



TRANSPORTATION PERFORMANCE REPORT

Scorecard

Keystone color indicates performance is good, marginal, or poor. Trend text indicates the measure is improving, remaining steady, or declining.

Safety

Reducing Fatalities and Injuries

Safety is the highest transportation priority for Pennsylvania. Since the pandemic, Pennsylvania has experienced an overall rise in roadway fatalities. Significant work remains for PennDOT and its partners.

Indicator Name	Description	Performance Rating	Trend
Roadway Fatalities	In 2021, there were 1,230 total fatalities, the highest in nine years. This is up 9% since prior year.		DECLINING
DUI Fatalities	Impaired driving is a contributing factor for 30% of the statewide fatalities over the past five years. Act 59 of 2022 – “Deana’s Law” – adds more stringent penalties for repeat DUI offenses.		STEADY
Vulnerable Road User Fatalities	Pennsylvania registered 24 bicycle fatalities in 2021, the highest number in many years. There were also 182 pedestrian fatalities statewide in 2021, representing a three-year high. PennDOT is updating its Traffic Engineering Manual (Publication 46) and Design Manual (Publication 13) to refine and enhance the sections pertaining to bicycle and pedestrian facility design.		DECLINING
Work Zone Fatalities	The number of work zone fatalities has fluctuated slightly but has remained relatively constant over the last decade. Work zone crashes have been an emphasized safety focus area in the Strategic Highway Safety Plan (SHSP) since 2006.		STEADY
Motorcyclist Fatalities	Total motorcyclist fatalities have surged since the COVID-19 pandemic. Motorcycles have been involved in 16% of the total fatalities in Pennsylvania. PennDOT continues to provide education and training to support and encourage motorcycle safety.		DECLINING
Run-Off-the-Road Fatalities	Run-off-the-road fatal crashes remain one of the more significant factors in roadway fatalities. This topic drives many infrastructure countermeasures that PennDOT applies annually.		DECLINING
Local Road Fatalities	Local road fatalities have remained relatively constant over time but have increased slightly during COVID-19. Additional coordination is often necessary in addressing safety on these roadways since the roads themselves often do not fall under PennDOT jurisdiction.		DECLINING








Color Trend:

Good	Marginal	Poor








Mobility

Moving People and Goods

Pennsylvania’s mobility is provided primarily by its nearly 121,000-mile network of roadways that support over 281 million miles of travel daily. Focus has shifted from large capacity-adding projects to preserving/maintaining the current highway system, optimizing the performance of the existing system, and managing travel demand.

Indicator Name	Description	Performance Rating	Trend
Connected and Automated Vehicles	Since 2011, Pennsylvania has emerged as a leading destination for on-road testing of automated vehicles (AV). As of October 2022, there are eight authorized AV testers in Pennsylvania.		IMPROVING
Congestion	PennDOT continues to develop and enhance tools to monitor the magnitude and causes of traffic congestion within the state. A performance report has been prepared to assess statewide congestion causes from July 2021 through July 2022.		IMPROVING
Highway Capacity	Pennsylvania highway capacity overall has remained relatively stable with a slight increase in recent years, while total miles traveled has steadily increased since 2013.		STEADY
Traveler Information	Pennsylvania travelers have a variety of information options with 511PA.com , strategically placed message boards with travel times, construction updates on key projects, and Twitter notifications.		IMPROVING
Traffic Signals	Traffic signal performance helps drivers and the public by improving travel efficiency and often reducing the cost of signal operation/maintenance over time. Act 54 of 2022, created the Traffic Signal Technologies Grant program, which reimburses municipalities for updating and improving the efficiency and operation of existing traffic signals.		IMPROVING
Traffic Incident Management	PennDOT’s command and control software for traffic management centers can now predefine “virtual queue protection corridors” for work zones. Using INRIX speed data, this feature can automatically change upstream message signs when speeds drop below a defined threshold. Without the need for additional field detection equipment, this tool helps reduce rear-end crashes by alerting motorists ahead of stopped/slowed vehicles.		IMPROVING
Airport Enplanements	The COVID-19 pandemic caused a significant decrease in enplanements in 2020. Some recovery occurred in 2021, but total enplanements have yet to rebound to pre-COVID levels. The State Transportation Commission in December 2022 approved a statewide Aviation Strategic Investment Plan that identified statewide aviation system needs and recommended an action plan aimed at addressing the state’s most pressing concerns in aviation, including workforce, technology, freight, commercial air service, and funding.		IMPROVING

Mobility, continued

Indicator Name	Description	Performance Rating	Trend
Public Transportation Ridership	Fixed-route transit ridership includes trips on regular scheduled bus routes, commuter rail, and light rail. These ridership trends in Pennsylvania, as well as nationwide, have experienced a decline due to the COVID-19 Pandemic.		IMPROVING
Amtrak Ridership	Ridership in recent years on Amtrak's Keystone Corridor has restored to pre-COVID levels. Several upgrades to <i>Keystone</i> stations are planned for 2023, including Lancaster, Parkersburg, and Coatesville.		DECLINING
Water Ports Freight Volume	PennDOT continued its Pennsylvania Intermodal Cargo Incentive Program to maintain and attract new containerized cargo to the Port of Philadelphia. In August 2022 , a new direct, all-water container service with Asia started at PhilaPort.		IMPROVING
Winter Maintenance	PennDOT has continued to invest in a Road Weather Information System (RWIS) network. These automatic weather stations measure real-time weather information, pavement conditions, water levels, and visibility. Once all planned RWIS monitoring devices are deployed, 92% of state roads will be within a 15-mile radius of a monitoring device.		IMPROVING
Winter Weather Traveler Info	PennDOT began using Automated Vehicle Location (AVL) technology in 2014, allowing website users to track the locations of 119 plow trucks during the winter months. The program has now expanded to equip roughly 2,200 PennDOT-owned and rented plow trucks with AVL systems.		IMPROVING
Weather Resiliency	PennDOT completed an FHWA-sponsored pilot study in 2020 to evaluate how resiliency can be integrated into the project design process. This information will be formalized in a PennDOT Design Manual for project engineers to have checklists to support evaluation of adaptation strategies at high-risk flooding locations.		STEADY
Safety Service Patrol	The Safety Service Patrol offers free assistance to motorists on major highways around Pittsburgh, Philadelphia, Harrisburg, the Lehigh Valley, and Reading to clear incidents quickly and reduce congestion.		STEADY

Color Trend:



Good



Marginal








Poor

Preservation

Maintaining Transportation Assets

Pennsylvania’s vast network of roadways and bridges requires effective resource management to improve and maintain the system.

Indicator Name	Description	Performance Rating	Trend
State Bridges	Through investing more in our infrastructure with both traditional and non-traditional means, PennDOT has greatly reduced our poor bridge population. PennDOT continues to drive down the number of poor state-owned bridges state-wide. The percentage of poor bridges is currently 9.5%, or just over 2,400 state-owned bridges – roughly half the total from a decade ago.		IMPROVING
Local Bridges	Local bridges are improving, with the number rated “poor” now under 1,800. However, extensive investment is required to bring local bridges into a state of good repair.		IMPROVING
Weight-Restricted Bridges	Pennsylvania has made significant progress in bridge construction to reduce the number of weight-restricted bridges. This number has declined for eight consecutive years from 862 in 2014, to 444 in 2022.		STEADY
Pavement Condition	Pavement conditions, on average, have been slowly improving over the past several years. PennDOT has maintained the state’s percentage of poor IRI (a measure of pavement condition) through Lowest Life Cycle Cost approaches.		IMPROVING
Project Letting	Project Letting is the timing accuracy of a project beginning on-time. PennDOT’s goal for on-time project delivery is 90%.		STEADY

Color Trend:



Good



Marginal








Poor

Accountability

Managing Resources & Business Processes

For transportation agencies, accountability means making the most of every dollar available to provide a safe, efficient, and accessible transportation system. The Commonwealth, in May 2022, launched the Mentor Protégé Program, which will enhance the ability of Small Diverse Businesses (SDBs) to compete for Commonwealth non-highway capital construction and supplies and services procurement opportunities. PennDOT hosted a one-day, "Pathways to PennDOT" conference in 2022 to connect Disadvantaged Business Enterprises (DBEs) to the resources and opportunities at PennDOT that can help their firms grow.

Indicator Name	Description	Performance Rating	Trend
Project Delivery	On-time and on-budget performance have been steady for PennDOT's highway construction contracts. For over a decade, more than 90% of highway construction projects have been completed on time each year.		STEADY
Transit Performance	Pennsylvania's farebox recovery rate is strong - the seventh-best in the nation. Strong farebox recovery at the local transit system level often reflects community support of public transit and sound management.		IMPROVING
Find My Ride	In May 2021, Find My Ride PA (FMR) was released to streamline assistance-program applications through tools to help citizens apply for transportation programs, learn more about public transportation, facilitate travel planning, and schedule shared-ride services.		IMPROVING
Driver and Vehicle Services	Public feedback from interaction with PennDOT's Driver and Vehicle Services (DVS) personnel remains highly favorable. Driver and Vehicle Services is also seeking to further enhance the customer's experience by ensuring each interaction with the department is positive and exceeds their expectations.		IMPROVING
PennDOT Connects	PennDOT Connects engages community stakeholders, planning organizations, and local governments to help ensure that community needs are understood at each phase of a transportation project's planning process. The program aims to improve communities and mobility by building partnerships, leveraging resources, and deliver projects that improve economic competitiveness, access to work, and overall quality of life.		IMPROVING

Color Trend:



Good



Marginal








Poor

Freight

Improving the safe and efficient movement of goods

PennDOT updated the state's Freight Movement Plan in 2022 using a process that included a virtual statewide freight forum, engagement with the state's MPOs and RPOs, and freight stakeholders. The plan makes Pennsylvania eligible for \$58.5 million annual in federal freight funding from the National Highway Freight Program.

Indicator Name	Description	Performance Rating	Trend
Heavy Truck Crashes	Heavy trucks compromise nearly 30% of all daily vehicle miles of travel (DVMP) in Pennsylvania. The number of heavy truck crashes in Pennsylvania totaled more than 7,200 in 2021, representing a three-year high.		IMPROVING
Core Highway Freight Network	MPOs and RPOs collaborate with PennDOT in identifying and designating priority freight corridors at the local level to be included as part of a national network.		STEADY
Tools Added to Data Repository	PennDOT continues to develop tools that will aid its freight planning efforts as well as those of the state's MPOs and RPOs. A forthcoming data repository will provide access to a variety of freight related information, including vehicle probe data, priority freight networks, major freight generators, and more.		IMPROVING
At-Grade Rail Crossings	PennDOT's Section 130 Program provides funds for the elimination of hazards at railway-highway grade crossings. Appendix E of the 2020 PA State Rail Plan shows nearly 100 Section 130 projects to improve safety at the railway-highway grade crossings.		STEADY
Truck Travel Time Reliability	The Truck Travel Time Reliability (TTTR) Index is a federal measure used to assess truck movement reliability on the Interstate system. Higher TTTR Index values indicate worse reliability for truck travel. PennDOT has established a statewide target TTTR Index value of 1.40 by 2021. The TTTR Index Value improved to 1.23 in 2020.		DECLINING

Color Trend:



Good



Marginal



Poor