



Pennsylvania
Transportation Advisory Committee

2027 TAC TRANSPORTATION PERFORMANCE REPORT (TPR)

JULY 15, 2026

The TPR in the Planning Process

PLANNING

SETS DIRECTION

Long-Range Transportation Plan (LRTP)
20-Year Plan

(Updated every 6 to 10 years)

Where do we want to go?

Goals ▪ Objectives ▪ Measures

How are we going to get there?

Implementation Strategies

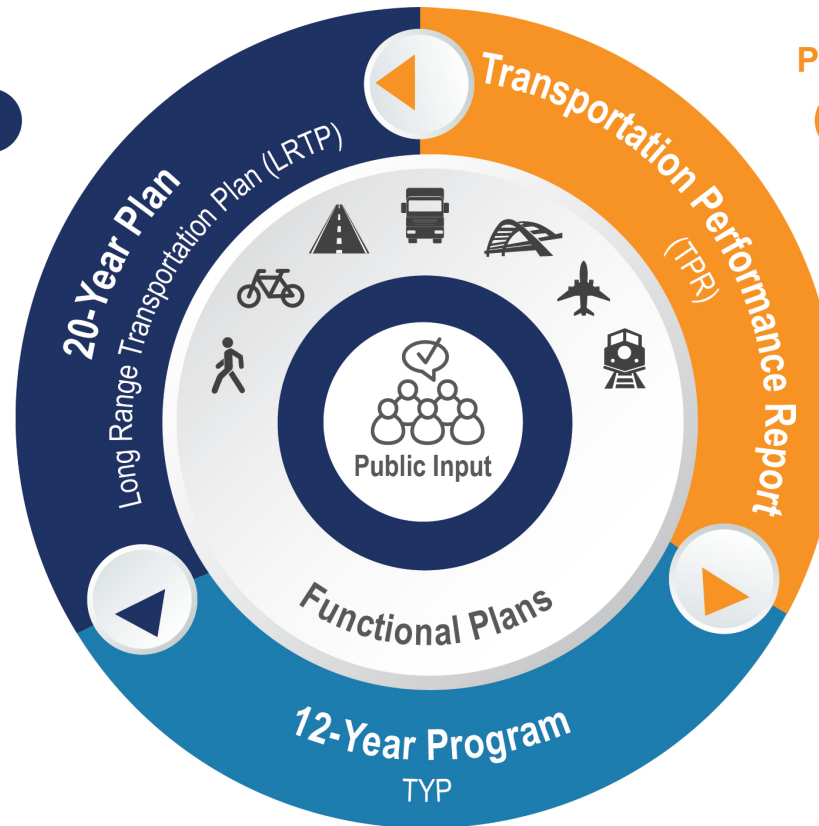
Policies ▪ Priorities ▪ Functional Plans

MPO/RPO LRTPs

What are functional plans?

Funding ▪ Modal Focus

Address Trends & Issues



PERFORMANCE MEASUREMENT

MEASURES PROGRESS

Transportation Performance Report (TPR)
(Updated in odd-numbered years)

How did we do?

Monitor ▪ Report ▪ Evaluate

Where do measures come from?

State and Federal Requirements

What do we measure?

Safety ▪ Mobility ▪ Accountability

Funding ▪ Preservation

PROGRAMMING

PRIORITIZES PROJECTS

12-Year Program (TYP)

How can we best use available funding?

Lists funded projects for a 12-year period

First four-year period is the Statewide Transportation Improvement Program (STIP)

STIP compiles MPO/RPO Transportation Improvement Programs (TIP)



Eight Performance Areas



Safety



Mobility



Preservation



Accountability



Funding



Freight



Equity



Environment



TPR Elements

- **Opening paragraph** describing the performance area
- Three to four **headlines**, documenting progress PennDOT has made
- Series of **performance measures** in accordion format
- Each PM includes:
 - Chart data
 - Data analysis
 - Icons depicting trends and performance

Safety Measures

Roadway Fatalities	
Impaired Driving Fatalities	
Vulnerable Road User Fatalities	
Work Zone Fatalities	
Motorcyclist Fatalities	
Fatalities in Lane Departure Crashes	
Local Road Fatalities	
Wildlife Vehicle Collisions	



Next Steps

Organize Task
Force

Review and
Affirm TPR
Performance
Areas and
Measures

Begin Data
Collection and
Analysis

Identify Key
Initiatives for
each
Performance
Area

Status Updates
at Future TAC
Meetings





Pennsylvania
Transportation Advisory Committee

TRANSPORTATION FUNDING ASSESSMENT

JULY 15, 2026

Project Purpose and Outcomes

- Assess PA's systemwide investment needs across all modes
- Define the requirements to improve, maintain, preserve, and operate the Commonwealth's multimodal network
- Evaluate alternative investment scenarios to demonstrate the impact of various investment levels
- The project will NOT recommend **how** funding needs should be met; but is intended to:
 - Inform policy and legislative deliberations
 - Expand understanding of investment benefits



Must-Can't-Should Assessment

Must	Can't	Should
Be multimodal in focus	Diminish the need and urgency for investment	Provide the foundation for long-term sustainable solutions
Clearly, easily communicate	Cast one mode against another – (i.e., non-productive modal trade-offs) – can't lose sight of PA Transportation System	Foster a renewed vision for a modern, world-class transportation system
Identify the costs and benefits of several funding scenarios	Advance a single, preferred recommendation	Develop talking points for legislators and local elected officials
Evaluate the impacts and consequences of disinvestment/underinvestment	Quantify the overall funding gap into a single dollar value that becomes a non-starter	Address what is being done vs what should be done

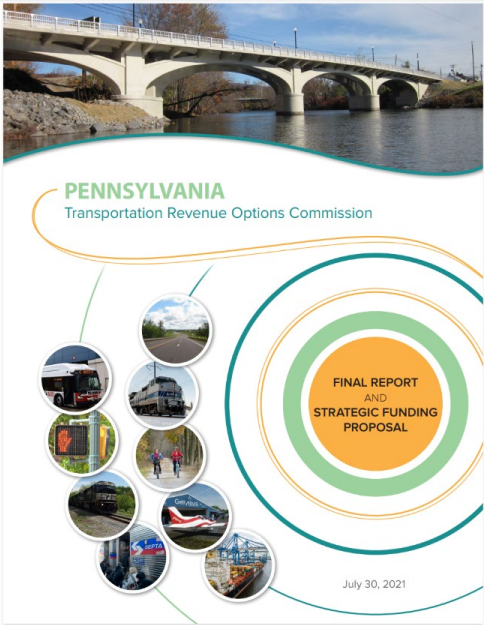
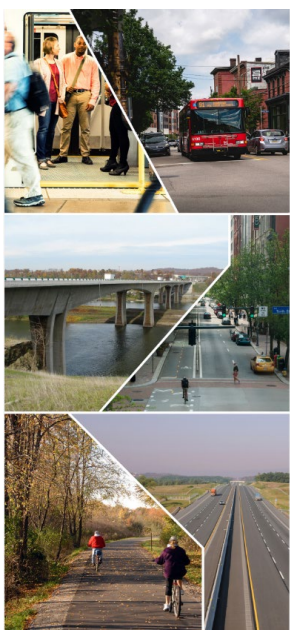
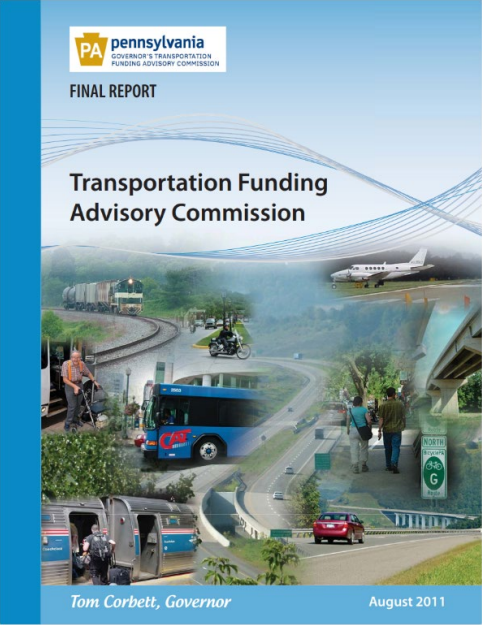
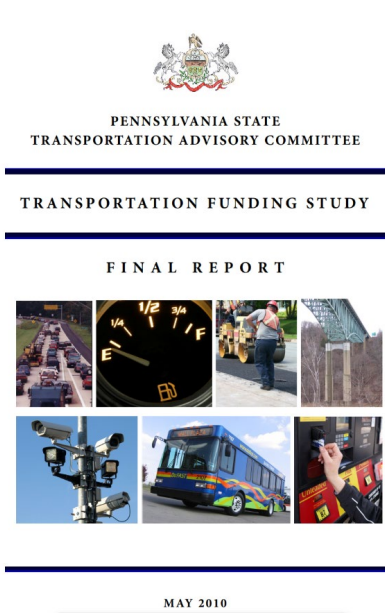


Data Collection

Demographics	Historic Funding	Asset Management	Demand	TSMO	Transit
Population Trends	12-Year Program	Bridge Conditions (state vs local)	Gasoline and Diesel Consumption	Annual Fatalities and Crashes	State Support of Public Transportation
Journey to Work	Federal Aid Highway Obligations (1992-present)	Lane Miles	Vehicle Registration Trends (by vehicle type)	Congestion	ACT 44: Legacy on Public Transportation
Access to a Vehicle	Motor License Fund	Pavement Conditions	Licensed Drivers	Driver Behavior Survey	Access to Public Transportation (Fixed-Route) - <i>people living within 1 mile of route</i>
	State Gasoline Tax	Miles of State Highways Improved	VMT		Fixed-Route Ridership
	State Highway Maintenance Spending	Pavement Age (interstate vs non-interstate)	Modal Travel Growth Trends		On Demand Ridership
	Revenue Enhancement History (e.g, ACT 3, ACT 44, ACT 89, etc.)	Asset Management Model Runs	Freight Volumes (FAF)		PTTF
	Construction Cost	ASCE Infrastructure Report Card (2025)	Air, Waterways, Ports Data		
	Bid Price Index				
	Local Road Turnback Program				
	PennDOT Safety Funding Distribution				
	\$5 Local Use Fee				
	Act 13				
	Interstate Management Program				
	Annual State Registration Fees				



Existing Literature Review



Other States' Research



FLORIDA



MICHIGAN



VIRGINIA



**NEW
YORK**



OHIO



**NORTH
CAROLINA**



Impact Analysis

- 3-4 investment scenarios – e.g. (TBD):
 - Baseline (current investment levels)
 - Needs-based investment scenario (high)
 - Mid-range scenario (between baseline and needs-based)
- Each scenario will be evaluated/compared in terms of various impact factors
- Factors expected to include:
 - Economic
 - Mobility
 - Access
 - Users
- Value: 1) focus for stakeholder engagement; 2) impacts, benefits, and consequences of scenarios will help to inform policy makers



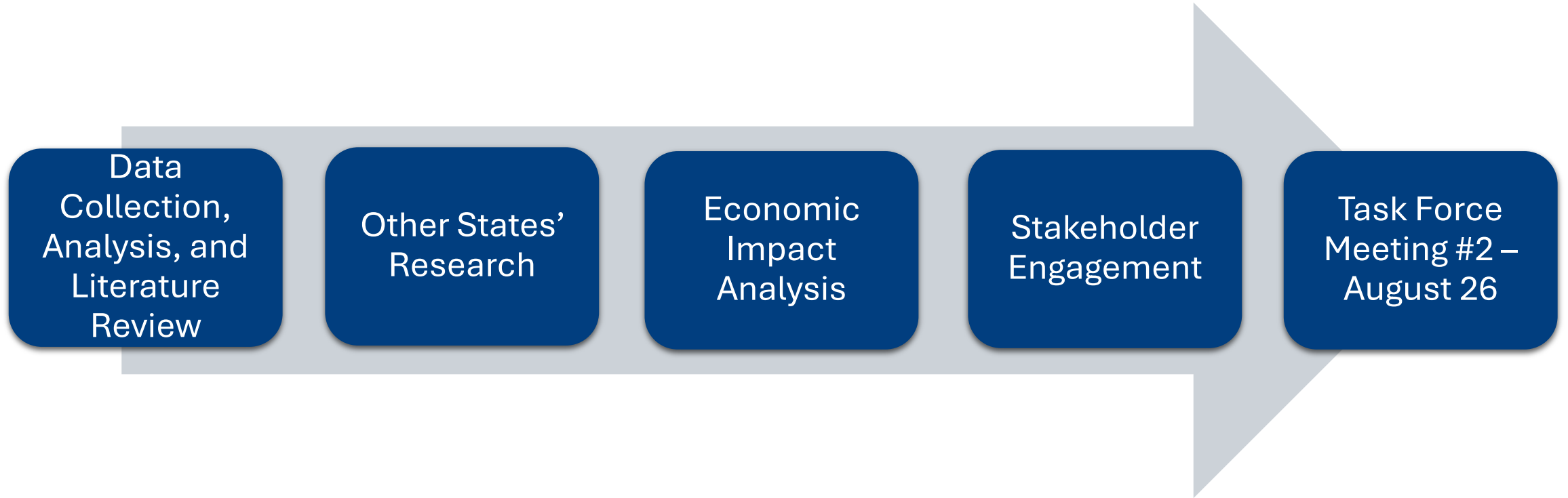
Project and Problem Breakthroughs

During the June 1 kickoff meeting, the project Task Force identified the following Problem Breakthroughs and Project Breakthroughs:

Problem Breakthroughs	Project Breakthroughs
Build vision and, Courageous Stewardship, and Public Buy-in	Establish a clear statewide funding baseline
Modernize Governance, Asset Management, and System Integration	Build a compelling, Bipartisan/Nonpartisan Public Value Case
Establish a clear, credible, and unified funding narrative	Be the springboard for strategic public engagement & Building productive political support



Immediate Next Steps





Pennsylvania
Transportation Advisory Committee

USE OF ZIPPER MERGE IN WORK ZONES

JULY 15, 2026

Project Purpose and Outcomes

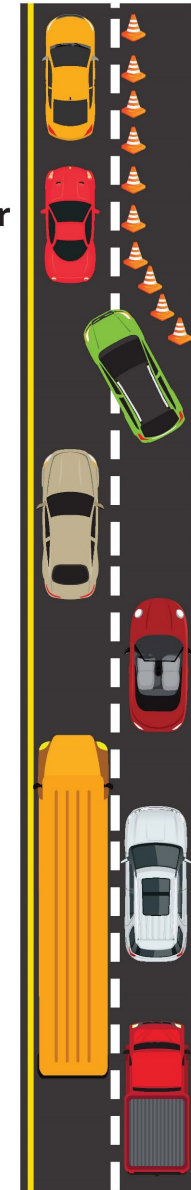
- Evaluate the effectiveness and applicability of zipper merge strategies for work zones in Pennsylvania.
- Examine Pennsylvania-specific factors that may influence zipper merge effectiveness and driver behavior

Drivers stay in their current lane until the designated merge point.

Drivers take turns moving into the open lane.

This practice is much safer and more efficient than merging early.

Be respectful of those waiting to merge. They're doing it right!



ZIPPER MERGE



Where We Are Today

- 11-member task force developed
- Chaired by John Kashatus
- Task Force Meeting #1 – July 7
- Data sources and study success factors identified



Next Steps

Existing Literature
Review and State
of the Practice

Pennsylvania-
specific factors
influencing driver
behavior

White Paper
development and
finalization

TAC approval
expected
October 21



Discussion



FRA Corridor ID Program & Scranton to New York Penn Station Service Development Plan

JULY 15, 2026 TAC MEETING



Pennsylvania
Department of Transportation

FRA-Corridor ID Program



Pennsylvania
Department of Transportation

FRA Corridor Identification & Development Program



SCRANTON TO NEW YORK PENN STATION
AMTRAK PASSENGER SERVICE CORRIDOR

IMAGE CREDIT: MIKE ARMSTRONG, AMTRAK

APPLICANT

LEAD APPLICANT: Pennsylvania Department of Transportation (PennDOT)

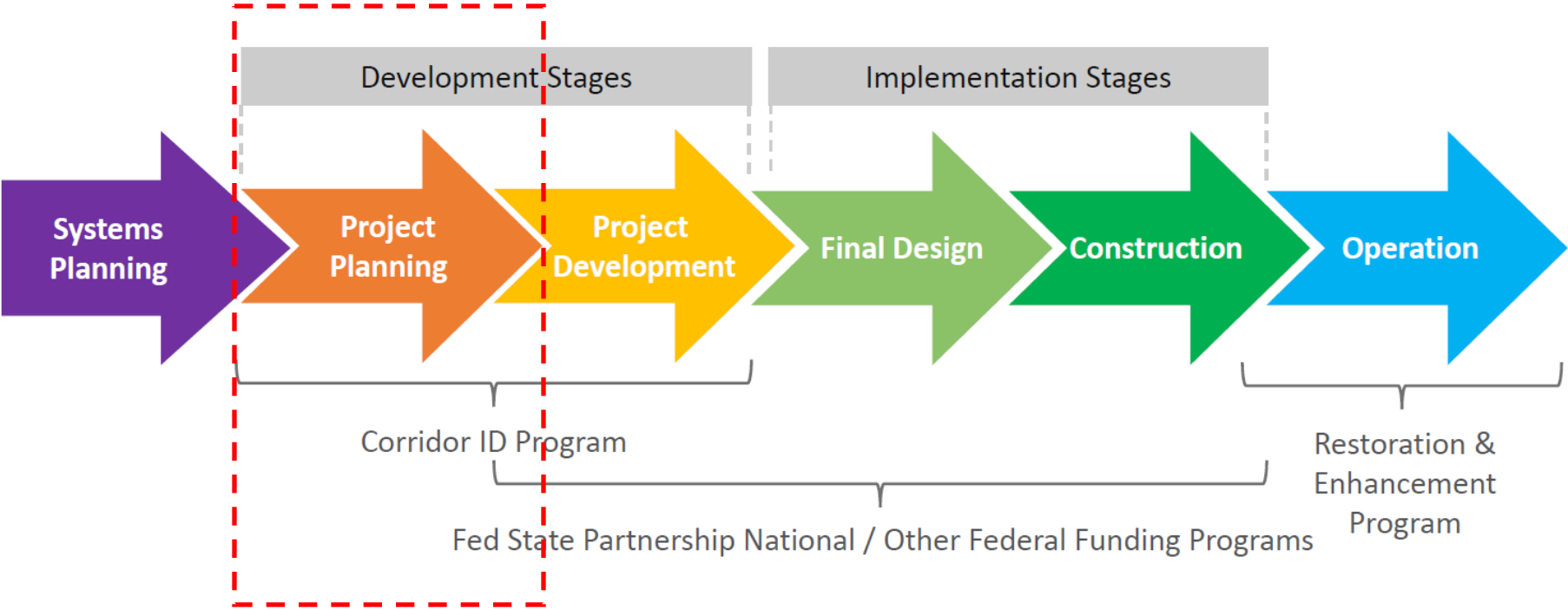
CO-APPLICANT(S): Pennsylvania Northeast Regional Railroad Authority (PNRRA) and New Jersey Transit (NJ Transit)



- PennDOT is the grant recipient and leading the SDP effort
- Scranton – NYP was one of 69 corridors accepted into the initial round of applications



Project Review – FRA Project Stages & Funding Programs



Project Review – Corridor ID Program

Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match (<i>\$X determined during Step 1</i>)	\$X / 20% match (<i>\$X determined during Step 2</i>)
Scope	Using Service Development Plan SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work on-going and/or undertaken to date	Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA	- In coordination with FRA, sponsor completes preliminary engineering for capital projects - Sponsor completes environmental review in coordination with FRA for capital projects
Notes	- After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning	- Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan - If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability	Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

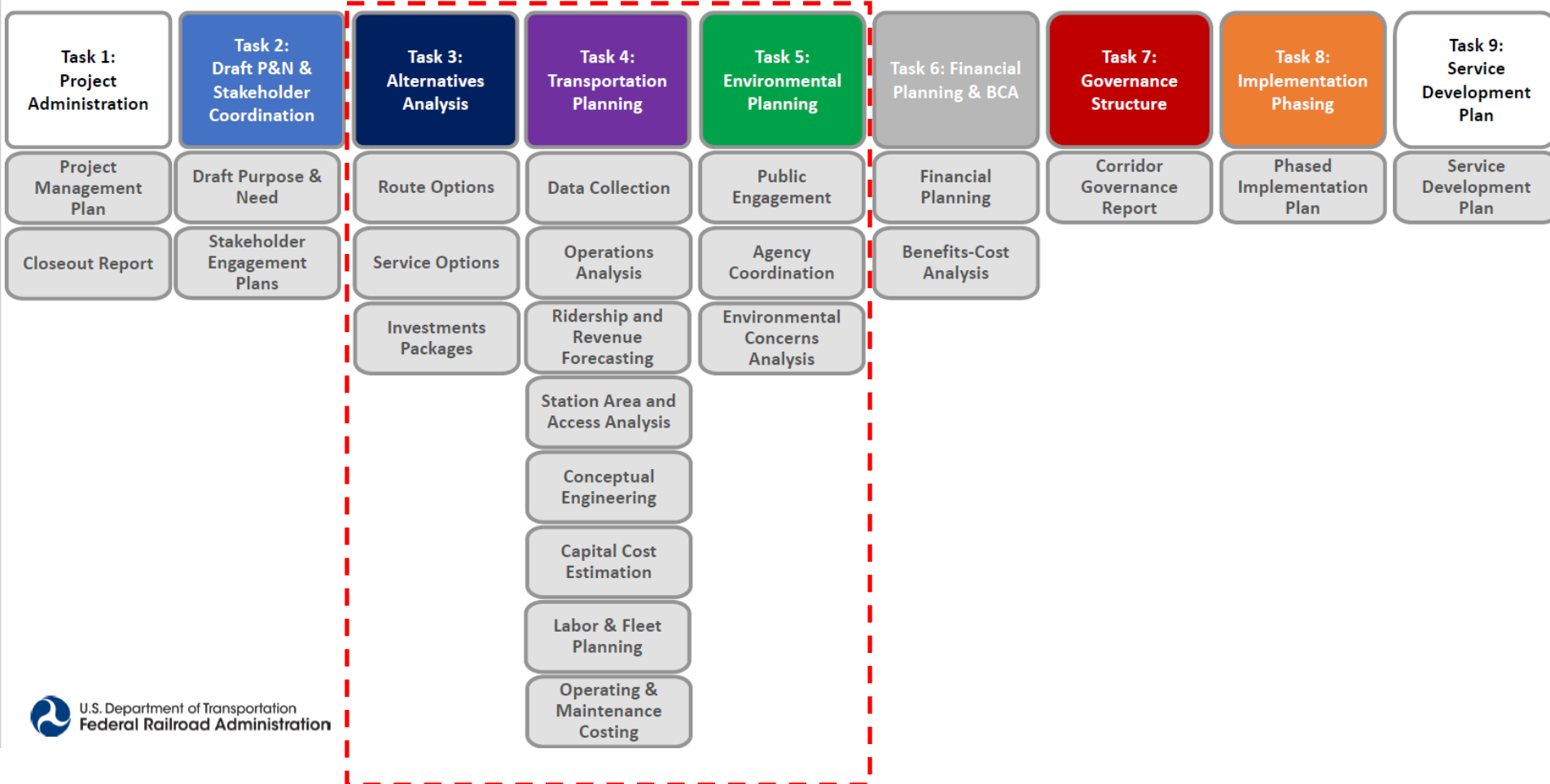
Corridor ID Process Update

- Corridor ID is a 3-Step Program that Opens the Opportunity for FRA Project Funding
- Scranton Rail is a Front-Runner in the Program
- Past Effort & Studies Are Strong Foundation as a Base for this Step 2 Study
 - Advantage to Build from for this Work
- Extensive Collaboration with Stakeholders is Being Undertaken During Step 2
 - Railroads, Agencies, Public



Step 2 Scope of Work Tasks

Step 2: Service Development Plan Draft SOW Framework



Scranton to New York Penn Station Service Development Plan (SDP)



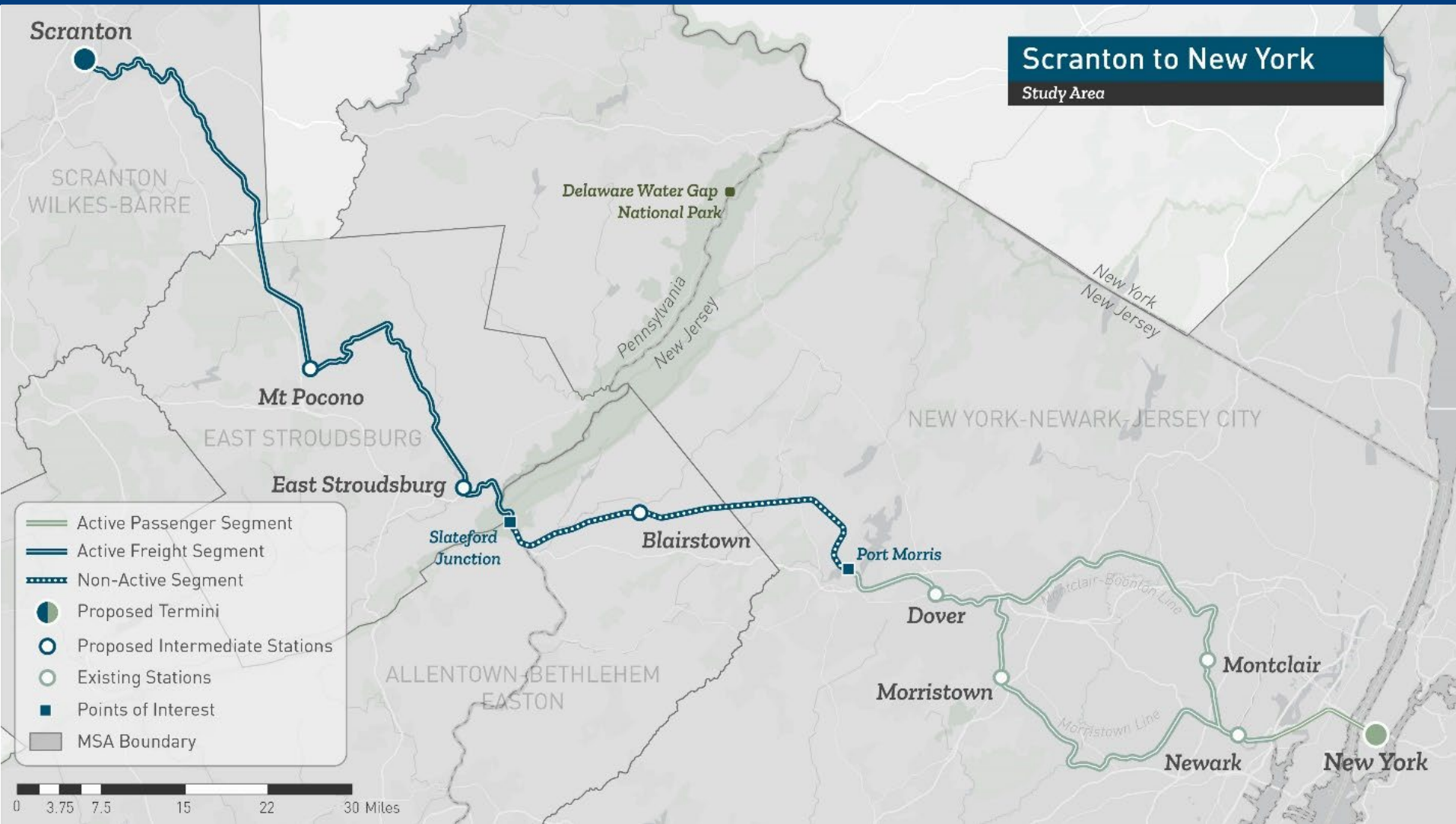
Pennsylvania
Department of Transportation

Step 2 Project Team

- Federal Railroad Administration – Lead Federal Agency
- PennDOT – FRA Grant Recipient, Leading SDP Effort
- Railroad Stakeholders
 - Amtrak
 - New Jersey Department of Transportation (NJ DOT)
 - NJ TRANSIT
 - Pennsylvania Northeast Regional Rail Authority (PNRRA)
- Program Management Consultant – KCI
- SDP & Engineering Consultant - GFT



Project Review - Location

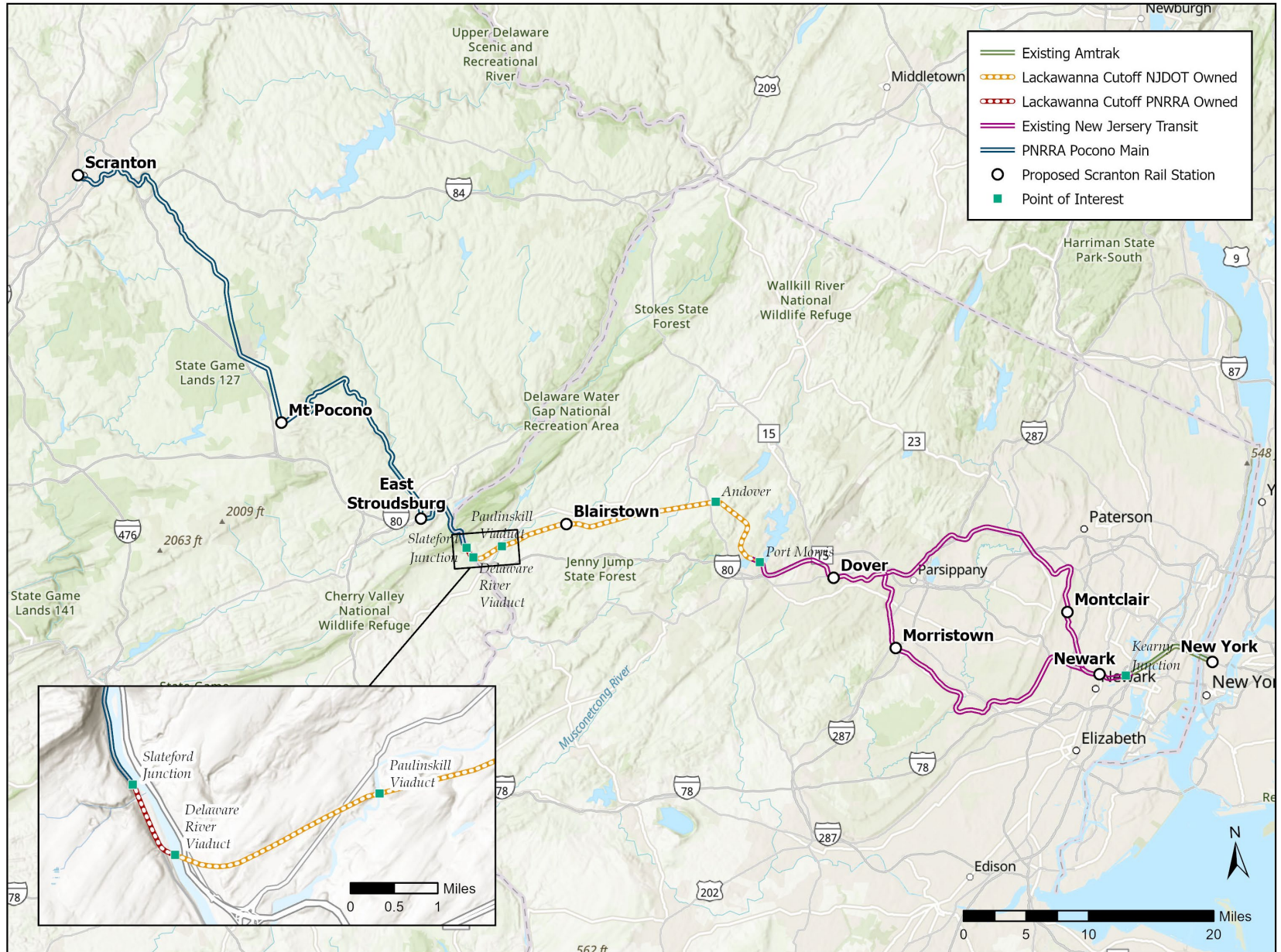


- Scranton – NYP last passenger train ran on this route in 1970 under Erie Lackawanna RR

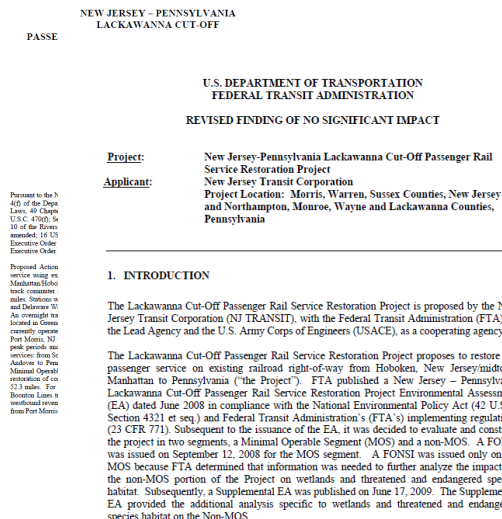
EXISTING RAIL ROW & INFRASTRUCTURE



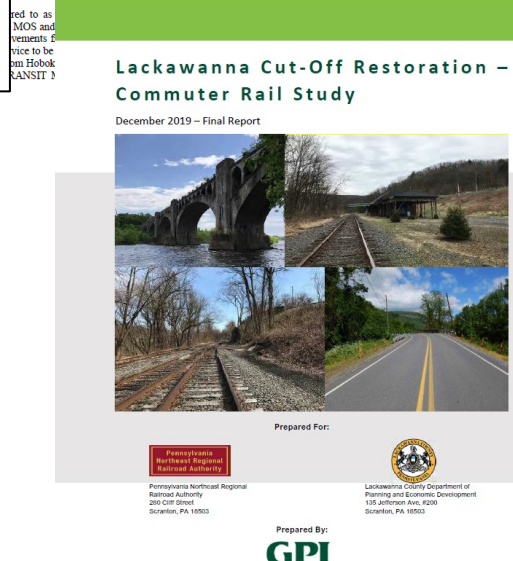
Project Review – Owners & Operators



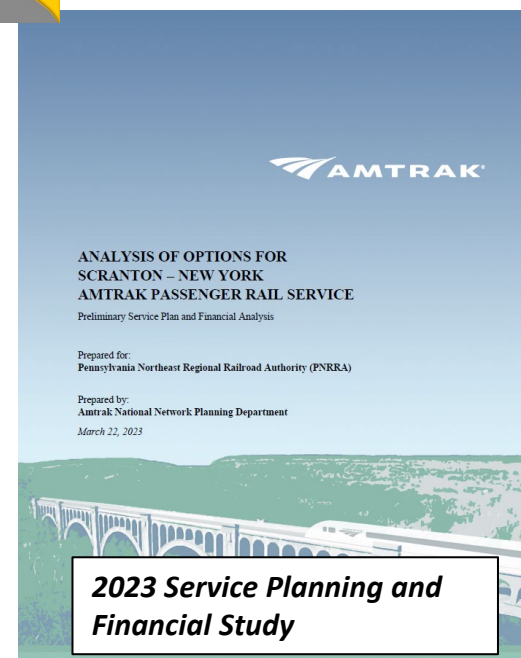
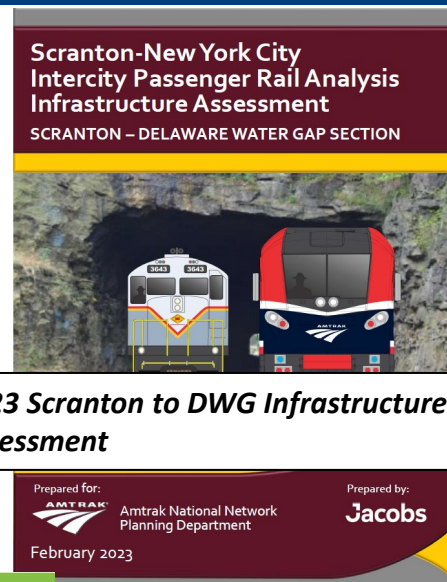
Project Review – Past Studies



2008 EA + FONSI
2009 Supplemental EA + FONSI



2019 DWG to Andover Infrastructure Assessment & Capital Cost Estimate



Purpose & Need

- **Purpose: To improve travel between Northeast Pennsylvania, New Jersey, and New York City by restoring intercity passenger rail service to the region**
 - Upgrade & invest in existing railroad rights-of-way to allow intercity passenger rail service to operate
 - Limit environmental impacts while benefiting the region's economy by providing a new transportation choice for travelers
 - Improve the connectivity of the region by restoring intercity passenger rail service, promoting resiliency, addressing existing travel concerns, and increasing rail usage in a growing region

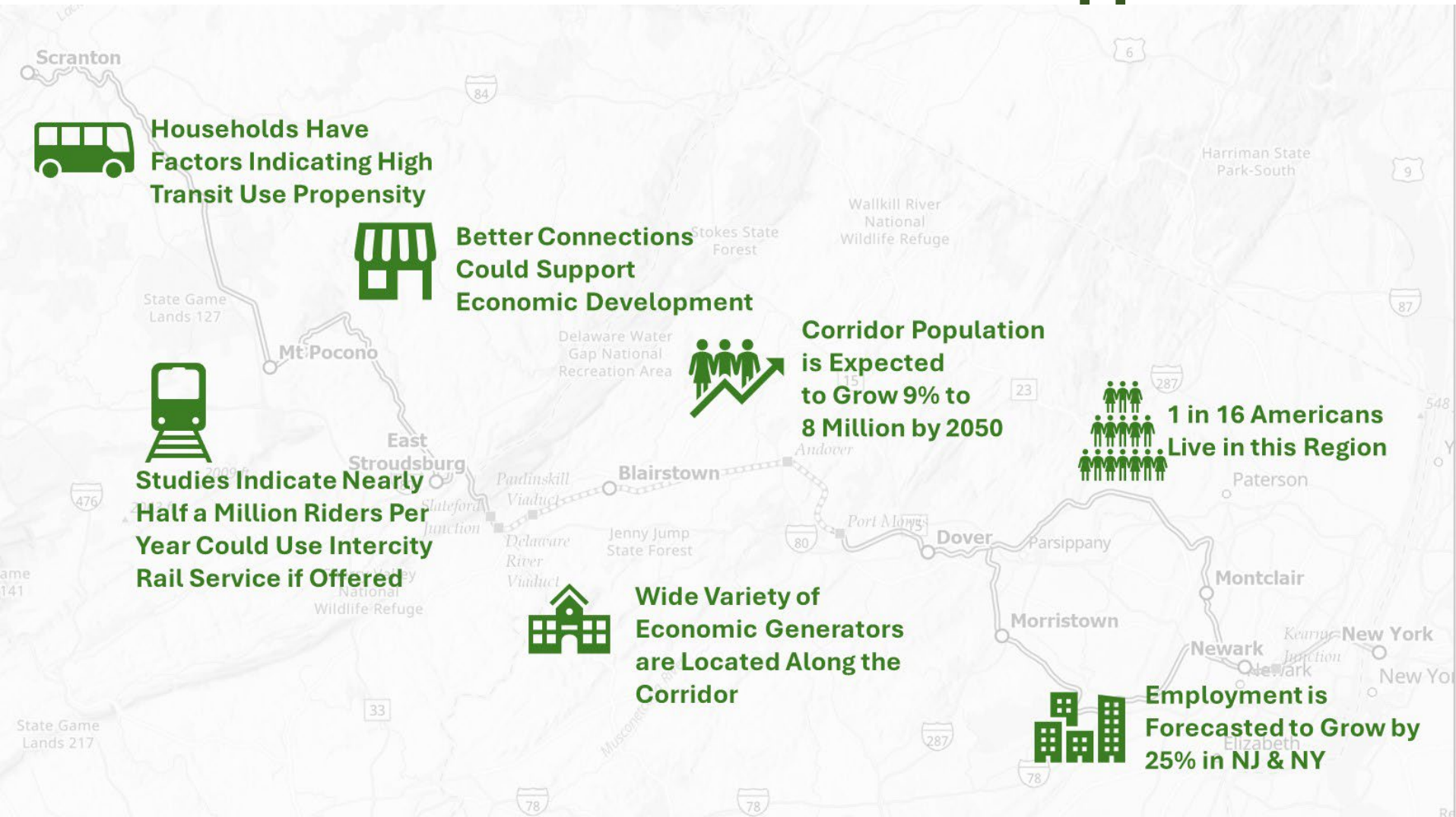


Purpose & Need

- **Need 1:** Existing infrastructure unable to meet the travel demand
- **Need 2:** Lack of multimodal connectivity inhibits access to economic opportunities throughout the region
- **Need 3:** Regional travel suffers from lack of resilience and redundancy along the existing transportation network

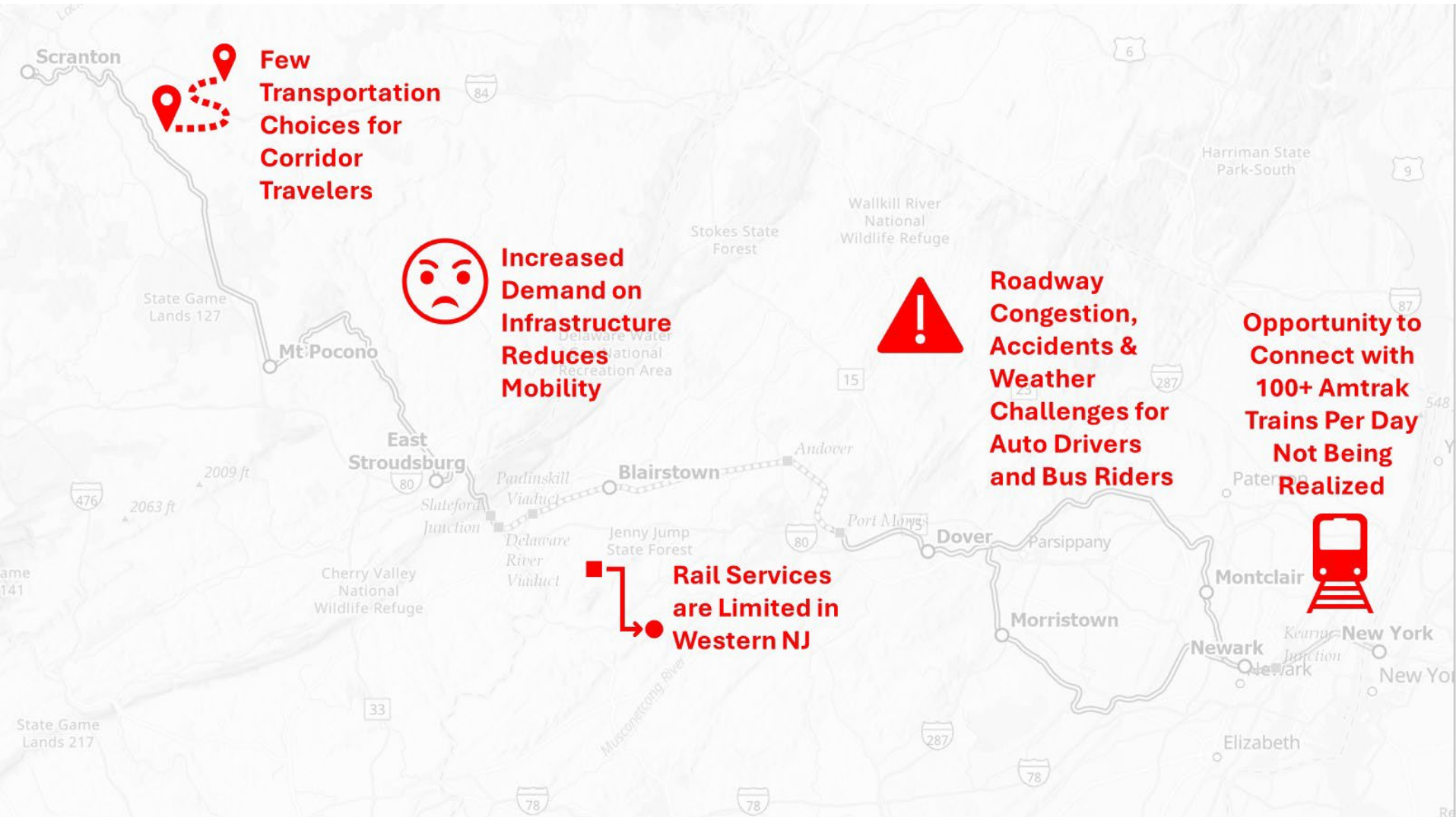
- **Scranton to NYP Corridor Market Opportunities**

- **Scranton to NYP Corridor Market Opportunities**

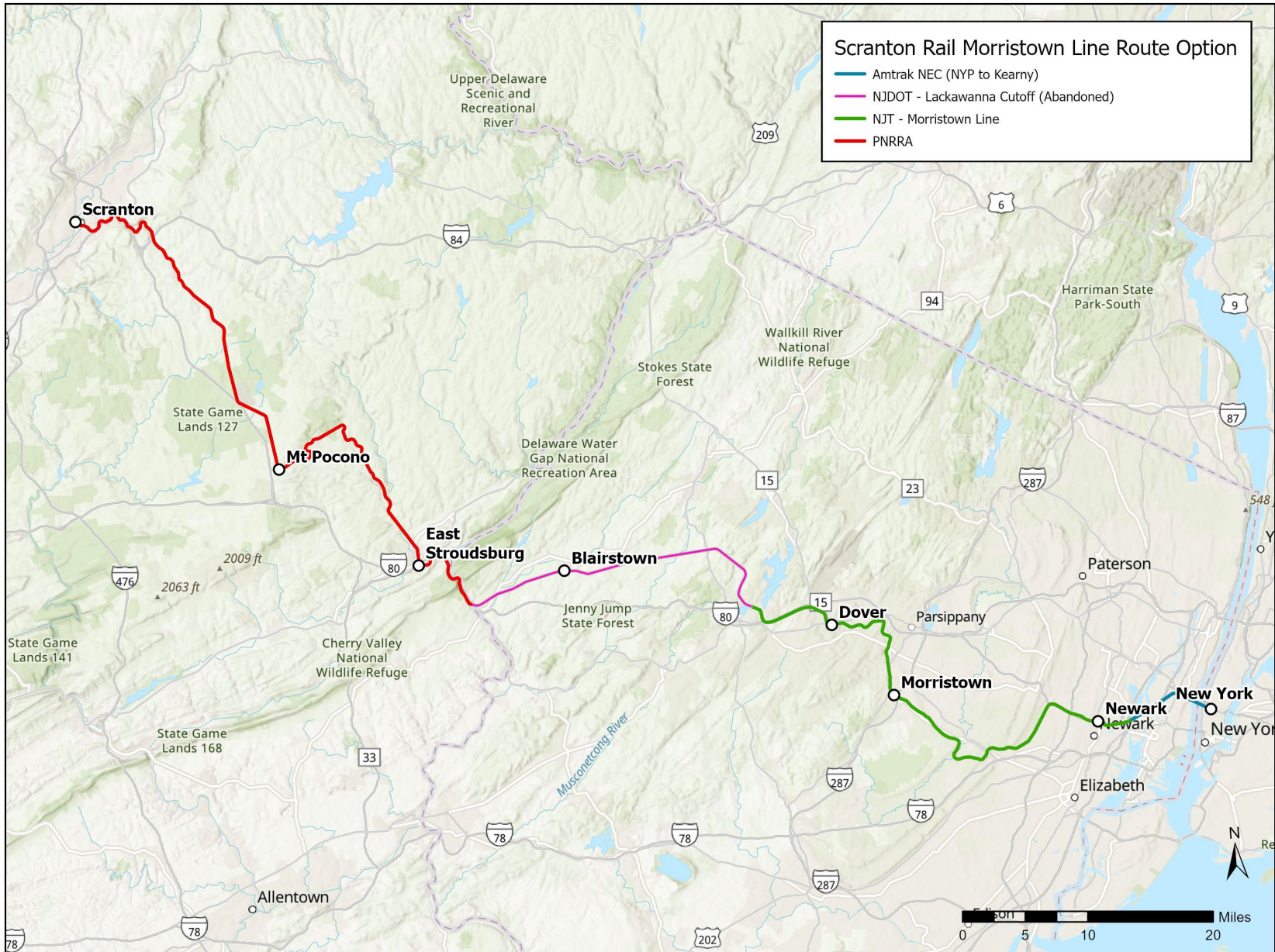


Market Analysis

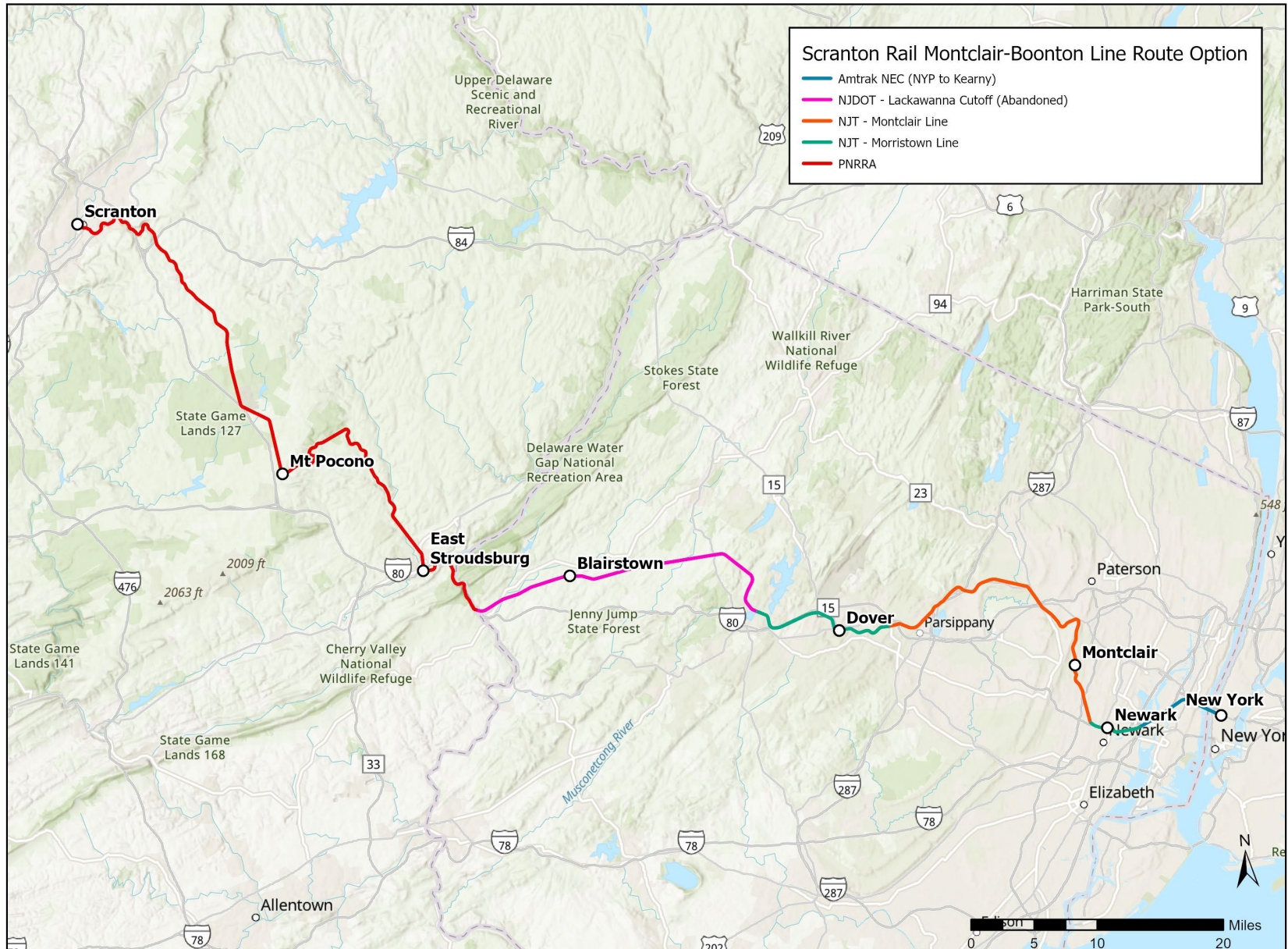
• Scranton to NYP Corridor Market Gaps



Route Options



Route Options



Step 2 Next Steps

- Operations Analysis
- Infrastructure Evaluation
- Stations Planning
- Ridership & Revenue Forecasting
- Capital, Operating & Maintenance Cost Estimating
- Environmental Planning



Scranton to New York Penn Station Service Development Plan

Questions & Answers



MUNICIPAL BRIDGE PRESERVATION

JEREMY M. HUGHES, P.E.
ANGELA S. BAKER



Pennsylvania
Department of Transportation

PURPOSE

LONGEVITY

Extend service life of locally owned bridges

EQUITY

Prioritize municipalities with limited resources and significant bridge needs

PRESERVATION

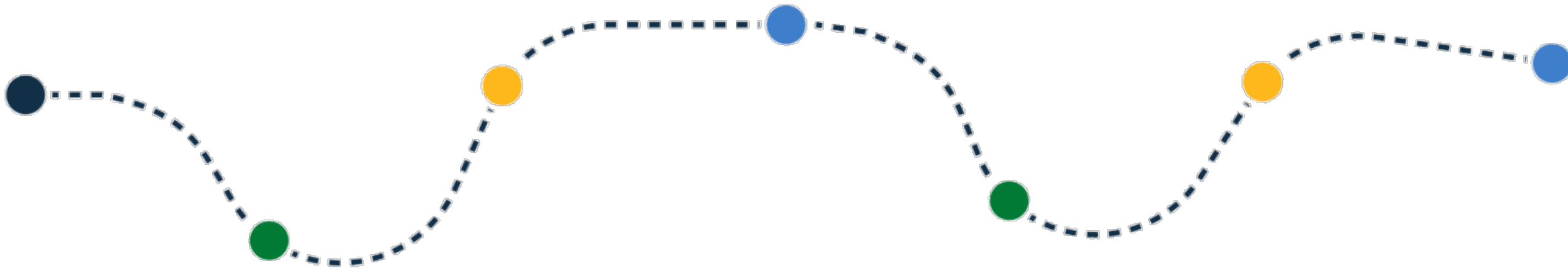
Implement a range of preservation activities and demonstrate best practices

DELIVERY

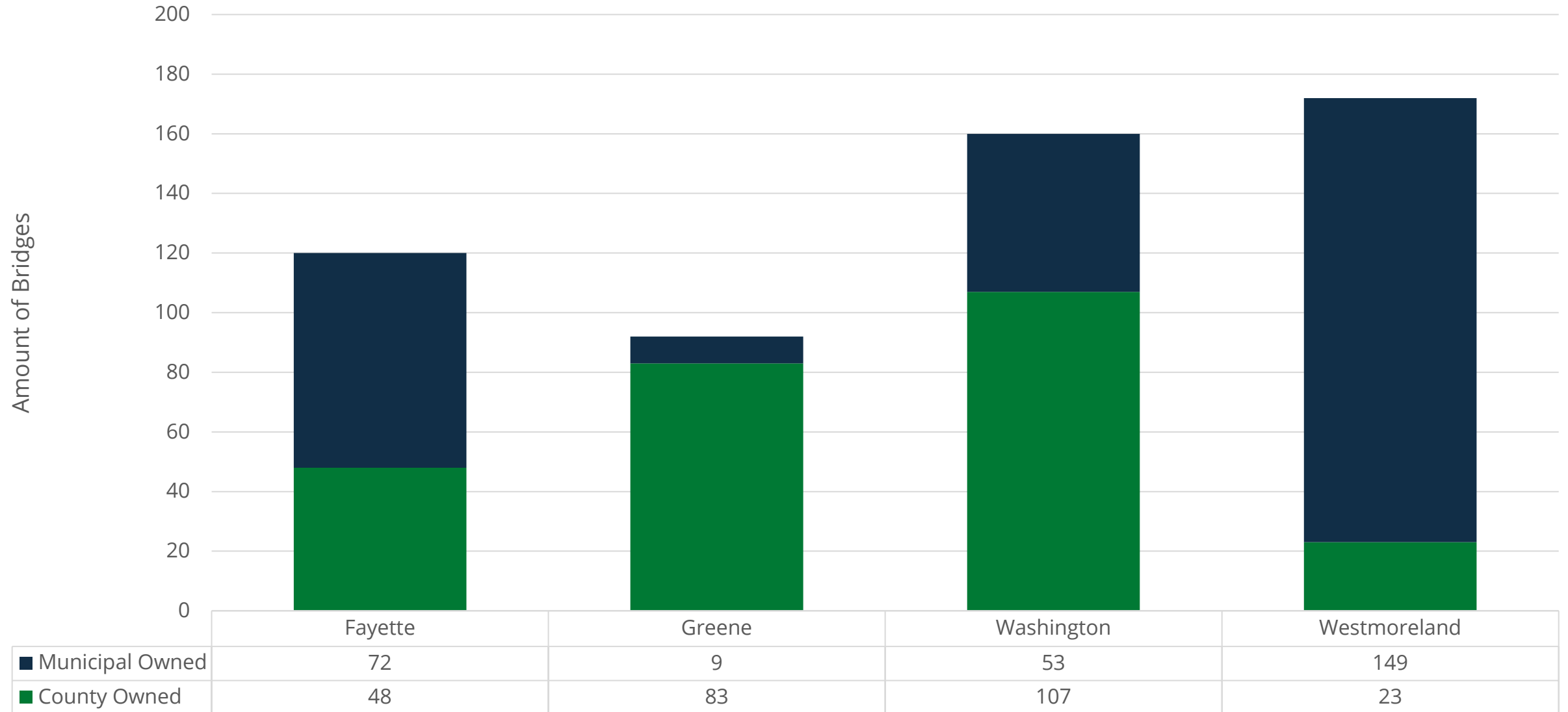
PennDOT will manage design and construction

PARTNERSHIP

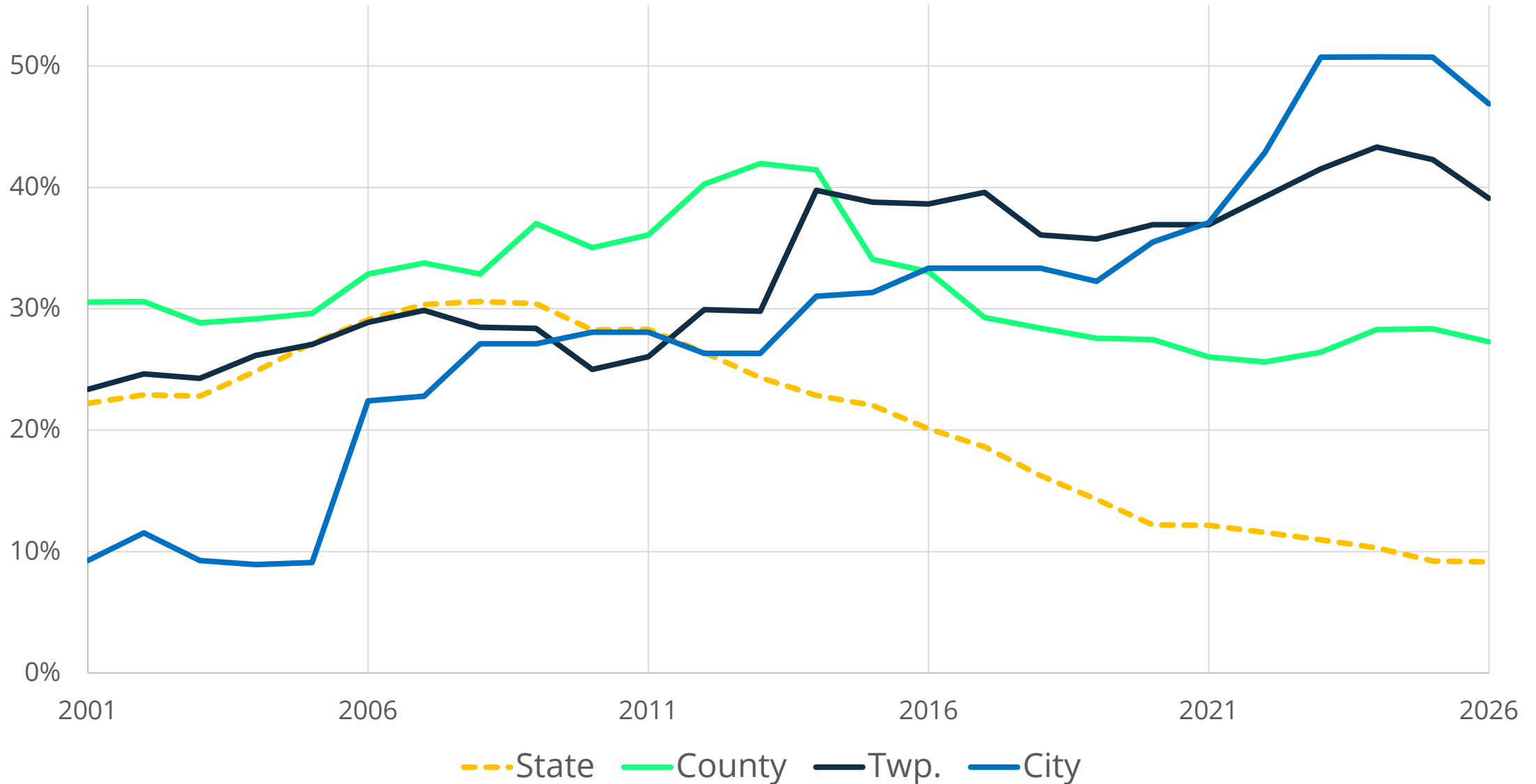
Partner with willing bridge owners through required agreements



DISTRICT 12 LOCAL BRIDGES >20



COUNT BY OWNER- DISTRICT 12



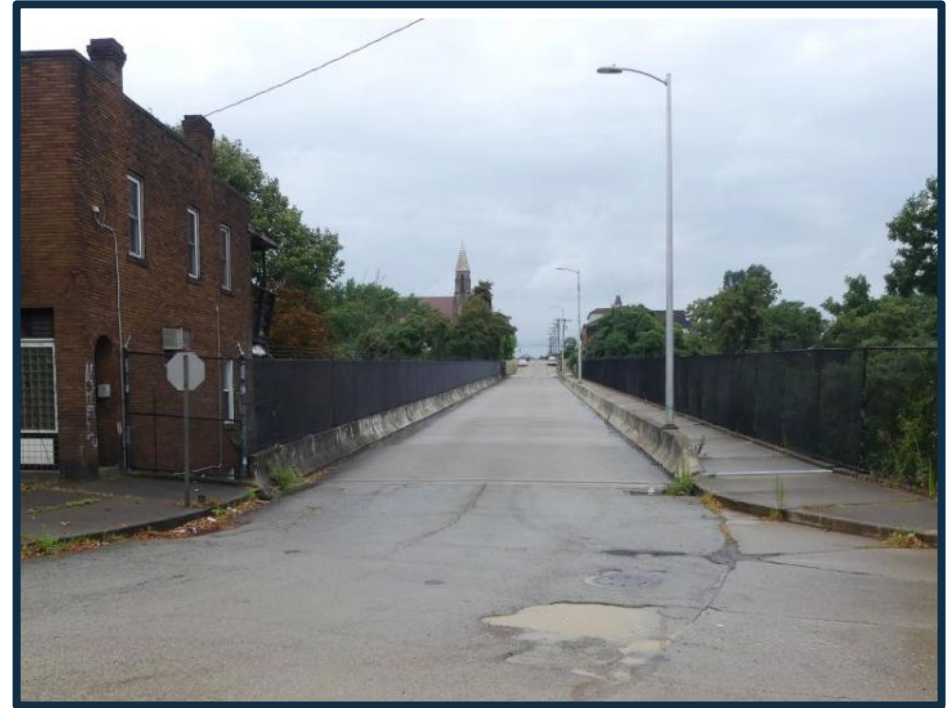
LOCAL VS DEPARTMENT INVENTORY

STATE AND LOCAL BRIDGE COMPARISON		
	STATE	LOCAL
Approx. Bridge Count	25,575	6,889
Median Deck Area	1,014	1,088
Median Length	30'	40'
Median Age (years)	60	53
S ADT on CR <4	872,000	382,000

PILOT PROJECT



MPMS# 118488 Districtwide Local Bridge Preservation



PROJECT TEAM & COSTS



Pre Construction Costs : \$530,000

PLAN PREPARATION
DESIGNED BY: SUCEVIC, PICCOLOMINI & KUCCHAR ENGINEERING, INC.
CHECKED BY: SUCEVIC, PICCOLOMINI & KUCCHAR ENGINEERING, INC.
DATE: 05/11/2011

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
DRAWINGS
FOR
CONSTRUCTION
(BRIDGE PRESERVATION)
OF

© TOWNSHIP ROAD T-319 (GAS COMPANY ROAD)
BMS 30-7204-0319-0001
IN GREENE COUNTY

© BOROUGH STREET BEESON AVENUE
BMS 02-7421-0000-0002
IN WASHINGTON COUNTY

© TOWNSHIP ROAD T-405 (HOODS MILL ROAD)
BMS 04-7203-0405-0001
IN WESTMORELAND COUNTY

© TOWNSHIP ROAD T-499 (MOOVER ROAD)
BMS 64-7203-0499-0004
IN WESTMORELAND COUNTY

© TOWNSHIP ROAD T-637 (PETERS ROAD)
BMS 64-7210-0637-0001
IN WESTMORELAND COUNTY

© CITY STREET REED AVENUE
BMS 64-7304-0018-0001
IN WESTMORELAND COUNTY

SCALE
HORIZONTAL 1" = 40' FEET
VERTICAL 1" = 10' FEET

APPROVED BY: [Signature]
DATE: 05/11/2011

COUNTY: [Blank]
LOCAL PROJECT SPONSOR: [Blank]
DISTRICT ORG CODE: [Blank]

AGREEMENT NO: [Blank]
SAP VENDOR NO: [Blank]
MPS: [Blank]
RELATED ECMS AGREEMENT NO: [Blank]

AGREEMENT FOR COMMONWEALTH'S PERFORMANCE OF LOCALLY-OWNED MULTI-BRIDGE (BRIDGE BUNDLING) PROJECTS

This Agreement for Commonwealth's Performance of Locally-Owned Multi-Bridge (Bridge Bundling) Projects is between the Commonwealth of Pennsylvania ("Commonwealth"), acting through the Department of Transportation ("PennDOT"), and [Blank] ("Local Project Sponsor"), a political subdivision of Pennsylvania, acting through its proper officials ("Local Project Sponsor").

Act 235 of 1982, known as the Highway-Road and Highway Bridge Capital Budget replacement of eligible bridges under the jurisdiction of local governments. The funds appropriated pursuant to Act 235 reimburse a portion of the costs of bridge projects limited in this agreement, with the balance of the funding provided by the Local Project Sponsor.

Act 89 of 2013 ("Act 89"), 74 Pa.C.S. Chapter 93, provides for a bridge bundling program with an increased state share for removing, rehabilitating, or replacing eligible bridges. Up to 100 percent of the cost of removing, rehabilitating, or replacing eligible bridges may be funded with either federal or state funds or a combination of both.

Pursuant to Sections 2001.1 and 2002(a)(7) of the Administrative Code of 1909, as amended, 71 P.S. § 510(a)(7) and § 511.1, PennDOT has the power to cooperate with political subdivisions in the coordination of plans and policies for the development of

Page 1 of 21



Low Bid: \$ 1,583,360

Final Contract: \$1,484,082

Total Construction Cost: \$1,694,875

GAS COMPANY ROAD (T-319) OVER DUNKARD CREEK



Type:

Prestressed Concrete Adjacent Box Beam



Spans: 3



Age: 61 years



Length: 188'



Owner:

Dunkard Township



SCOPE OF WORK

- ✓ Deck Repair
- ✓ Barrier Repair
- ✓ Replace Seals
- ✓ Seal Coat Overlay
- ✓ Beam End Repair
- ✓ Debris Removal
- ✓ Rip-Rap Scour Protection

Construction Cost
\$295,000

BEESON AVENUE #2 OVER TEN MILE CREEK



Type:

Prestressed Concrete Adjacent Box Beam



Spans: 1



Age: 33 years



Length: 74'



Owner:

Marianna Borough



SCOPE OF WORK

- ✓ Deck Repair
- ✓ Deck Sealing
- ✓ Replace Seals
- ✓ Sidewalk Repair
- ✓ Upgrade Approach Guiderail
- ✓ Rip-Rap Scour Protection

Construction Cost
\$115,000

HOODS MILL ROAD (T-405) BRIDGE #1 OVER FOUR MILE RUN



Type:
Steel Girder Bridge



Spans: 1



Age: 40 years



Length: 75'



Owner:
Cook Township



SCOPE OF WORK

- ✓ **Correct Latent Defect on Expansion Joint**
- ✓ **Deck Sealing**
- ✓ **Upgrade Approach Guiderail**

Construction Cost
\$41,218

HOOVER ROAD (T-499) BRIDGE #4 OVER FOUR MILE RUN



Type:

Prestressed Concrete Adjacent Box Beam



Spans: 1



Age: 30 years



Length: 68'



Owner:

Cook Township



SCOPE OF WORK

- ✓ **Joint Sealing**
- ✓ **Drainage Improvement**
- ✓ **Waterproof Deck and Replace Asphalt Overlay**
- ✓ **Upgrade Approach Guide Rail**

Construction Cost
\$118,346

PETERS ROAD (T-637) OVER LOYALHANNA CREEK



Type:

Prestressed Concrete Adjacent Box Beam



Spans: 2



Age: 28 years



Length: 103'



Owner:

Ligonier Township



SCOPE OF WORK

- ✓ Deck Sealing
- ✓ Replace Seals
- ✓ Upgrade Approach Guiderail

Construction Cost
\$27,189

REED AVENUE BRIDGE OVER THIRD STREET



Type:

Continuous Steel Welded Plated Girder



Spans: 3



Age: 46 years



Length: 425'



Owner:

City of Monessen



SCOPE OF WORK

- ✓ Replace Seals
- ✓ Zone Painting
- ✓ Lubricate Bearings
- ✓ Concrete Repair
- ✓ Latex Overlay with Hydrodemolition
- ✓ Repair Pedestrian Fence

Construction Cost
\$581,771

NEXT STEPS



- ✓ Municipal owned bridges (township, borough, city)
- ✓ Structures in various points in their life cycle in advance to preserve and make repairs before its “too late”
- ✓ Municipalities owning a significantly larger deck area per citizen compared to the average are part of the program



-
- ✓ Monitor Inspection data to determine which structures fit the criteria
 - ✓ Engage more closely with local owners during TIP development
 - ✓ Municipal Bridge Preservation Projects Programmed on the TYP
 - ✓ Work with owners on how to maintain bridges/funding opportunities
 - ✓ Work with LTAP for educational resources

GEORGE W. MCAULEY JR., P.E. - INNOVATION AWARD



To commemorate the late Executive Deputy Secretary **George W. McAuley's** commitment to the continuous pursuit of innovation, this award recognizes employee-driven teams of three or more that help to promote and foster continuous improvement at PennDOT by advancing an innovation or solving a problem.



2025 Innovation Award Recipient
District 12 Local Bridge Preservation Team



FOLLOW PENNDOT



www.pa.gov/penndot



www.pa.gov/dmv



PennsylvaniaDepartmentofTransportation



PennDOTNews



PennsylvaniaDOT



PennDOTSec



/company/PennDOT



PennDOTSec



PennsylvaniaDOT



Pennsylvania
Department of Transportation