The Case for Freight

Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?

- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?

- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"Pennsylvania's aggressive rail freight funding program has strengthened businesses, reduced truck traffic, and offset growth in greenhouse gases. The United States must take a similar approach during the next reauthorization not only to compete globally, but also be a global partner in addressing climate change."

—*Allen D. Biehler, P.E., Pennsylvania Department of Transportation Secretary*

Freight Capacity Needs

Crescent Corridor

The Crescent Corridor Intermodal Freight Program consists of several freight rail capacity and speed improvement projects in five states throughout an existing 2,500 mile network. While the program received a $105 million discretionary grant from the U.S. DOT's TIGER initiative, Pennsylvania's portion of the projects received no funding. The state needs $32 million for improvements and expansion in the Harrisburg Regional Intermodal and Philadelphia Navy Yard Intermodal facilities.

In Pennsylvania, the Crescent Corridor projects would pay large economic dividends. If the Philadelphia and Harrisburg projects are completed in addition to the construction of an intermodal facility in Franklin County, Pennsylvania's expected benefits would include:

- 651,000 fewer long-haul trucks traveling annually on highways
- $36 million less in annual congestion costs for motorists
- $177 million in annual logistics and shipping savings for businesses
- $9 million less in annual collision costs for motorists
- $7 million less in annual highway maintenance costs
- 10.5 million fewer gallons of fuel consumed annually by motor vehicles
- 116,000 fewer tons of carbon dioxide released annually into the air

A true example of public/private partnership, linking a coalition of states included in the route's 13 states through which it passes, the Crescent Corridor is worthy of federal investment. The corridor is also identified as a priority in Pennsylvania's Intercity Passenger & Freight Rail Plan, which was released this year.

Lewistown Yard Project

The SEDA-COG Joint Rail Authority purchased from Conrail what became the Juniata Valley Railroad in 1996. At that time, the street-running track on Water Street in Lewiston was known to be a maintenance nightmare for Conrail. As the "main stem" of the JVRR as it emerges eastward from the Lewistown Yard, it would be a constant headache for the successor.

The street-running track is a serious weak link for the JVRR and the customers served through that segment. This project—funded through a grant from the State Capital Budget Transportation Assistance Program, the joint rail authority, and Section 130

Capacity Needs *continued*

funding—will reconstruct 1,100 feet of street-running track and two grade crossings. The 1,100 feet of track has a greatly deteriorated structure. The movement of each joint has broken up the asphalt every 30 feet on each rail. Further, the loose joints caused wide gage and rail head mismatch.

The JVRR has made spot repairs to correct the most egregious problems, but a total reconstruction is mandatory. Also, the borough of Lewistown will be working to repave Water Street so the finished job results in a new surface. The street-running track is a hazard for motorists as they weave to miss the potholes at each joint. They are further endangered by the lack of flashing lights at Main Street. The joint rail authority is working with PennDOT's local highway district office to install advance warning devices. This project supports both rail service efficiency and safety.