstrates our dedication to preserving our climate by reducing the number of cars on our roadways.

To receive the Best Workplaces for Commuters 2024 designation, TMACC has committed to providing at least five means of support to help employees leave their cars at home, including providing an Emergency Ride Home option for employees enrolled in our programs.

“ Even with 5 people in our office, we have choices. And when SEPTA’s micro transit comes to Great Valley, I can not wait to book my ride!

Tim Phelps, TMACC Executive Director

TMACC wants to help more companies in Chester County to join us as recipients of Best Workplaces for Commuters in 2025. Email tphelps@tmacc.org to schedule a meeting to learn more about the opportunities and benefits of this great program.



TMACC Meets!

In January of 2024, TMACC held its first meeting of the new year and welcomed its newest members to the Board.





SEPTA Board Selects Kenneth E. Lawrence, Jr. to Serve as Board Chair

Historic Moment as Chairman Lawrence is the First African American SEPTA Board Chair & Commissioner Moskowitz, the First Female Vice Chair

SEPTA Board members voted unanimously for Vice Chairman Kenneth E. Lawrence Jr. to serve as the new Board Chair, and for Chester County Commissioner Marian D. Moskowitz as Vice Chair. This is a historic moment for the SEPTA Board, as Chairman Lawrence is now the first African American Board Chair, and Commissioner Moskowitz the first female to serve as Vice Chair.

Lawrence, the former Chair of the Montgomery County Board of Commissioners, joined the SEPTA Board in September 2011, and has served as the SEPTA Board Vice Chair since February 2021. He is also a former member of the SEPTA Citizens Advisory Committee.

A well-known leader in the region, Lawrence is Senior Vice President of Corporate Affairs for Southeastern Pennsylvania at Highmark Blue Shield. He has an established track record of serving and improving communities

across the Commonwealth through roles at Temple University, the Greater Philadelphia Chamber of Commerce, Merck & Co., and the consulting firm he founded, Public Affairs Strategies.

Lawrence has previously served on the boards of the Delaware Valley Regional Planning Commission, Greater Valley Forge Transportation Management Association, and Schuylkill River Development Corporation.

"I am truly honored to become Chair of the SEPTA Board, and I am grateful to my fellow Board members for entrusting me to serve as Chair," Lawrence said. "I also want to congratulate Commissioner Moskowitz on being elected Vice Chair."

"We have a lot of work ahead of us on safety, efficiency, and cleanliness," Lawrence added. "I am confident we can not only meet the

moment, but also ensure that SEPTA is on solid ground for generations to come. As a SEPTA rider, I know how important the system is for our customers and the region."

Commissioner Moskowitz joined the SEPTA Board in February 2022, and currently serves as Vice Chair of the Chester County Board of Commissioners. She also serves on the boards of the Schuylkill River Passenger Rail Authority, West Chester University, Pennsylvania State System of Higher Education, Chester County Economic Development Council, and Greater Valley Forge Transportation Management Association. Moskowitz recently served on Philadelphia Mayor Chelle Parker's transition team.

"I am committed to working closely with Board Chair Lawrence to face the current challenges, and I am looking forward to what we can accomplish together," said Vice Chairwoman Moskowitz. "We want to support efforts

that are focused on improving safety, security, and cleanliness, and help position SEPTA to ensure it can fulfill its critical role for our region."

"I want to congratulate Board Chair Lawrence and Vice Chair Moskowitz on their historic elections," said SEPTA CEO and General Manager Leslie S. Richards. "Diverse leadership helps in equitable and inclusive decision-making – creating transit systems that are fair and accessible to everyone. Their dedication to public service and passion for SEPTA will take us to new heights."

For more information about SEPTA: septa.org, follow @SEPTA, or download the official SEPTA app.



“Diverse leadership helps in equitable and inclusive decision-making—creating transit systems that are fair and accessible to everyone.”

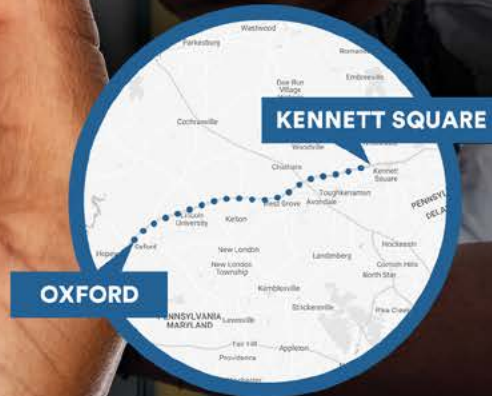
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—the definitive source for moving around the county.

Reach commuters and other influential people in the transportation industry in and around Chester County.
To learn more about advertising opportunities email info@tmacc.org.

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