Introduction

This report outlines first-year progress toward the objectives of the Pennsylvania Statewide Long Range Transportation Plan, called PennPlan Moves! or, simply, PennPlan. Published in January 2000, PennPlan is an initiative by the Pennsylvania Department of Transportation (PENNDOT) to anticipate and shape a response to the Commonwealth’s need for transportation facilities and services in the first quarter of the 21st Century. It is a framework for highways, transit facilities, passenger and freight railroads, air and water ports, and bicycle and pedestrian trails, and how they will connect to form a system.

Three attributes distinguish PennPlan from the many transportation plans developed over the years in Pennsylvania and other states:

- Its 10 statewide goals reflect findings from a comprehensive program of public involvement.
- As a result of much consultation with metropolitan planning organizations, local development districts, and county planning commissions, PennPlan identifies objectives at both the corridor and Commonwealth levels that will focus development of the transportation system on the 10 statewide goals.
- PennPlan’s 30 statewide objectives are accompanied by ways to measure their attainment, as well as target dates for their implementation.

In other words, PENNDOT holds itself accountable for the timely execution of PennPlan. The plan says exactly what we intend to do and when we intend to do it. In the spirit of accountability, we offer this report on first-year progress toward PennPlan’s statewide and corridor objectives.

ACHIEVEMENTS 2000

First presented is progress toward each statewide objective, shown in an easily read table along with the objective, its performance measures, and target dates for its implementation. The statewide objectives apply across the Commonwealth, as in the objective to reduce traffic fatalities.

Progress toward objectives in 28 corridors of statewide significance is presented in a table under each corridor. While performance measures and targets were not associated with these objectives, there was no scarcity of activity toward most of them.
Therefore, only activity that will have a major impact on movement of people and goods was reported as progress toward the corridor objectives. For example, one of the objectives of The Keystone Corridor is to “enhance safety and reduce congestion on US 30 in the Lancaster urban area.” Progress toward this objective: “Expansion of US 30 central section was completed. US 30 east and west sections are under construction.” While significant, local projects, such as bridge replacements, are not reported here.

**ADJUSTMENTS**

In PennPlan’s conclusion, we noted that the plan “is designed to embrace change,” that “course corrections will be made when public input and other factors dictate them.” Some developments since PennPlan’s publication have necessitated changes in performance measures and targets of a few statewide objectives. One development was publication of *Moving Pennsylvania Forward: A Transportation Strategy*, which is the Commonwealth’s new strategic plan for transportation. PennPlan, with a broader vision, complements the strategic plan. However, it was necessary to bring performance measures and targets for three statewide objectives in line with the more immediate goals of the strategic plan, for example, in the percentages by which traffic fatalities are to be reduced and the years by which the reductions are to be accomplished. Other changes to performance measures and targets reflect availability of information for gauging progress. The changes do not result in a lowering of PennPlan’s standards.

**FROM PLANS TO PROJECTS**

As you read Achievements 2000, you will begin to see how projects and programs underway across the state are helping to fulfill the long range vision articulated in PennPlan. Demonstrating such a connection was one of the ideas behind the re-engineering of the planning process that resulted in PennPlan. Achievements 2000, by also demonstrating our commitment to involve and inform the public in the process, represents another milestone in transportation planning in Pennsylvania.

A review of Achievements 2000 will show that progress toward targets in many statewide objectives is on schedule, while there was no activity toward a few objectives. Significant work is underway in all 28 major corridors. Yet much remains to be accomplished, particularly in creating connections among different modes of transportation across the Commonwealth. We invite you to take a tour in the following pages.