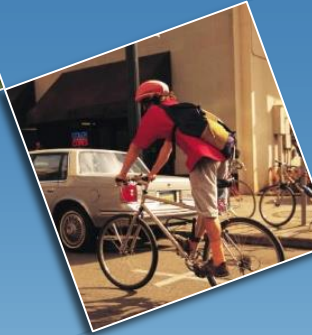




Pennsylvania Long Range Transportation Plan and Comprehensive Freight Movement Plan



Pennsylvania Rail Freight Seminar

May 22, 2013

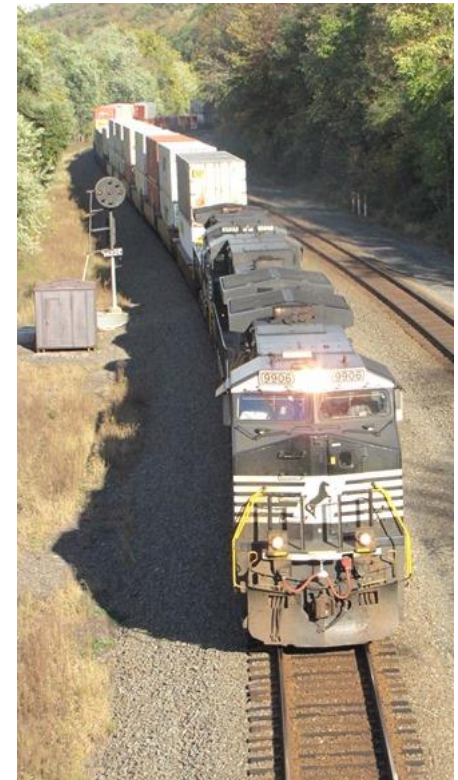


PA On Track

PA'S LONG RANGE TRANSPORTATION &
COMPREHENSIVE FREIGHT MOVEMENT PLAN

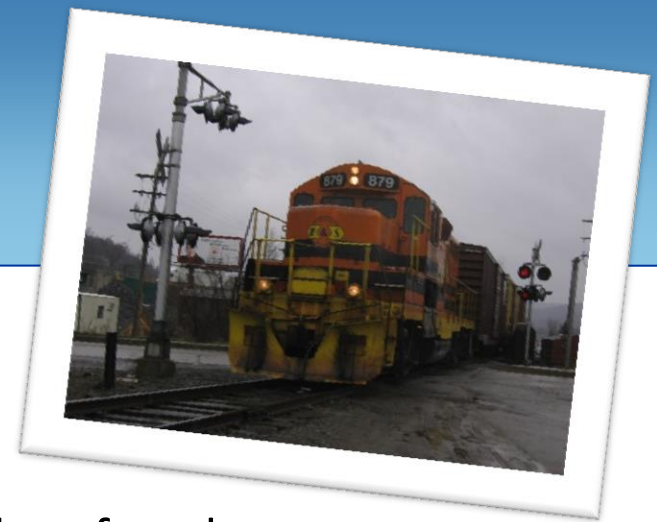
Today's Presentation

1. Rail system facts
2. Stakeholder participation
3. Overview of LRTP and CFMP
4. Draft Goals and Objectives
5. Why do a statewide freight plan
6. MAP-21 recommendations and incentives
7. CFMP planning process
8. Schedule LRTP and CFMP



Pennsylvania Rail Freight Facts

- 4 Class I railroads
- 5th largest rail system in the nation
 - 65 railroads operating nearly 5,100 miles of track
- Largest short-line and regional rail line network in the nation



Stakeholder Participation

- Be honest and tell us what you think
- Be a champion for this project
- Eight Stakeholder Webinars
- Website interaction
 - <http://paontrack.com/>
 - Voice Your Opinion Polls
 - Surveys
- State and local conferences



PA On Track
PA'S LONG RANGE TRANSPORTATION & COMPREHENSIVE FREIGHT MOVEMENT PLAN

Integrating Pennsylvania's
TRANSPORTATION SYSTEM

Voice Your Opinion
Overall, how would you rate the condition of Pennsylvania's transportation assets?
 5 Good
 4 Fair
 3 Poor
Vote
[View details](#)

Recent Updates
[Public Participation Plan Completed](#)

Welcome
As we strive to maintain our roads and bridges, PennDOT has embarked upon a challenging journey to develop strategies and priorities to guide decision makers now and in the years ahead. This is not a journey we can take alone. It will require significant input from a wide variety of partners, as well as from members of the public. This website will serve as a gateway to your participation along this journey.
With your help, by the summer of 2014 PennDOT will have two important plans in place to guide them into the future. The first will produce our long range transportation plan to preserve and improve accessibility and connectivity for all modes. The second is the state's first ever comprehensive freight movement plan, which will reflect and strengthen the importance of integrating the various modes. This plan will further define how to efficiently move freight, while fostering the state's economy and generating future growth.
This website will be updated regularly to keep you informed of our progress and

Your Involvement Matters
To add your name to our email list please:
[CLICK HERE](#)

Timeline
Vision, Goals and Objectives
Identification of needs
Revenue sources

Pennsylvania Long Range Transportation Plan and Comprehensive Freight Movement Plan

Develop shared vision for Pennsylvania's transportation future

- Update current PA Mobility Plan from 2030 to 2040
 - Refresh vision, goals, and objectives
 - Develop performance measures and targets (MAP-21 compliant)
 - Identify multimodal needs
 - Build on Transportation Funding Advisory Commission work
 - Conduct alternative investment scenarios
 - Develop project prioritization process and tool

- Develop Comprehensive Freight Movement Plan
 - Identify freight rail, trucking, waterway and port, and intermodal needs
 - Identify projects to improve freight efficiency on Interstate and strategic roadways
 - Comply with MAP-21 recommendations – approval to use 90/95% funding option

Strategic Framework

- Develop a shared *vision to...*
 - Sustain, modernize, and expand the **multimodal system**
 - Identify outcomes that can benefit multiple modes
 - Develop an integrated transportation system for all users and all modes
- “Refresh” *goals and objectives*
- Review and identify appropriate *performance measures*
 - Track the vision/ Plan implementation over time
 - Consistent with state/ national priorities



Draft Goal Area: Economic Development

Draft Goal

Encourage sustainable economic growth and development, and facilitate local, national, and global commerce.

Draft Objectives

- ✓ **Reduce congestion and bottlenecks** on key freight corridors and on/ at intermodal connections
- ✓ **Increase travel time reliability** on key freight corridors and on/ at intermodal connections
- ✓ **Increase access** to jobs/ labor/ transportation choices in urban and rural areas
- ✓ **Link transportation and land use**

Draft Goal Area: Stewardship

Draft Goal

Maximize financial, environmental, and social benefits of transportation investments while managing costs.

Draft Objectives

- ✓ Enhance quality of life and livability
- ✓ Enhance the performance of the transportation system while protecting and enhancing the natural environment
- ✓ Minimize agency and user costs

Draft Goal Area: System Preservation

Draft Goal

Promote timely and cost-beneficial “non-worst first” preservation of all statewide assets.

Draft Objectives

- ✓ **Maximize good and minimize poor pavement lane-miles**
- ✓ **Reduce number of new and existing structurally deficient bridges**
- ✓ **Implement state-of-good repair initiatives for transit**
- ✓ **Support state-of-good repair initiatives for all modes**

Draft Goal Area: Safety

Draft Goal

Improve statewide safety for all modes and all users.

Draft Objectives

- ✓ **Reduce** statewide transportation system **fatalities**
- ✓ **Reduce serious injury crashes** statewide
- ✓ **Design a safer system** through programmatic, beneficial and low-cost design modifications
- ✓ **Improve** highway intersection, driveway, and ramp **geometry** for **passenger buses and trucks**
- ✓ **Improve bridge underclearances** for passenger buses and trucks

Draft Goal Area: Personal and Freight Mobility

Draft Goal

Expand and improve system mobility and integrate modal connections.

Draft Objectives

- ✓ **Improve system operational efficiency for passengers**
- ✓ **Ensure multimodal access for all Pennsylvanian's, with a focus on aging and disadvantaged populations**
- ✓ **Improve system operational efficiency for freight**
- ✓ **Expand intermodal access for priority freight movements**
- ✓ **Improve traveler information systems**

Draft Goal Area: Customer Service


Draft Goal

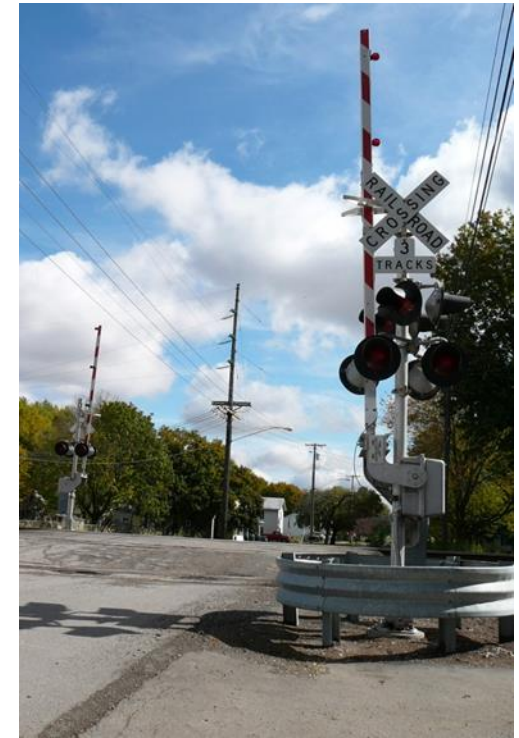
Cultivate departmental and stakeholder collaboration and encourage public engagement.

Draft Objectives

- ✓ **Increase level of customer satisfaction** through value-added transportation investments
- ✓ **Provide timely and quality customer service**
- ✓ **Continuously collect and integrate public and stakeholder feedback**
- ✓ **Provide the public real-time information** on traffic delays, alternative routes and modal options

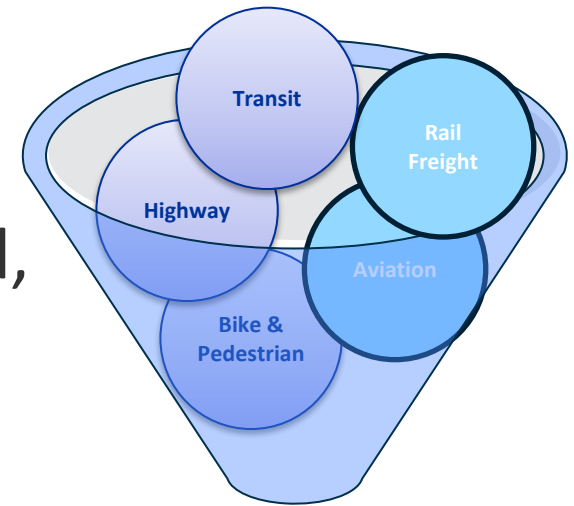
Programmatic Investment Scenarios

- LRTP  **Cohesive Investment Strategy**
- Investment Scenarios combine essential elements
 - Goals & objectives
 - Needs
 - Funding
 - Priorities
- Programmatic Investment Scenario
 - Menu of **strategic** investment choices
 - Different emphasis
 - Portray alternatives/explain outcomes
 - Understand consequences



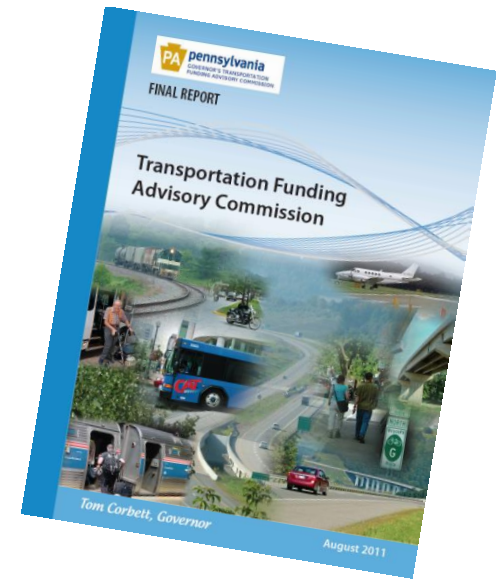
Project Prioritization Approach

- Evaluate a project's ability to address
 - ✓ Goals and Objectives
 - ✓ Performance Measures
- Transparent, coordinated, documented, and automated process
- Ability to compare projects across the state
- Ability to **compare projects across modes**



Why care about freight / why do a freight plan ?

- Freight shares Pennsylvania's transportation infrastructure with passengers
 - As stewards of the system – we are responsible to accommodate all users
- Freight:
 - Supports the economy of the region and state
 - Supports manufacturing
 - Provides jobs
 - Is the economy in motion
 - Impacts public and private infrastructure
- Recommended by TFAC



July 6, 2012 - [Public Law 112-141](#), Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Interim guidance/rules not yet official
- “States are encouraged” – not required
 - develop freight plans that are comprehensive and include both immediate and long-term freight planning activities and investments

Guidance for State Freight Plans

- Section 1118 (State Freight Plans)
- Section 1117 (State Freight Advisory Committees)
- Section 1116 of MAP-21 (Prioritization of Projects to Improve Freight Movement)

Comprehensive Freight Movement Plan

- Pennsylvania's FIRST Freight Plan
- **Integrated with LRTP**
- Focus
 - Economic development
 - Improve freight efficiency
- Meet MAP-21 Guidance
 - Qualify for incentives
 - Projects identified and prioritized



Goals in the National Freight Policy established in 23 U.S.C. 167

- Improving the contribution of the freight transportation system to economic efficiency, productivity, and competitiveness
- Reducing congestion on the freight transportation system
- Improving the safety, security, and resilience of the freight transportation system
- Improving the state of good repair of the freight transportation system
- Using advanced technology, performance management, innovation, competition, and accountability in operating and maintaining the freight transportation system
- Reducing adverse environmental and community impacts of the freight transportation system

MAP-21 Guidance on Freight Plan

- **Identify**
 - Significant trends, needs and issues
 - Facilities/projects as critical to economic growth
 - Facilities critical to export movements / goals
- **Address**
 - Heavy vehicle routes (mining, agriculture, energy and timber)
 - Facilities with mobility issues, such as bottlenecks
 - Show innovative technologies and operational strategies have been considered to improve safety and efficiency of freight movements
- **Prioritize investments in these facilities**
 - Investments that support strategic goals: e.g. safety, state of good repair, livability and sustainability
 - Improvements result in efficient freight movement
- **Describe policies, strategies and performance measures to guide freight investments**
- **Describe how the plan supports national freight goals**

Preliminary Outline for MAP-21 Freight Plan

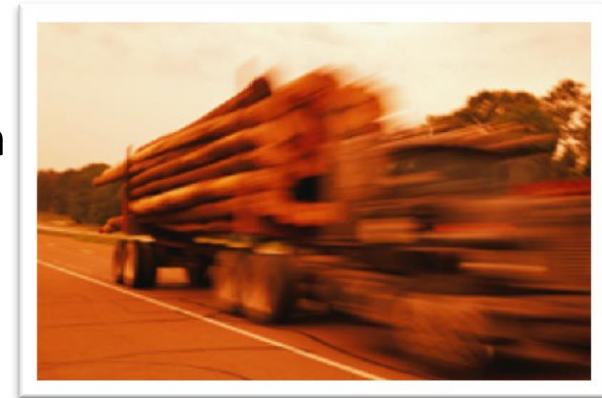
1. Strategic Goals
2. Economic Context of Freight Transportation
3. Freight Policies, Strategies and Institutions
4. State Freight Assets
5. Conditions & Performance of the Freight System
6. Freight Forecast
6. The State's Decision-Making Process
7. Overview of Trends, Needs and Issues
8. Strengths and Problems
9. The State's Freight Improvement Strategy
10. Implementation Plan

Multimodal Analysis Process

Comprehensive Freight Movement Plan

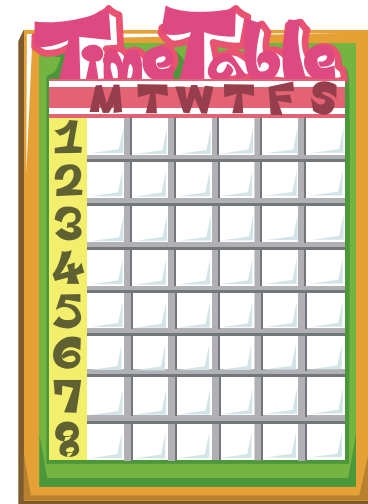
Freight Analysis:

1. Determine the **market requirements** for capacity and performance
2. Assess the **functional capabilities** of the infrastructure
3. Examine **physical condition** and state of repair
4. Identify **gaps** between demand and condition, capacity, functionality, and performance
5. Define related projects to **close the gaps** and improve efficiency
6. Identify and **prioritize projects** by mode and region



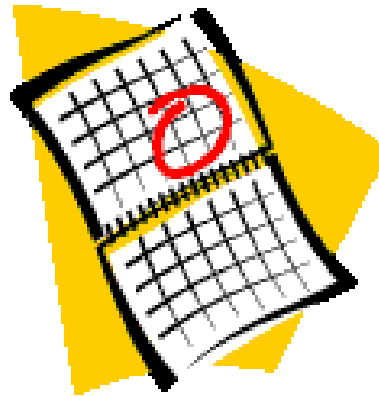
Schedule – Key Milestones

- Stakeholder/Partner Participation – Ongoing
 - Stakeholder Webinars (dates on website)
 - Advisory Committee Meetings
 - Management Committee Meetings
 - Executive Committee Meetings
 - State and Local Conferences
- Website – www.PaOnTrack.com
- Vision, Goals, and Objectives – Spring 2013
- Performance Measures – Summer 2013



Schedule – Key Milestones

- Multimodal Needs – Summer 2013
- Revenue/Funding – Fall 2013
- Alternative Investment Scenarios – Winter 2014
- Project Prioritization – Winter 2014
- Draft LRTP and Comprehensive Freight Plans –Spring 2014
- Final LRTP and Comprehensive Freight Plans – Summer 2014



QUESTIONS AND COMMENTS

Send email comments to:
RA-PennDOTLRTP@pa.gov

