



pennsylvania

DEPARTMENT OF TRANSPORTATION

Multimodal Highlights 2014



June 30, 2014

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Dear Fellow Pennsylvanians:

Pennsylvania has taken a major step forward in how we approach and fund transportation projects, and the positive results are unfolding for our residents and businesses. On November 25, 2013, Governor Tom Corbett signed Act 89 into law. This law significantly increased Pennsylvania's transportation resources, with an additional \$2.3 to \$2.4 billion expected to be invested by the plan's fifth year. It also restructured how PennDOT administers and plans for its assets beyond highways, known as multimodal transportation.

Act 89 organized a Multimodal Deputate within PennDOT to manage the modal areas presented in this report. These modes are already interdependent in their movement of freight and passengers through Pennsylvania. More closely coordinating state-level oversight will help PennDOT and its many partners better develop facilities and services into a cohesive multimodal statewide transportation system geared toward efficient mobility.

The advances Act 89 made in establishing stable, predictable funding are fundamental to implementing transportation improvements. Major projects are multi-year endeavors, and predictable funding allows projects to be launched with confidence, advance smoothly, and deliver benefits sooner.

This report offers highlights for each mode as we take our first steps forward as a Multimodal Deputate. Each mode faces unique challenges and opportunities, yet there are common themes — enhancing safety, improving connectivity, implementing technology — all producing economic and quality of life benefits for Pennsylvanians.

Our task now is to accelerate implementation of long-deferred projects; ensure we are planning and prioritizing to produce the greatest return on investment; and continue to build a safe, reliable, and truly multimodal transportation system.

Pennsylvania's leadership in addressing the transportation funding crisis is already serving as a model for other states. Together let's lead the way with a focused, fresh approach to developing a modern and productive transportation system.

Sincerely,



Barry J. Schoch, P.E.
Secretary of Transportation

Contents

4 | Ports

6 | Freight Rail

8 | Passenger Rail

10 | Transit

12 | Bicycle & Pedestrian

14 | Aviation

Act 89 of 2013

Key Multimodal Provisions

Organized a Multimodal Deputate within PennDOT:

- Encompasses the following modes of transporting people and goods:
 - Ports and Waterways
 - Freight Rail
 - Passenger Rail
 - Transit
 - Bicycle and Pedestrian
 - Aviation
- Promotes coordinated planning and implementation to ensure greatest return on investment.

Provides stable, predictable funding to begin regaining ground on infrastructure improvements:

- Transit
 - Increases capital funding to allow transit agencies to plan for future investments in stations, maintenance facilities, and fleet upgrades.
 - Maintains local investment in transit.
 - Allows transit agencies to consolidate regionally to save administrative costs (also reducing local match).
- New Multimodal Fund
 - Stabilizes funding for ports and rail freight, not dependent on general funds.
 - Increases funding for aviation to allow safety upgrades and appropriate maintenance.
 - Establishes a dedicated funding source for bicycle and pedestrian projects.
 - Includes a discretionary fund for priority transportation investments in any mode.

Multimodal Goals

1. Improve freight and passenger mobility.
2. Maximize the benefits of capital investment.
3. Promote safety.
4. Spur economic development through transportation improvements.
5. Enhance the effectiveness and efficiency of the transportation network.

Multimodal Fund	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17
Aviation	\$5 million	\$6 million	\$6 million	\$6 million
Rail Freight	\$8 million	\$10 million	\$10 million	\$10 million
Passenger Rail	\$6 million	\$8 million	\$8 million	\$8 million
Ports and Waterways	\$8 million	\$10 million	\$10 million	\$10 million
Bicycle and Pedestrian	\$2 million	\$2 million	\$2 million	\$2 million
PennDOT Discretionary	\$0	\$20 million	\$40 million	\$40 million
Commonwealth Financing Authority Discretionary	\$0	\$40 million	\$85 million	\$85 million
TOTAL Projected Funds	\$29 million	\$96 million	\$161 million	\$161 million

Note that PennDOT's Multimodal program is separate from the Multimodal Transportation Fund administered by the Commonwealth Financing Authority.



Cargo vessel just loaded at the Port of Philadelphia en route to Argentina and Brazil

What moves through our ports?

- \$43 billion in manufactured goods
- \$19.5 billion in chemicals
- 22% of the crude oil refined into the nation's gasoline
- 20% of the coal used in the U.S.

The Port of Philadelphia receives 70% of U.S. cocoa imports.

Every \$1 invested in our inland waterways returns \$10 to our national economy.

source: U.S. Chamber of Commerce

ports

Pennsylvania's maritime industry is robust and growing.

PennPORTS coordinates statewide port policy as liaison to ports in Philadelphia, Erie, and Pittsburgh. PennPORTS provides technical assistance to:

- Enhance regional port operations.
- Improve intermodal access to the ports.
- Ensure port operations align with state planning and fiscal priorities.
- Develop plans for transportation and distribution interconnections among the three ports.

PennPORTS also works with privately-owned Pennsylvania ports to maximize their operations for the benefit of the Pennsylvania economy.

U.S. international waterborne freight is forecast to triple by 2020.

source: American Association of Port Authorities, 2009

Fibria Celulose S.A. Selects Port of Philadelphia



- Governor Corbett's JOBS 1st trade mission to South America in April 2013 and many meetings with Commonwealth and port officials convinced Fibria Celulose S.A. to shift its port of entry from Baltimore to Philadelphia in 2014.
- Fibria Celulose S.A. is the world's largest producer of bleached eucalyptus kraft pulp (BEKP).
- Company will ship 300,000 metric tons of BEKP per year to the Tioga Marine Terminal.
- Improves supply chain logistics for Pennsylvania manufacturers such as Proctor & Gamble and Scott Paper.
 - Creates more than 380 total jobs and generates more than \$40 million in economic activity.
 - Generates \$1.74 million in state and local taxes per year, as well as \$6 million in federal tax.





Pennsylvania's Ports Are Vital to U.S. Chocolate-Makers

- The U.S. produces more chocolate than any other country, and Pennsylvania is the top chocolate-producing state.
- Cocoa beans grow in jungle environments near the equator and must be imported — most from West Africa via cargo ships.
- Approximately 25 ships carrying 2.3 million bags of cocoa beans arrive at the Port of Philadelphia each year.
- The ships offload at Pier 84 where the beans are weighed, palletized, tested, debagged, mixed, super-sacked and stored.
- Cocoa beans also arrive in containers at Packer Avenue Marine Terminal and are transported to Pier 84 for these services.
- Following FDA inspection, the beans are shipped by truck to U.S. chocolate-makers, many of which are within hours of the port.
- Processors include Hershey, M&M Mars (Elizabethtown), Blommer (East Greenville), Wilbur (Lititz), ADM (Hazelton), and Barry-Callebaut (Edystone).



Cargo vessel offloading sacks of cocoa from West Africa at the Port of Philadelphia, bound for Pennsylvania chocolate-makers.

Ports and waterways support 38,215 Pennsylvania jobs and directly contribute more than \$6.5 billion to our state's economy.

source: U.S. Chamber of Commerce

Port of Erie Handles Heaviest Cargo

- The Port of Erie has the largest crane on the Great Lakes, handling 300 tons, and can accommodate heavy lift railcars for intermodal transfer of extra-heavy cargo.
- Erie was chosen by General Electric to export 50 locomotives to Mozambique in May 2014.
- Also in May 2014, Erie received three 200-ton transformers for a power plant in Massena, NY.



A 130-ton locomotive, manufactured in the U.S. by General Electric, being loaded onto a ship at the Port of Erie. It is destined for Valle Mining in Mozambique, Africa, where it will haul coal trains from inland mines to a port on the African coast.

“We have expanded our focus beyond port infrastructure and shipping to include technology investment and to maximize Pennsylvania’s ports as energy hubs. With the abundance of the Commonwealth’s natural resources, the ports of Pennsylvania are well-positioned to be gateways to energize the world. We are fostering ‘wireless waterway’ development — the integration of information technology with shipping and supply chain management.”

~Herb Packer, Executive Director PennPORTS

Strategic Focus

Maintain port infrastructure and expand capacity to attract additional imports and exports.

Modernize information technology.

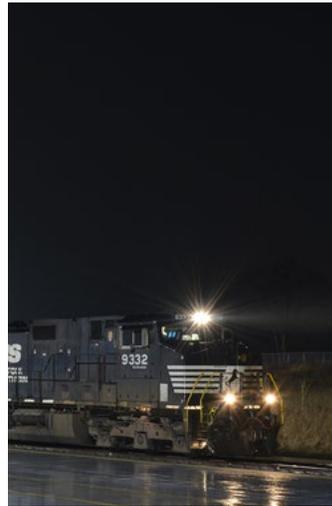
Improve intermodal access to ports.

Action 2014

Develop five-year plans for each port; begin by determining capital needs.

Support discussions on Pittsburgh wireless waterway development.

Support rail upgrades at new Fibria Cellulose terminal to handle heavy loads of wood pulp.



Norfolk Southern's new Franklin County Regional Intermodal Facility

photo courtesy of Norfolk Southern

Expected Benefits of the Crescent Corridor:

- Generating 26,000 Pennsylvania jobs.
- Diverting nearly 700,000 long-haul trucks from Pennsylvania highways to rail (saving 10 million gallons of fuel, avoiding \$8.5 million in accident costs, preventing 110,000 tons of carbon dioxide emissions, and eliminating \$9 million in lost productivity due to traffic congestion).

freight rail

Pennsylvania's freight rail system is the fifth-largest in the U.S.

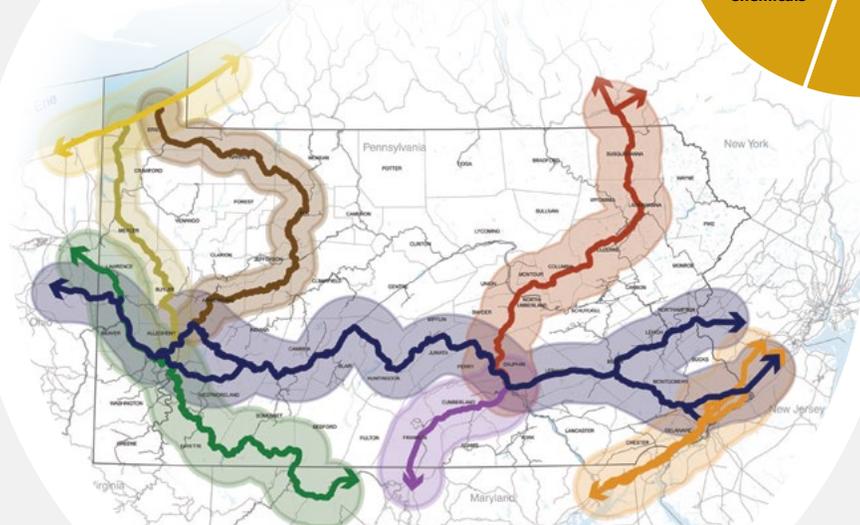
PennDOT's **Bureau of Rail Freight, Ports, and Waterways** works to preserve and improve Pennsylvania's rail freight infrastructure and service by:

- Promoting economic development through investment in rail infrastructure.
- Providing financial and technical assistance to railroads and related businesses.
- Facilitating the integration of rail freight movement with other modes of transportation.
- Facilitating the resolution of issues between Pennsylvania's railroad companies and the public.

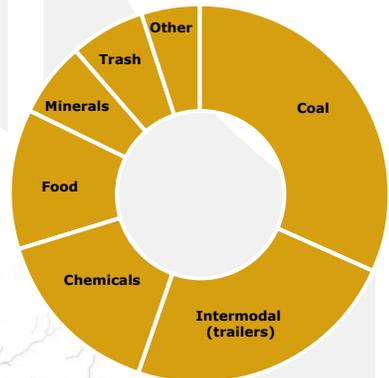
Pennsylvania has 6,000 miles of track and more than 60 freight railroad companies.

Pennsylvania's Freight Rail Corridors

Pennsylvania's railroads hauled 193.3 million tons of freight in 2011.



map source: Pennsylvania Rail Plan



One intermodal train hauls the equivalent of 280 tractor-trailers.

source: American Association of Railroads

Franklin County Intermodal Facility Economic Impact Projection: \$271 Million per Year

- New facility on 200-acre site near Greencastle transfers trailers and shipping containers between trucks and trains.
- Part of Norfolk Southern's Crescent Corridor.
- PennDOT provided grant funding and support for roadway connections to Interstate 81.
- Expected to create 126 direct jobs and 149 jobs in related Pennsylvania businesses.
- Crescent Corridor initiative includes improvements to Harrisburg and Philadelphia intermodal facilities; total PennDOT grant funding is \$65 million.

Norfolk-Southern Crescent Corridor



New Siding Allows Sixth-Generation Manufacturer to Expand Operations in Berks County

- F.M. Brown's Sons, Inc., has produced animal feed for more than 170 years.
- Company continues to modernize and adapt to meet market demand.
- A major upgrade of its Sinking Spring facility included construction of a siding off Norfolk Southern tracks for efficient transfer of raw materials into the manufacturing plant.



- Received \$493,460 in state funding. Total project cost was \$704,943.

Pennsylvania Rail Benefit Estimator

- PennDOT developed an analytical tool that estimates a potential rail project's impact on jobs, economic output, air quality, highway fuel savings, safety, highway maintenance costs, etc.
- Results help prioritize investments in rail infrastructure.
- The tool is being enhanced to analyze even more costs and benefits.

The state fiscal year 2013-14 Rail Freight Grant Program is investing \$34.1 million in state funds throughout Pennsylvania.



Three Rivers Marine Rail Terminal Improvements Shift Truck Traffic to Rail

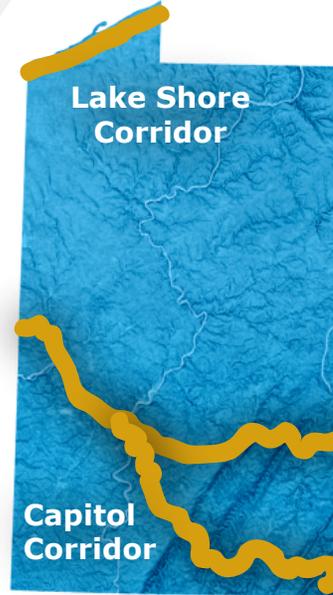
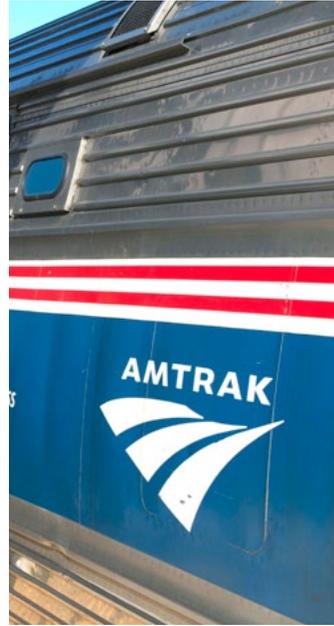
- PennDOT helped fund track improvements for a new frac sand distribution center at the rail terminal on Interstate 70.
- Sand can be transported across the state by rail and then distributed to Marcellus shale hydraulic fracturing sites by truck.
- Facility diverts approximately 2,250 trucks from Pennsylvania's highways per year.

Strategic Focus

Action 2014

- | | |
|---|--|
| • Increase 286,000-pound compliant track (allows heavier loads). | • 86% of projects improve or maintain track to 286,000-pound compliance. |
| • Expand track network and sidings (supports efficiency and economic growth). | • 40% of projects construct new mainline tracks or industrial side tracks. |
| • Maintain existing track and bridge infrastructure. | • 75% of projects improve existing track and rail bridges. |
| • Enhance safety at highway crossings. | • 18% of projects improve at-grade crossings. |

Passengers boarding an Amtrak train at Elizabethtown



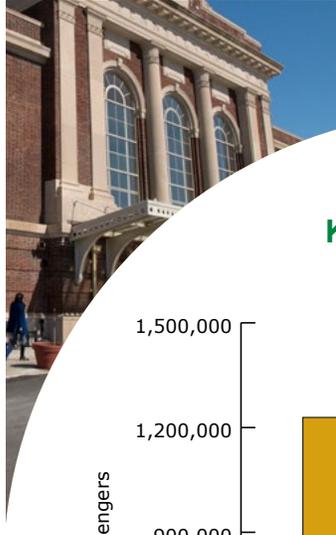
passenger rail

PA's passenger rail system is increasingly competitive.

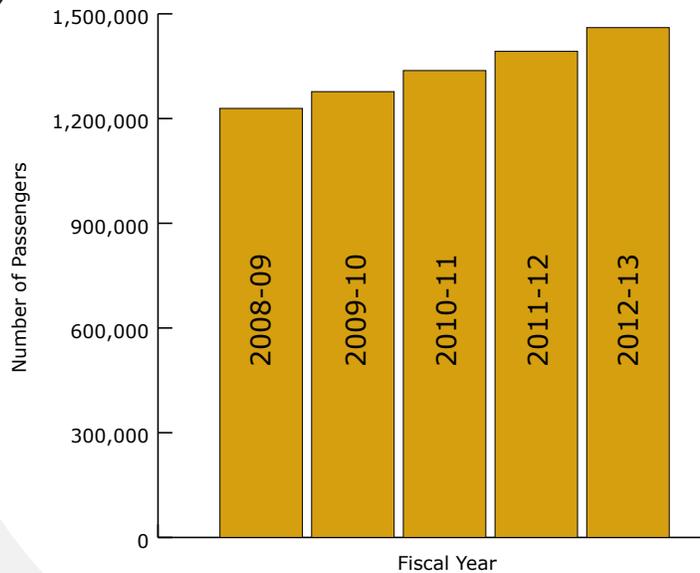
PennDOT's **Bureau of Public Transportation** provides statewide leadership and coordination for improvements to Pennsylvania's intercity passenger rail system to:

- Increase safety, speed, and ridership.
- Partner with Amtrak and other corridor owners to enhance rail travel.
- Maximize the benefits of Pennsylvania's investment in rail.
- Collaborate with communities to integrate station improvements with local revitalization and economic development.
- Strengthen intermodal passenger connections, including bicycle and pedestrian access to trains.
- Support ADA accessibility and compliance.

- Better stations
- Faster trains
- More riders



Keystone Corridor Ridership



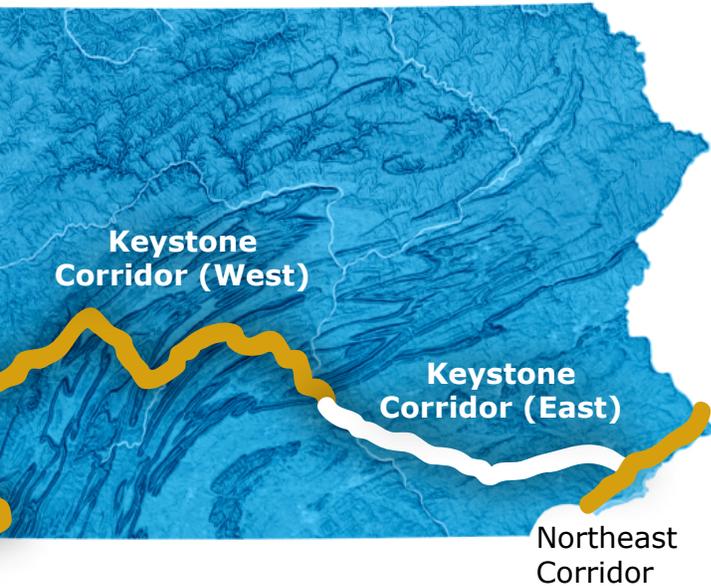
Harrisburg – Philadelphia in 95 minutes

Amtrak owns the corridor; the Commonwealth supports 26 weekday and 14 weekend trains.



The Keystone Corridor accommodates "higher-speed rail," with train speeds reaching 110 mph.

Pennsylvania's Passenger Rail Corridors



The Keystone Corridor (East) between Harrisburg and Philadelphia has been the focus of major infrastructure improvements since 2004, making train travel an appealing alternative to driving.

Act 89 Funding Preserves Service to Pittsburgh

Amtrak's *Pennsylvanian* service connects Pittsburgh and New York City, with stops in Harrisburg, Lancaster, and Philadelphia. Beginning in FY 2014-15, PennDOT is required to provide funding to Amtrak to ensure service continues.

Multimodal passenger rail funds made available under Act 89 of 2013 enabled PennDOT to provide the required funds and retain service to Pittsburgh.

Major station upgrades were completed at Elizabethtown and Lancaster to preserve historic station elements while accommodating passenger growth and modern improvements.



Lancaster Station



Elizabethtown Station

Train Station Project Spurs Private Sector Investment

"PennDOT's planned improvements to the Mount Joy Train Station were the main reason we selected this location for our business," says Karen Boyer, owner of Zuckfoltzfus Brewing Co.

The microbrewery and restaurant opened in May 2013 in a renovated building adjacent to the site of the new station, where construction is slated to begin in 2014.

It is one of 25 new businesses

that have opened since the train station project was announced (source: Kim Brewer, Manager, Main Street Mount Joy).

"The station improvements will bring tremendous benefit, creating a beautiful landmark and providing safe and convenient access for passengers. We live two blocks away in a historic neighborhood, and expect the station will also enhance property values," Boyer says.



Mount Joy Station parking and streetscaping completed in 2012. Phase two includes new train platforms and access towers from street level.

Strategic Focus

Accommodate faster train speeds.

Increase safety and reduce potential train/vehicle conflicts.

Enhance stations and improve ADA accessibility.

Improve intermodal access.

Action 2014

Replace State Interlocking at Harrisburg.

Eliminate three public crossings in Lancaster County (two complete, third in progress).

Station improvements in design or construction at Middletown, Mount Joy, Coatesville, Downingtown, Exton, Paoli, Ardmore.

All plans emphasize connectivity.



SEPTA train at Market East Station in Philadelphia

Each year, SEPTA:

- Generates \$3.21 billion in economic output across Pennsylvania.
- Supports nearly 26,000 jobs.
- Supports \$1.45 billion in worker earnings — \$56,389 per job supported.
- Generates \$62.5 million in tax revenues for the Commonwealth.

source: Economy League of Greater Philadelphia, *Understanding SEPTA's Statewide Economic Value*, April 2013

transit

PA transit systems are modernizing and accountable.

PennDOT's **Bureau of Public Transportation** provides technical and administrative support to:

- Enhance efficiency and accountability among transit providers statewide.
- Support safe operations and exchange best practices.
- Promote modernization of transit facilities and vehicles.
- Invest state and federal funds in Pennsylvania's public transportation systems, including fixed route and shared-ride bus, subway, and light rail services.
- Uphold standards for capital equipment and facility planning, design, and construction, including ADA compliance.



The Church Street Transportation Center in Williamsport is improving connectivity and anchoring revitalization.

- New facility connects intercity bus service with local transit and expands downtown parking. Enhances passenger comfort and safety.
- Intercity carrier retained more than 50 downtown jobs.
 - \$12 million project (\$700,000 in PennDOT funding).
 - Opened April 2012.

Parking the car and taking public transportation saves individuals an average of \$10,174 per year.

source: American Public Transportation Association, *Transit Savings Report*, April 2014

Carlisle Circulator Service Made Possible by Act 89 Funding

- Carlisle previously had no community-based public transportation and recently lost its only taxi service.
- The need for bus service had been established through PennDOT feasibility and effectiveness studies, but funding remained an obstacle.
- Governor Corbett's transportation funding plan, enacted in Fall 2013 (Act 89), made funding possible.
- Carlisle Circulator bus service began in April 2014, complete with bicycle racks on buses.
- The service will run as a three-year demonstration project to determine long-term viability.



523 (16%) of Pennsylvania's fixed route buses run on alternative fuels.

"For a transportation system to work properly, all the pieces need to work together, and public transit is a vital part of that network. Businesses will invest along transit lines that can bring their workers to their jobs. And increasingly, young people want to live a car-free lifestyle, so those areas with a healthy and robust transit system will enjoy healthier economies."

~Dennis Yablonsky, CEO Allegheny Conference on Community Development



- In 2013, Indiana County Transit Authority (IndiGO) purchased two new buses that run on compressed natural gas (CNG).
- Transitioning its fleet to CNG as older diesel vehicles are retired continues to reduce IndiGO's operating expenses.

FY 2012-13 Pennsylvania Bus Ridership

- 435,496,595 fixed route trips
- 7,662,145 shared-ride trips
- 434,712 intercity trips



Tourists Choose Transit at Gettysburg

- 150th anniversary of the Battle of Gettysburg drew 235,000 visitors.
- rabbitransit (Freedom Line) provided special bus service for the 10-day event.
- 67,613 passenger trips were taken. Visitors could "park once" and take public transportation.
- Twitter feeds and QR codes helped connect visitors with real-time GPS bus tracking and mobile-friendly schedules.

Strategic Focus

Strengthen transit agency performance.

Support fuel efficiency.

Enhance financial sustainability of transit.

Action 2014

Conduct performance reviews of transit providers on a five-year cycle.

Invest in alternative fuel vehicles where appropriate.

Collaborate with providers to analyze benefits of regional consolidation. Evaluate public-private partnerships as a source of capital investment and future maintenance funding.

New elevated bicycle and pedestrian trail between the Allegheny River and Route 28 near Pittsburgh



- In 2013, PennDOT released a series of four videos promoting pedestrian safety.
- In 2011, PennDOT released five bicycle safety videos.
- Videos are aimed at educating children, motorists and parents.
- Funded through Pennsylvania's Safe Routes to School program.
- Videos at www.justdrivepa.org.

bicycle & pedestrian

PennDOT has renewed commitment to non-motorized modes.

Bicycle and pedestrian accommodations have long been considered as part of every PennDOT roadway project. Through Act 89, the Pennsylvania Legislature dedicated \$2 million annually to bicycle and pedestrian projects statewide.

Special emphasis is being given to:

- Safety
- Shared use paths
- Pedestrian connectivity
- Bicycle lane policy
- Partnerships with other state departments with overlapping missions (e.g., Department of Health, DCED), pedestrian and bicycle advocacy groups, and municipalities

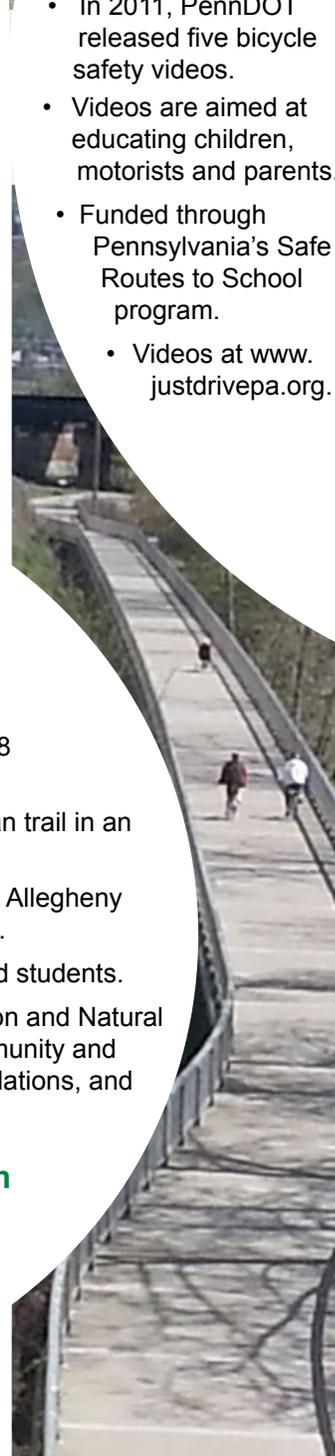
Safety initiatives are PennDOT's top priority, with goals set for further reductions in bicyclist and pedestrian fatalities.

North Shore Section of Three Rivers Heritage Trail Completes 'Missing Link' in Pittsburgh Region

- Half-mile concrete trail bridge along the Allegheny Riverfront completed as part of PennDOT's Route 28 improvements.
- Provides a dedicated 12-foot-wide bicycle and pedestrian trail in an urban area with heavy vehicular traffic.
- Connects Millvale and Pittsburgh, and leads to the Great Allegheny Passage between Pittsburgh and Cumberland, Maryland.
- Heavily used by bicycle commuters, runners, walkers and students.
- Funding partners included PA Department of Conservation and Natural Resources (DCNR), Pennsylvania Department of Community and Economic Development (DCED), local charitable foundations, and Friends of the Riverfront.

"It's possible to see all of Pittsburgh without riding in traffic!"

reviewer on trailink.com
September 2013



Harrisburg's Cross-River Connections Study Evaluates Safety, Connectivity

- Evaluated pedestrian, bicycle, transit, and roadway connections and traffic flow across the Susquehanna River at Harrisburg.
- Primary purpose was to determine best use for the area's four bridges in meeting multimodal transportation needs.
- Project included a safety audit for non-motorized modes and identified "missing links" in pedestrian and bicycle routes.
- Recommended pedestrian improvements include upgrades to traffic signals, roadway markings, signage, sidewalks, ADA accommodation and pedestrian paths.
- Recommended bicycle improvements include connection ramps from the bridges to designated bicycle routes on each side of the river, a city bike-share system, and improved signage and roadway markings.
- Improvements are being considered incrementally as part of updates to the Regional Transportation Plan and the Transportation Improvement Program.
- Study completed in 2014 by the Tri-County Regional Planning Commission in cooperation with PennDOT.



Walking to School is Safer and Easier at Utica Elementary School (Venango County)

- School built sidewalks and ADA-compliant curb ramps connecting the school to the community.
- Received \$385,300 in federal Safe Routes to School funding, administered by PennDOT.
- Funding awarded 2009; construction completed 2010.
- School principal notes project has been a great benefit to Utica's students, including a student with disabilities who is now able to commute to and from school via wheelchair.



PennDOT Awarded Federal Funding to Enhance Pedestrian Safety in Philadelphia

- One of three U.S. "pedestrian focus cities" selected to receive federal funding for education and enforcement.
- \$525,000 awarded in April 2014.
- City's Pedestrian Safety Plan will guide efforts in crash and fatality reduction.
- Initiative includes targeted social media outreach, bus and



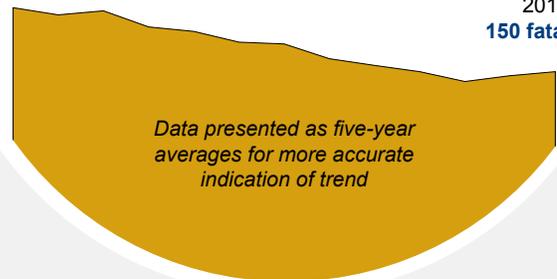
subway advertising, an updated police pedestrian training video, and trained pedestrian outreach professionals at high crash intersections.

Progress in Reducing Pedestrian Fatalities

The majority of pedestrian **crashes** occur at urban crosswalks; the majority of pedestrian **fatalities** occur in rural areas.

2001:
179 fatalities

2013:
150 fatalities



Strategic Focus

Improve safety, reduce crashes, and lower fatality rates.

Enhance pedestrian connectivity.

Expand networks of bicycle lanes.

Action 2014

Partner with DCNR on joint bicycle and pedestrian education, including outreach to design engineers, municipalities, and law enforcement.

Program near-term projects from Harrisburg Connections study.

Support Bicycle Coalition of Philadelphia and DVRPC in expanding the region's 210 miles of roadway bicycle lanes.

Passenger aircraft approaching one of Pennsylvania's 15 commercial service airports



Nearly 20 percent of Pennsylvania's total workforce (1.1 million workers) are directly dependent on aviation.

Each year, 6.5 million visitors arrive in Pennsylvania via our airports. They spend money on food, lodging, and other Commonwealth products and services.

aviation

Pennsylvania's airport system is a major economic engine.

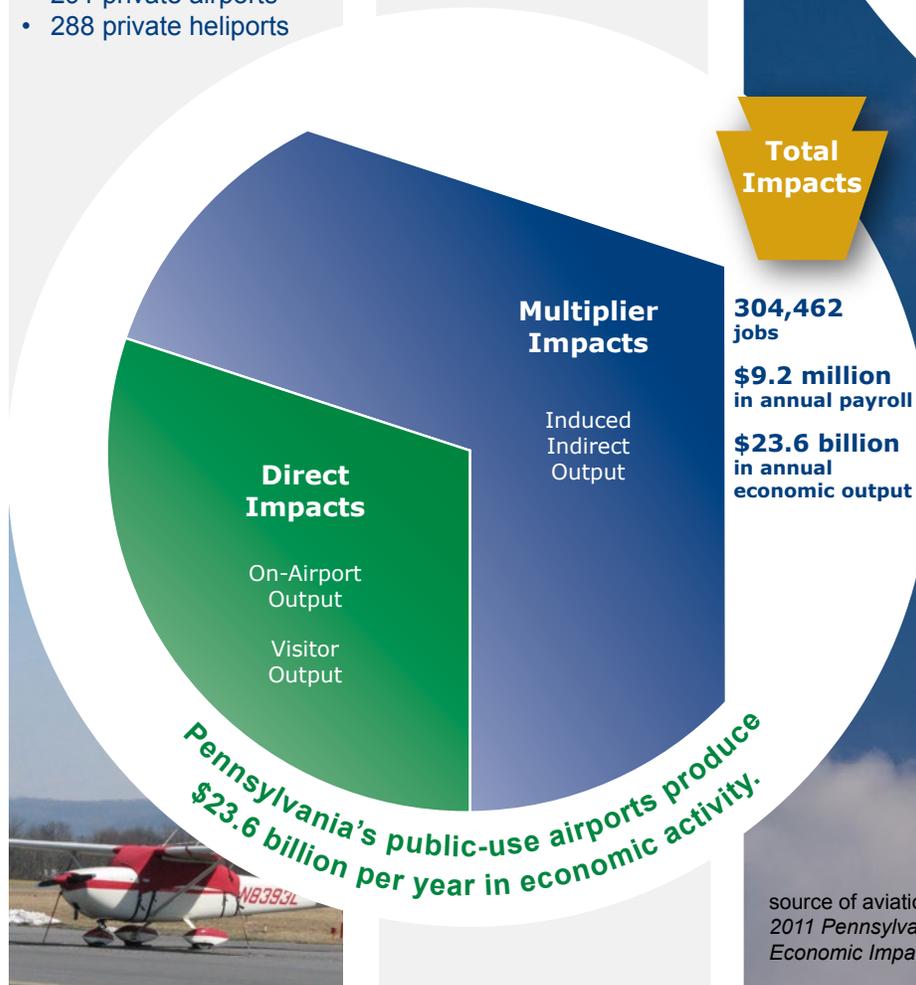
PennDOT's **Bureau of Aviation** provides policy, planning, funding and technical assistance to:

- Provide for and preserve a safe and reliable airport system.
- Effectively utilize resources to ensure sound airport investments.
- Promote aviation by enhancing community awareness and partnerships.

Specific responsibilities include airport licensing and inspection, support for airspace preservation, guidance on Federal Aviation Administration (FAA) regulations, state-level airport system planning, state and federal funding administration, technical assistance for airports, environmental studies, training, and outreach.

Pennsylvania has:

- 131 public-use airports
- 291 private airports
- 288 private heliports



source of aviation statistics:
2011 Pennsylvania Aviation
Economic Impact Study

Strategic Investments Pay Off at DuBois Regional Airport (DUJ)

- For decades, DUJ and its funding partners had strategically invested in improvements to lay the groundwork for industrial development.
- Work included constructing direct access to Interstate 80 (exit 90), purchasing 85 acres, and constructing on-airport utility systems.
- In 2011, Cactus Wellhead and Orion Drilling purchased building sites to establish their Northeast headquarters at the airport.
- DUJ had anticipated the need for capital budget dollars to seize opportunities associated with the natural gas industry, thus had funding available to support building pad construction and utility connections.
- Cactus Wellhead and Orion Drilling employ 160 people, benefitting the local economy. They also lease hangar space, purchase fuel, use DUJ's commercial airline, and have spurred the growth of related local enterprises.



Pavement Maintenance Costs Reduced through Economies of Scale

- PennDOT grouped similar projects for pavement crack sealing and marking for three neighboring Western Pennsylvania airports under one open-end contract.
- Approximately \$171,000 was saved.

Off-Airport Aviation Jobs

- Employment related to Pittsburgh and Philadelphia International Airports: 7,062 jobs
- Pennsylvania aerospace industry employment: 25,538 jobs
- Cargo industry: 7,003 jobs
- Air ambulance crews and related businesses: 905 jobs

78% of Pennsylvania businesses surveyed reported that the existence of a commercial service airport is an important factor in the choice of business location.

Cactus Wellhead
Northeast headquarters
at DuBois Regional Airport

54% reported that the existence of a general aviation airport is important.



“Regional aviation service is vital to Pennsylvania’s economy, especially in light of the state’s mountainous topography, which poses challenges to ground transportation.”

~Robert Shaffer, Airport Manager
DuBois Regional Airport

Strategic Focus

Prioritize airport safety.

Enhance airport access.

Promote preservation and sustainability.

Action 2014

Assist in establishing hazard-free approaches and increasing zoning and compatible land use near public-use airports.

Maximize FAA NEXGEN technology to expand all-weather airport coverage.

Undertake pavement and infrastructure improvements to preserve a safe and reliable system while increasing economic sustainability.

Tom Corbett
Governor

Barry J. Schoch, P.E.
Secretary of Transportation



Pennsylvania Department of Transportation
Multimodal Transportation Deputate
717-787-8197