



Wisconsin's Statewide, Long-Range Multimodal Transportation Plan

WISCONSIN DEPARTMENT OF TRANSPORTATION
Bureau of Planning and Economic Development

October 2021

Current Context

- **WisDOT's Bureau of Planning & Economic Development**
 - Responsible for the state's long-range transportation plan in accordance with federal 23 CFR 450.216.
- **Connections 2030**
 - Adopted in 2009
 - Establishes a vision for the state's transportation system
 - Details specific policies, actions and priority corridors
 - Used traditional in-person public engagement



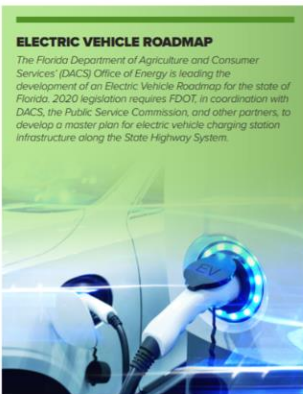
Dynamic Long-Range Plans



KEY STRATEGIES > EXPAND TRANSPORTATION INFOSTRUCTURE

Our definition of transportation infrastructure must broaden from pavement, bridges, and buses to the communications backbone, sensors, and other technologies that allow the transportation system to function – our transportation information technology infrastructure, or “infostructure.” We can build on existing Intelligent Transportation Systems and Transportation Systems Management and Operations deployments to incorporate new technologies. This will require closer collaboration with other agency, academic, and private sector partners and more agility in how we plan for, invest in, and maintain our system. Florida will:

- ▶ Deploy surface transportation infrastructure to support **automated, connected, electric, and shared vehicles (ACES)** and other emerging technologies, such as deployment of roadside sensors and communication systems, electric vehicle charging stations, electronic payment, and positive train control technologies.
- ▶ Support **statewide broadband connectivity**, particularly for rural and underserved areas, to supplement access to services and expand use of transportation technologies.
- ▶ Adapt and accommodate **emerging air and space technologies** such as next-generation air traffic control systems, urban air mobility, unmanned aerial systems, and space-based communication networks.
- ▶ Adapt and accommodate **emerging logistics technologies** at seaports, air cargo facilities, intermodal logistics centers, rail corridors and terminals, and heavy truck corridors.
- ▶ Support **smart region/city initiatives** to leverage transportation technology and data to support economic development, public health and safety, and quality of life goals.
- ▶ Identify, respond to, and mitigate **cybersecurity and data security threats** related to transportation systems.



ELECTRIC VEHICLE ROADMAP

The Florida Department of Agriculture and Consumer Services (FDACS) Office of Energy is leading the development of an Electric Vehicle Roadmap for the state of Florida. 2020 legislation requires FDOT, in coordination with FDACS, the Public Service Commission, and other partners, to develop a master plan for electric vehicle charging station infrastructure along the State Highway System.

KEY STRATEGIES

- 1 TRANSFORM MAJOR CORRIDORS & HUBS
- 2 COMPLETE TRANSPORTATION NETWORKS
- 3 EXPAND TRANSPORTATION INFOSTRUCTURE

OBJECTIVES

- 1 MAINTAIN TRANSPORTATION ASSETS
- 2 INCREASE RESILIENCE
- 3 MEET CUSTOMER EXPECTATIONS
- 4 IMPROVE SYSTEM CONNECTIVITY



PENNSYLVANIA LONG RANGE TRANSPORTATION PLAN 2016

PERSONAL AND FREIGHT MOBILITY

Expand and improve system mobility and integrate modal connections

Overview

The state's transportation system will be called upon over time to facilitate the movement of an ever greater share of people and goods. Pennsylvania cannot effectively be “the Keystone State” if its transportation system cannot sustain the existing and future demands that will be placed upon it. PennDOT has many initiatives in place to maintain and improve system mobility. One such initiative is PennDOT's Corridor Modernization program, which is a planning for Transportation Systems Management and Operations (TSM&O) effort to optimize the performance of existing infrastructure by implementing systems, services, and projects that preserve capacity and improve the security, safety, and reliability of the state's transportation system. Additionally, Corridor Modernization will further integrate operations data, performance metrics, and processes into the project planning and programming process.



PA On Track (and new tools related to the long range plan, such as the project prioritization process) was developed in alignment with PennDOT's ongoing work on Corridor Modernization for seamless implementation. The strategies being advanced by PA On Track serve to reinforce the work that PennDOT has initiated not only on Corridor Modernization, but also on other efforts such as “Plan the Keystone,” for passenger rail services, and regional consolidation studies for public transportation. The plan also offers strategies for PennDOT to acquire a better understanding of bicycle and pedestrian infrastructure, and the need to advocate for funding for the state's ports.

Objectives

- Provide multimodal infrastructure and technology advancements to eliminate bottlenecks and improve system efficiency and trip predictability
- Increase access to jobs, labor, and transportation choices in urban, suburban, and rural communities
- Support communities through appropriate and equitable transportation modal options and investments
- Improve first and last mile intermodal access and connections
- Improve bridge under-clearances and intersection geometry

Deliver the Right Projects

Ensure efficient use of state resources.

As a state agency, TxDOT must be a good steward of its resources and promote fiscal responsibility by spending efficiently and strategically. Effective planning and forecasting processes help deliver the right projects on time and on budget.

Objectives

- Reduce user costs
- Identify and maintain reliable funding
- Improve analytic capabilities to maximize the value of investments
- Fairly distribute transportation benefits and costs
- Strategically deploy innovative technology to increase effectiveness and efficiency of the system
- Maintain sustainable funding

Objectives

- Enhance communities' quality-of-life through infrastructure and design choices
- Incorporate environmental resource considerations early in the planning process
- Avoid, minimize, mitigate adverse impacts to cultural, natural, and historic resources
- Design a resilient and future-focused transportation system

Focus on the Customer: Communicate Effectively

People are at the center of everything we do.

TxDOT is entrusted with making important decisions with public resources that greatly impact Texans' lives. Effective communication is a central part of maintaining that trust, so the public and stakeholders can see and understand TxDOT's decisions and provide feedback that is heard.

Foster Stewardship: Protect and Enhance the Human and Natural Environment

Integrate environmental considerations into all TxDOT activities.

Every day, teams of archeologists, historians and environmental scientists work with TxDOT engineers to build our transportation system around the state's valuable natural, historic and cultural resources so that future generations of Texans can benefit from them.

Objectives

- Communicate effectively with the public and partners
- Be accountable and transparent in decision-making
- Encourage feedback from the public and stakeholders
- Inform the public and stakeholders on TxDOT roles, costs, funding, and investment tradeoffs
- Improve communication/coordination with all planning partners and stakeholders



Connect 2050 – the updated plan

- **A new plan for a new time**
 - A vision plan, not a policy plan
 - Integrates new stakeholder and public engagement techniques
 - Streamlined, user-friendly document with visualizations





What is Connect 2050?

Connect 2050, Wisconsin's long-range statewide transportation plan provides the vision, goals, and objectives that will guide development of the statewide transportation system into the future.

- **LONG-RANGE:** Looks ahead to the future, in this case to 2050.
- **STATEWIDE:** Has a broad reach, its vision, goals, and objectives will guide WisDOT's decision-making for all Wisconsin and for all people.
- **MULTIMODAL:** Setting goals and objectives that apply to all modes and means of transportation in Wisconsin, including cars, roads, transit, biking, walking, rail, aviation and water transport.





How does the plan work?

Connect 2050's goals and objectives will be implemented through a series of short-term actions identified in **technical reports**, **modal plans**, **operational plans**, **business plans** and programs.



Connect 2050 provides our...

VISION

Vision is a statement that describes WisDOT's desired future for our transportation system as it is developed and maintained over time.

GOALS

Goals are high-level statements that set direction and identify topics of critical importance to furthering the statewide multimodal transportation system.

OBJECTIVES

Objectives are more specific than goals and identify the ends to which specific action items, or policies, will be aimed.

These are implemented through...

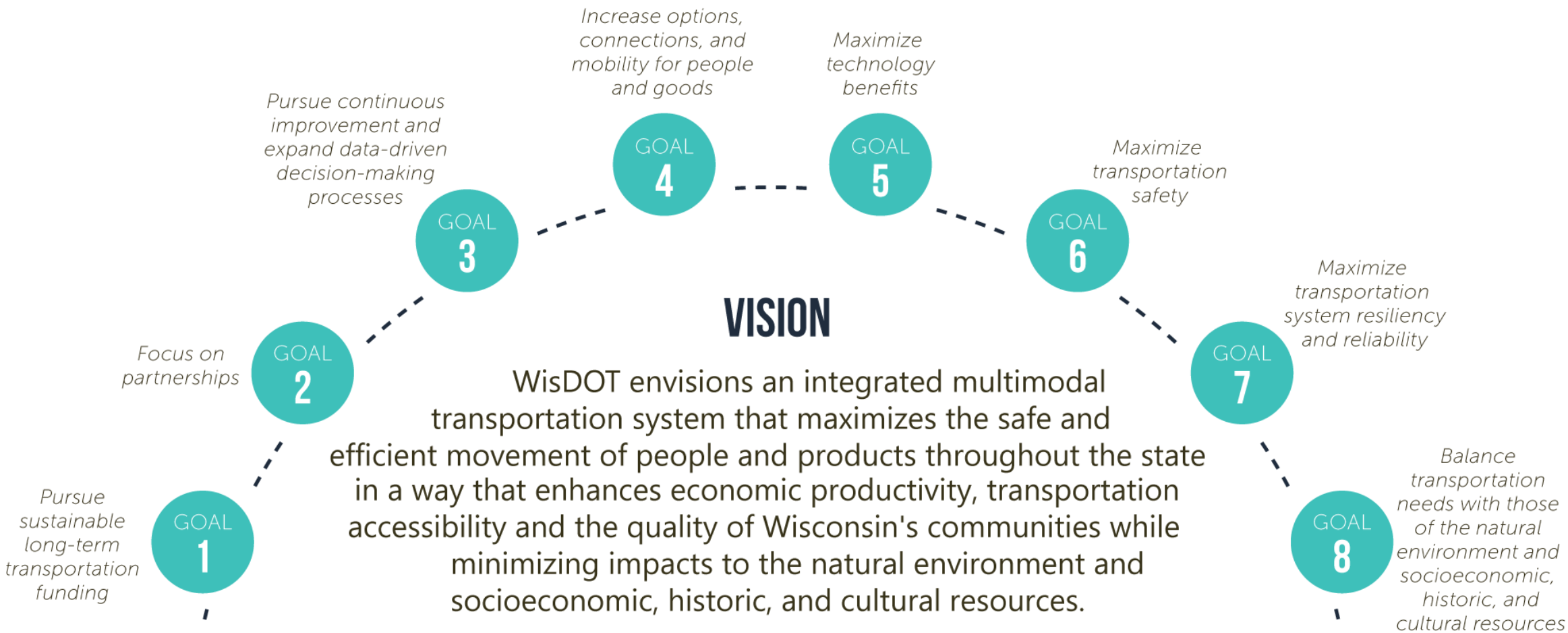
POLICIES

Policies are specific action-based statements that identify means by which the goals and objectives will be implemented. In the context of WisDOT's long-range planning process, policies are identified in WisDOT's modal plans such as the Wisconsin Rail Plan or Freight Plan, business plans such as the Transportation Asset Management Plan, or other strategic planning efforts.

ACTIONS

Actions are activities. They are specific things WisDOT, or other entities will do to implement policies such as identifying a project for funding.







Questions or Comments?