



Safety

Reducing Fatalities and Injuries

Safety is the highest transportation priority for Pennsylvania. Since the COVID-19 pandemic, crashes have increased. PennDOT continues to reinforce highway safety as its top priority in driving down the overall number of crashes and reducing the number of highway fatalities and serious injuries.

Performance Measure	Description	Performance Rating	Trend
Roadway Fatalities	During the decade ending 2023, Pennsylvania averaged 1,172 roadway fatalities per year. Road fatalities have increased, post-COVID, to the 1,209 that were recorded during 2023.		Declining
Impaired Driving Fatalities	Alcohol-related fatalities account for nearly 30% of all traffic fatalities in Pennsylvania. For the decade ending 2023, the number of fatalities in impaired driver crashes statewide has averaged 450 annually.		Steady
Vulnerable Road User Fatalities	Crashes involving vulnerable road users (VRUs) in Pennsylvania have been increasing, post-pandemic, to a 2023 total of 218. A VRU includes someone walking, biking, rolling, or using a mobility device, such as a wheelchair. Crashes involving VRUs are typically more severe than others.		Declining
Work Zone Fatalities	Work zone fatalities reached a decade-low of 14 in 2022 but increased to 22 in 2023.		Steady
Motorcyclist Fatalities	Motorcycle crashes make up less than 3% of total crashes in Pennsylvania but account for over 17% of total fatalities. The state experienced 238 motorcycle fatalities in 2023, representing a 20-year high.		Declining
Lane Departure Crash Fatalities	Over half of highway fatalities statewide involve a lane departure crash, making this one of PennDOT's priority emphasis areas.		Declining
Local Road Fatalities	Pennsylvania has approximately 79,000 linear miles of locally owned roads or nearly two-thirds of the state total. Local roadways accommodate 15% of all the state's traffic but have one-quarter of all reportable crashes.		Declining
Wildlife Vehicle Collisions	Pennsylvania usually ranks in the top five states nationally for wildlife collisions. Crashes involving wildlife have risen steadily since 2012, increasing 40% to the decade ending 2023. Total wildlife crashes exceeded 5,000 for the first time in 2023.		Declining








Color Key:

- Good
- Marginal
- Poor

Mobility

Moving People and Goods

Mobility is a cornerstone for an effective transportation system. PennDOT focuses on ensuring the smooth movement of people and goods, which supports the economy by linking businesses to markets, workers to jobs, and consumers to essential services. A transportation system's effectiveness is measured by its ability to enable mobility.

Performance Measure	Description	Performance Rating	Trend
Connected and Automated Vehicles	Pennsylvania has emerged as a leading destination for on-road testing. The Commonwealth has now created a path to commercial operation of automated vehicles (AVs) with the advent of Act 130 of 2022. As of October 2024, there are six AV certificate holders in Pennsylvania.		Improving
Congestion	Congestion levels have fluctuated since the COVID-19 pandemic, with the state experiencing more recurring congestion as traffic volumes continue to increase.		Steady
Highway Capacity	Pennsylvania has 39,714 linear miles of state-owned roadway. The network has not grown markedly in size, despite accommodating increases in travel demand.		Steady
Traveler Information	The 511PA service was transitioned to a new vendor, Arcadis, at the end of May 2024. This required existing subscribers to transition their account to a new My511 account, offering additional functionality beyond e-mail alerts.		Improving
Traffic Signals	There are approximately 14,000 traffic signals in Pennsylvania. PennDOT's Green Light-Go Program entered its 10th year of offering grant awards in FY 2024-25. The program's focus is to improve the efficiency and operation of existing traffic signals.		Steady
Traffic Incident Management	PennDOT is enhancing coordination with Traffic Incident Management (TIM) partners and first responders. A significant advancement has been its participation in the MView system, a web-based platform from Maryland that improves traffic camera sharing with first responders and traffic management stakeholders.		Improving
Public Transportation Ridership	The state's public transit agencies are continuing to experience increases in ridership after the pandemic through the third quarter of FY 2023-2024, 190.7 million trips were provided, a 17% increase over the same period in FY 2022-2023. Fixed-route ridership is at approximately 70% of pre-pandemic levels.		Improving

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Mobility, continued








Performance Measure	Description	Performance Rating	Trend
Airport Enplanements	According to the Federal Aviation Administration, total airport enplanements in Pennsylvania have increased for three consecutive years (through 2023) but have yet to reach pre-COVID-19 levels.		Improving
Amtrak Ridership	Amtrak serves 24 stations in Pennsylvania. During FY2023–24, the carrier served over 1.2 million passengers, the highest number recorded in five years.		Improving
Winter Weather Traveler Info	After years of continued growth in the use of the 511PA system during winter months, usage has flatlined due to a series of very mild winters, with fewer big storms to drive usage.		Steady
Weather Resiliency	PennDOT understands the importance of planning for the unexpected and continues to evaluate strategies and actions to improve systemwide resiliency. Analyses from PennDOT's 2017 Extreme Weather Vulnerability Study are updated periodically to support investment prioritization and decisions.		Steady
Safety Service Patrol	PennDOT is currently assessing the program to provide more effective and timely assistance. In 2024, the program expanded to include the York area. PennDOT is evaluating expansion into other areas, including Lancaster and Wilkes-Barre/Scranton.		Steady
EV Infrastructure and Alternative Fuels	PennDOT is collaborating with federal, state, and local partners to expand the Commonwealth's Electric Vehicle (EV) charging and alternative fuels network. The Bipartisan Infrastructure Law (BIL) provides \$7.5 billion to help make EV charging more accessible to all Americans for local and long-distance trips.		Steady

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Preservation

Maintaining Transportation Assets






Performance Measure	Description	Performance Rating	Trend
State Bridges	PennDOT's intensive work on bridge rehabilitation and replacement has steadily improved conditions. The share of state-owned bridge deck area in Poor condition in 2024 (6.03%) is half of what it was in 2013.		Improving
Local Bridges	The number of locally owned bridges (greater than 20 feet in length) rated as being in Poor condition continues to decline.		Improving
Weight-Restricted Bridges	Pennsylvania has made significant progress in reducing the number of weight-restricted bridges. This number has declined over the past decade, from 862 in 2014 to approximately 428 at the end of 2024.		Improving
Pavement Conditions	Pavement miles in Excellent or Good condition continue to comprise over half of all pavements in Pennsylvania; however, it is steadily declining as a share of total pavement miles. This trend is expected to continue through 2028, based on existing programs.		Declining
Project Letting	PennDOT's goal for on-time project delivery is 90%.		Steady

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Accountability

Managing Resources and Business Processes

Performance Measure	Description	Performance Rating	Trend
Project Delivery	Trends for on-time and within-budget metrics have held consistent over the past decade.		Steady
Transit Performance	Public transit ridership and fare revenue are increasing, improving the cost recovery ratio. However, rising costs due to inflation and higher labor expenses have made providing public transportation more expensive than before the pandemic.		Improving
Find My Ride	Find My Ride (FMR) Apply has seen a steady increase in usage overall since May 2021. This is due to a post-pandemic increase in overall transit ridership as well as increased promotion by some agencies using the application.		Improving
Driver and Vehicle Services	Public feedback from interaction with PennDOT's Driver and Vehicle Services (DVS) personnel remains highly favorable. DVS is continuously seeking to further enhance the customer's experience by ensuring each interaction with the department is positive and exceeds their expectations.		Improving
PennDOT Connects	Eleven PennDOT Connects Municipal Outreach Sessions were held in Spring 2024, drawing 470 participants from around the state.		Steady

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Funding

Investing for the Future

Federal funding for transportation surged in 2021 with the passage of the five-year Bipartisan Infrastructure Law (BIL). The state budget committed an additional \$80.5 million for highways and bridges and \$80.5 million for public transportation (SEPTA's share of this total was \$53 million).

Performance Measure	Description
State Transportation Budget	The state transportation budget for FY 2024–25 totals \$11.1 billion.
12-Year Program	PennDOT is currently administering a 2025 12-Year Program (TYP) valued at \$88.2 billion, the largest in the state's history. Roughly one-third, or \$29.7 billion, is programmed for the Program's first four-year period, FFY 2025–28.
State Motor License Fund	Revenues from the Motor License Fund continue to be unable to keep pace with transportation funding needs.
Multimodal Fund	The Multimodal Transportation Fund (MTF), established through Act 89 of 2013, provides funding for community projects to improve transportation in all modes. Revenues and expenditure limits by mode are generally established by law and remain stable.
Public Transportation Operating Assistance	Funding assistance to the state's transit providers has increased every year since the passage of Act 44 of 2007. Amounts have grown from \$774 million in FY 2007–08 to a record \$1.31 billion during FY 2023–24.
Interstate Reconstruction Funding	For the decade ending in 2024, spending on Interstate reconstruction has averaged just over \$100 million a year. There will be major increases in coming years due to work on the John Harris Memorial (South) Bridge in Harrisburg and other Federal discretionary grants that PennDOT has received.
Rail Freight Infrastructure Funding	PennDOT's Rail Freight Assistance Program supports rail investment across the commonwealth by funding the construction and maintenance of freight and intermodal rail infrastructure, as well as improvements and eliminations of at-grade crossings. The program can cover up to 70% of project costs through various funding sources, including Act 89 Multimodal Rail Freight Funds and the Act 13 Unconventional Gas Well Fee.
Transit Capital Funding	Changes in the public transportation law in July 2022 shifted funding for public transportation capital projects from Pennsylvania Turnpike revenues to motor vehicle sales tax, providing additional funding for public transportation capital projects.
Public Private Partnerships	PennDOT's Public Private Partnerships (P3) office continues to administer three active P3 projects: Compressed Natural Gas (CNG) Fueling Stations for Public Transit Agencies; Major Bridge P3; and the Rapid Bridge Replacement project.
Winter Maintenance	PennDOT's winter budget for 2024–2025 is \$186.3 million. This is down from the 2023–24 total of \$197 million.








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Freight

Improving the safe and efficient movement of goods

Pennsylvania is truly the Keystone State concerning freight movement. As the fifth-most-populous state in the nation, it is a major market area and freight generator in its own right. PennDOT is engaged in numerous initiatives to support and improve freight mobility in Pennsylvania. These are built to address the top industry, transportation, and land use trends that influence the freight system and its users.

Performance Measure	Description	Performance Rating	Trend
Truck Crashes per 100 million VMT	Truck share of overall travel demand in Pennsylvania has remained relatively constant over the past decade, tracking at approximately 28% of all vehicular travel. There were 8,844 truck crashes per 100 million VMT in 2023, the lowest figure recorded since 2018.		Steady
Core Highway Freight Network	The passage of the FAST Act in 2015 led to the creation of a National Multimodal Freight Network (NMFN). This network is specifically eligible to receive the \$59.2 million Pennsylvania is eligible to receive annually for freight transportation.		Steady
Freight Tools Added to Data Repository	PennDOT has been monitoring initiatives by the USDOT to enhance and improve available national freight data and forecasting tools that are used to support its freight planning processes.		Improving
At-Grade Crossings	PennDOT's Section 130 Program provides funds for the elimination of hazards at railway-highway grade crossings. The Infrastructure Investment and Jobs Act increases the amount of state incentive payment at-grade crossing closures from \$7,500 to \$100,000.		Improving
Truck Travel Time Reliability	The Truck Travel Time Reliability (TTTR) Index measures truck movement reliability on the Interstate system. In 2023, the index value was 1.30, better than the 2025 target of 1.40.		Improving
Water Ports Freight Volume	The Commonwealth's investment in PhilaPort contributed to an increase in freight volumes. In 2023, volumes adjusted due to several factors including post COVID-19 conditions, Russia's invasion of Ukraine, attacks on shipping in the Gulf of Aden, and draught restrictions at the Panama Canal.		Improving
Long-Haul Truck Mode Share	Truck tonnage, compared to rail and water transport, highlights the environmental impacts of freight transport. Rail and water are more energy-efficient than trucks, so ideally, trucking's share of long-haul freight should decrease energy consumption per ton.		Declining



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Equity

Ensuring fair access and distribution of resources and benefits

Pennsylvania is increasingly becoming more diverse. Data from the 2020 U.S. Census show that the state's racial and ethnic composition was 61.6% white; 12.4% Black; 18.7% Hispanic; and 6% Asian. PennDOT is focused on considering diversity and inclusion efforts that make transportation work for everyone.

Performance Measure	Description	Performance Rating	Trend
DBE Program	From 2022 to 2023, PennDOT awarded roughly \$290 million to Disadvantaged Business Enterprises (DBEs). This increased the percentage of dollars awarded to DBEs by 33%, increasing the DBE share to 11.9% of total dollars awarded from 2022.		Improving
Accessible Transit	The Federal Transit Administration's (FTA) All Stations Accessibility Program provides funding for capital projects to make public areas of stations accessible to people with disabilities. On May 28, 2024, FTA announced an \$8 million grant to Pittsburgh Regional Transit to upgrade stations along its Red Line.		Improving




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Environmental

Mitigating and minimizing transportation's impact on the environment

PennDOT is introducing new environmental performance measures in the State Transportation Commission's biennial report, focusing on greenhouse gas emissions, climate resiliency, and air quality. The transportation system significantly impacts these areas and is also affected by them. By monitoring and improving these metrics, PennDOT aims to enhance infrastructure resilience, reduce transportation emissions, and support a healthier environment for our communities.

Performance Measure	Description	Performance Rating	Trend
Air Quality (Unhealthy Monitor Readings)	The Air Quality Index (AQI) was developed by the U.S. Environmental Protection Agency (EPA). The AQI relays information about outdoor air quality and potential health impacts. The AQI combines monitor readings for five major air pollutants regulated by the Clean Air Act which include ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide.		Improving
Greenhouse Gases (Transportation Carbon Emissions)	Tracking greenhouse gas (GHG) emissions is vital for understanding climate change. It helps identify major emission sources, monitor progress toward reduction targets, and guide policies. There is a direct correlation between GHG emissions and vehicle miles traveled (VMT); as VMT increases, emissions rise due to higher fuel consumption. Reducing VMT can significantly decrease emissions.		Steady
Climate Resiliency (Roadway Flooding Closures)	Climate change and extreme weather events, such as heavy rainfall and storms, increasingly affecting transportation infrastructure. This includes flooding and landslides, which can cause significant damage and lead to road closures.		Steady

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