



State Transportation Commission

PENNSYLVANIA 2017 Transportation Performance Report





Cover:

American Parkway Bridge (Allentown) under construction

Courtesy of George G. Kinney, Lehigh Valley Planning Commission

Nathan Flickinger, photographer



State
Transportation
Commission



On behalf of the Pennsylvania Department of Transportation (PennDOT), the Pennsylvania State Transportation Commission (STC), and all of our stakeholders and partners throughout the transportation industry, I am honored to present Pennsylvania's 2017 Transportation Performance Report (TPR).

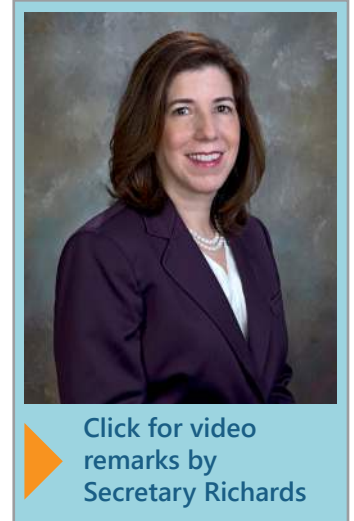
Our TPR is a biennial report intended to explain what the entire Pennsylvania transportation industry has accomplished with our current resources as well as highlight our plans moving forward.

Performance measurement is an integral part of the transportation industry's approach to safely improving and maintaining the condition of our transportation system. Together, we are dedicated to transportation safety and efficiency for everyone in the Commonwealth.

Through new PennDOT initiatives such as PennDOT Connects, which places focus on early project planning, and GO-TIME, which facilitates opportunities to modernize government operations to reduce costs and improve services, we are making improvements to each of our focus areas: safety, mobility, preservation, and accountability. However, safety will always remain PennDOT's highest priority.







Our commitment to transportation safety, efficiency, and reliability is also being explored through new technologies such as those used in highly automated vehicles. Pennsylvania is a national leader in this revolutionary technology. We are also one of four states developing a policy for highly automated vehicles.


The 2017 Transportation Performance Report is intended to reflect the good transportation work accomplished throughout the Commonwealth as well as showcase the new challenges and opportunities set before us. All Pennsylvanians and our visitors share our transportation system and we are invested in continuing to improve our performance. We share in the commitment to provide a safe and efficient transportation system for you.




Leslie S. Richards
Secretary, Pennsylvania Department of Transportation
Chairperson, State Transportation Commission

Pennsylvania Transportation Performance Report 2017


KEY			
Color indicates STATUS		Performance is low reflecting magnitude of need and limited resources.	Arrow indicates TREND
		Performance is marginal ; opportunities for improvement exist.	
		Performance is good reflecting current initiatives and available resources.	
			 Improving  Steady  Declining




SAFETY


 [Impaired Driving Fatalities](#)


 [Unbelted Fatalities](#)

 [Aggressive Driving Fatalities](#)


 [Distracted/Drowsy Driving Fatalities](#)


 [Younger Driver Fatalities](#)


 [Older Driver Fatalities](#)

 [Work Zone Crashes](#)

 [Motorcyclist Fatalities](#)

 [Bicyclist Fatalities](#)

 [Pedestrian Fatalities](#)

 [Highly Automated Vehicles](#)

Safety is transportation's highest priority for you. Efforts are aimed at reducing fatalities and injuries of transportation system users. Safety performance has been positive overall, but PennDOT and its transportation partners must continually innovate for improved safety. Long-term, highly automated vehicle technology has the potential to significantly improve transportation safety.



MOBILITY



[Congestion](#)



[Highway Capacity](#)



[Traveler Information](#)



[Traffic Signals](#)



[Traffic Incident Management](#)



[Airport Enplanements](#)



[Public Transportation Ridership](#)



[Amtrak Ridership](#)



[Freight Movement](#)



[Freight Demand](#)



[Water Ports Freight Volume](#)



[Rail Freight Volume](#)



[Winter Maintenance](#)



[Weather Resiliency](#)

Mobility is the core function of Pennsylvania's transportation system. It allows people and goods to move efficiently, supporting the economy and improving the quality of life. Funding for increasing transportation capacity has been constrained; therefore PennDOT has focused on management, operations, and technology strategies, resulting in a high benefit to cost ratio. Traffic incident management and improved winter maintenance keep the transportation system operating as effectively as possible.



PRESERVATION



[State Bridges](#)



[Local Bridges](#)



[Weight-Restricted Bridges](#)



[Pavement Condition](#)



[Rapid Bridge Replacement](#)

Pennsylvania's transportation infrastructure is extensive and maturing at a rapid rate.

It requires significant resources to improve and maintain. PennDOT continues to balance funding for maintenance of more than 40,000 miles of roadway with improvements to the state and local bridge network. The Rapid Bridge Replacement program (page 26) is reducing the number of structurally deficient bridges through its innovative public-private partnership approach.



ACCOUNTABILITY



[GO-TIME Savings](#)



[Resource Sharing](#)



[Innovation](#)



[Project Delivery](#)



[Transit Performance](#)



[Transit Modernization](#)



[Driver and Vehicle Services](#)



[PennDOT Connects](#)



[County Transformation Initiative](#)

Transportation agencies are modernizing business practices and increasing resources to become more accountable. PennDOT, the STC, and their partners continue to improve their processes through innovation, resource sharing, and performance management. The PennDOT Connects initiative seeks to align transportation projects with a community's vision and priority needs.



FUNDING

[State Transportation Budget](#)

[Twelve-Year Program](#)

[State Motor License Fund](#)

[Multimodal Fund](#)

[Mass Transit Operating Assistance](#)

[Interstate Funding](#)

[Rail Freight Infrastructure Funding](#)

[Transit Capital Funding](#)

[Public-Private Partnerships](#)

Funding for Pennsylvania transportation improvements comes from federal, state, and local sources. State funding is largely through the Motor License Fund, which is primarily derived from the fuel tax. Motor License Fund revenue is projected to remain flat over the next four years, underscoring the need for efficiency and accountability. Although federal funding should increase modestly over the next few years, the U.S. Highway Trust Fund will again face insolvency in 2020 and jeopardize planned highway and bridge projects.



Safety

Reducing Fatalities and Injuries

Highway fatalities are at their second-lowest level since the 1920s; however, 1,200 fatalities occurred on Pennsylvania highways in 2015. PennDOT continues to work aggressively toward a goal of zero deaths. Safety is transportation's highest priority. Safety is our goal for you.



Safety

Watch and Listen:
Autonomous Vehicles
Enhance Safety

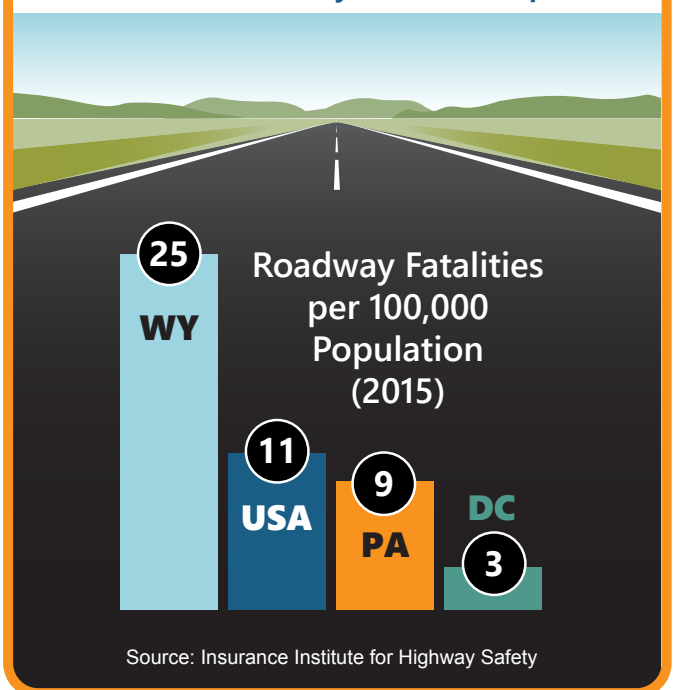
PROGRESS HIGHLIGHTS

- Pennsylvania's [Strategic Highway Safety Plan](#) established a goal to reduce fatalities and serious injuries by half by 2030.
- Increased efforts to deter speeding and aggressive driving contributed to the decrease in speed-related fatalities on Pennsylvania roads from 385 in 2007 to 177 in 2015.

LOOKING AHEAD

Emerging highly automated vehicle technology may help substantially reduce crashes and related fatalities and injuries. PennDOT expects 75 percent of all vehicles to be automated in some form by 2050.

Roadway Safety: How Does Pennsylvania Compare?



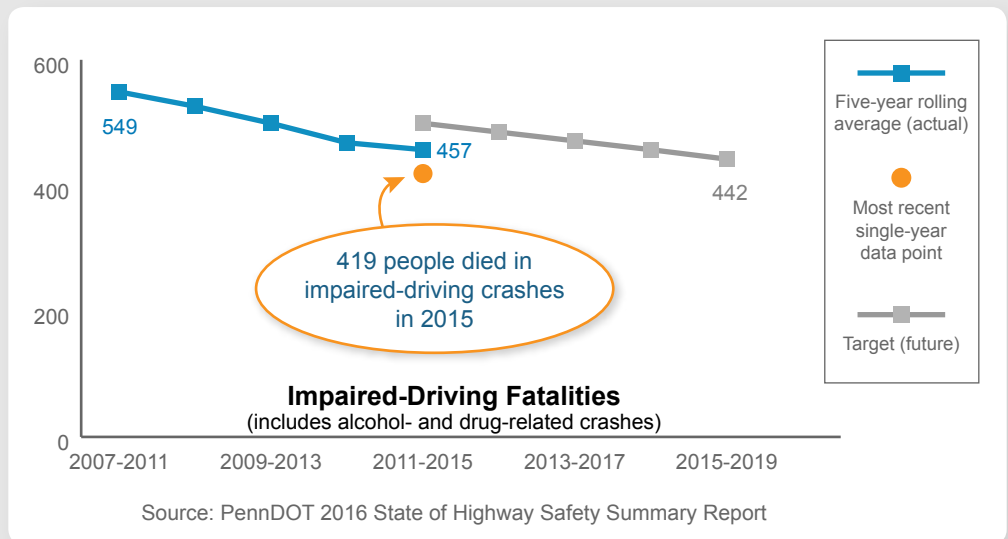


SAFETY



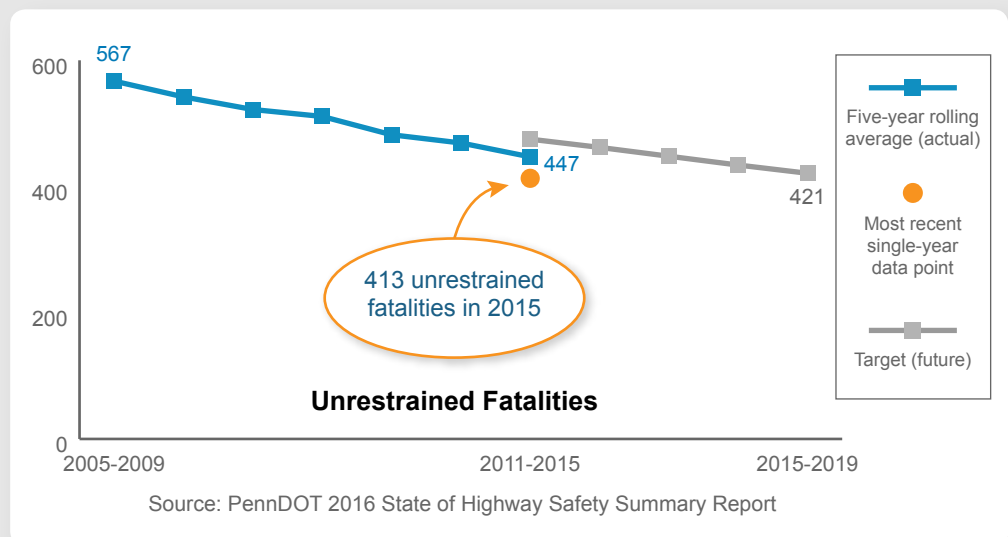
Impaired Driving Fatalities are decreasing.

- Pennsylvania's Driving Under the Influence (DUI) laws help reduce impaired driving fatalities.
- Driver behavior is one of the leading factors in roadway safety.



Unbelted Fatalities are decreasing.

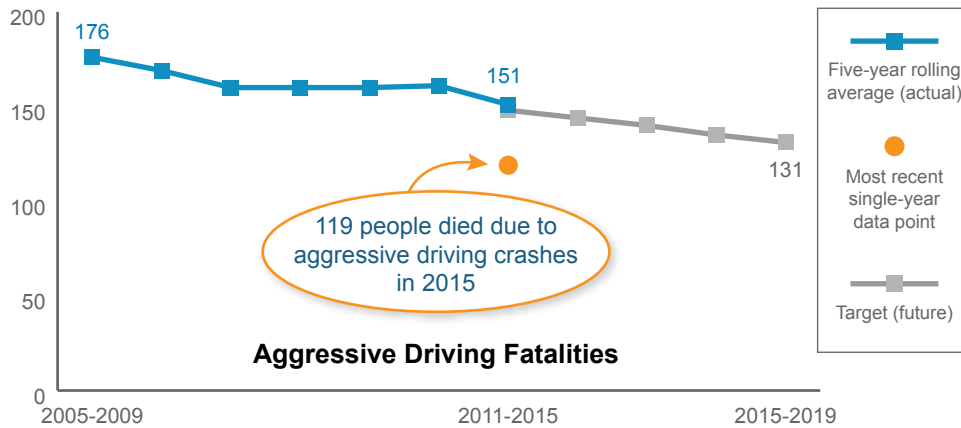
- Seatbelt and child restraint laws combined with enforcement and public education initiatives (i.e., *Buckle Up PA*) are improving safety.
- A new state law (as of August 2016) requires any child under two years old to be securely fastened in a rear-facing child passenger restraint system.



A five-year average is used to adjust for spikes in data and to more accurately depict trends.



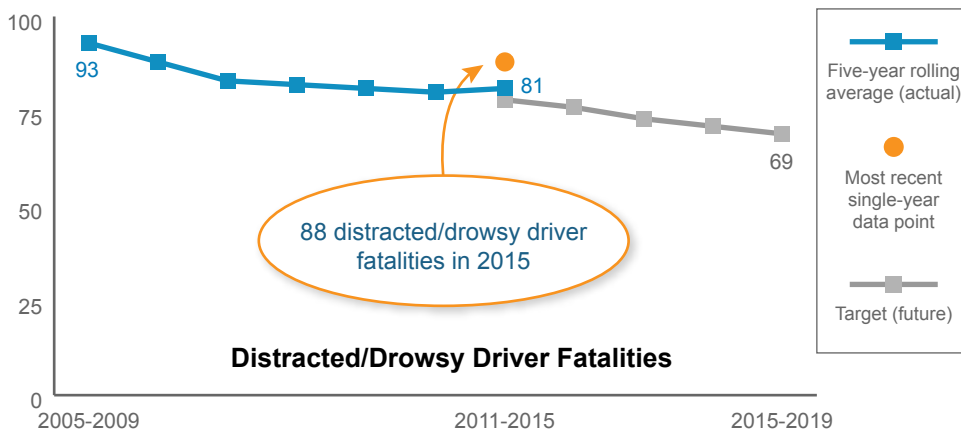
Aggressive Driving Fatalities are decreasing.



- The [Pennsylvania Aggressive Driving Enforcement and Education Project](#) (PADEEP) is a statewide initiative that utilizes crash data to identify aggressive driving locations for targeting enforcement.



Distracted/Drowsy Driving Fatalities are increasing.



- Pennsylvania's anti-texting law (Act 98) prohibits any driver from using an Interactive Wireless Communication Device to send, read, or write a text-based communication while his or her vehicle is in motion.
- Pennsylvania's Act 165, also known as Daniel's Law, increased the penalties for texting while driving.

More:

<http://www.penndot.gov/TravelInPA/Safety/Pages/default.aspx>

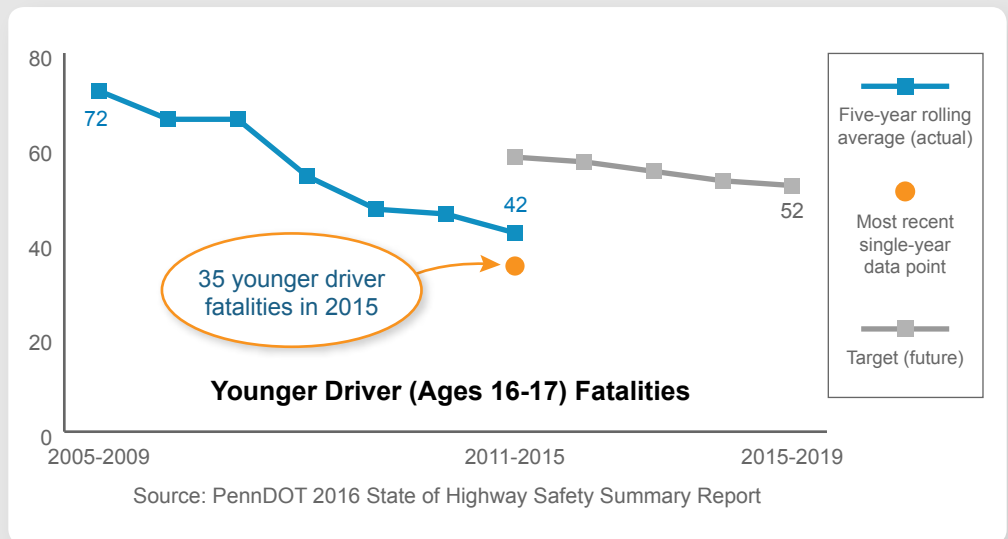


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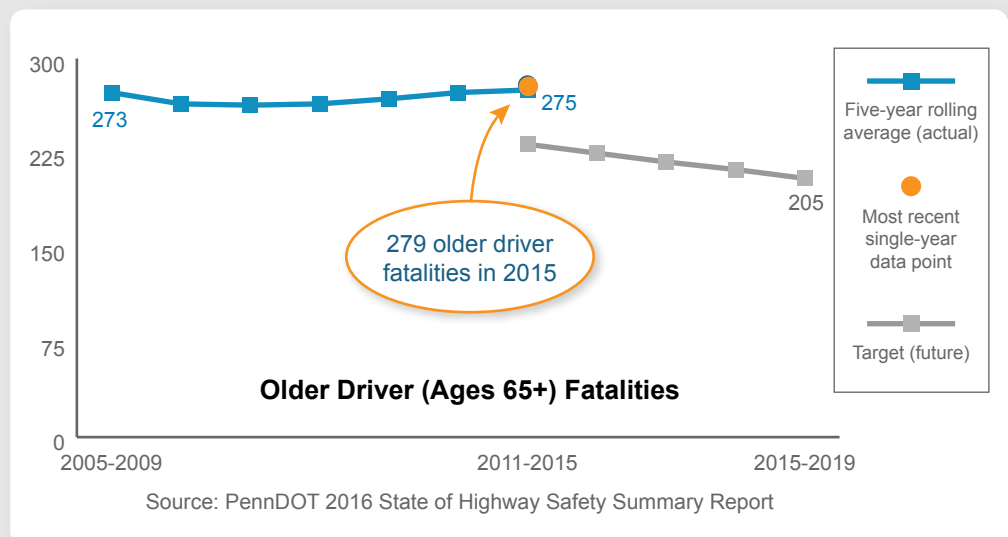
Younger Driver Fatalities are sharply declining.

- Pennsylvania offers a [free parent's manual](#) on teaching teenagers good driving habits; [state law](#) gradually expands driving privileges as young people gain experience and maturity.
- A [PA Driver's Practice Test](#) is available via mobile app.



Older Driver Fatalities are rising.

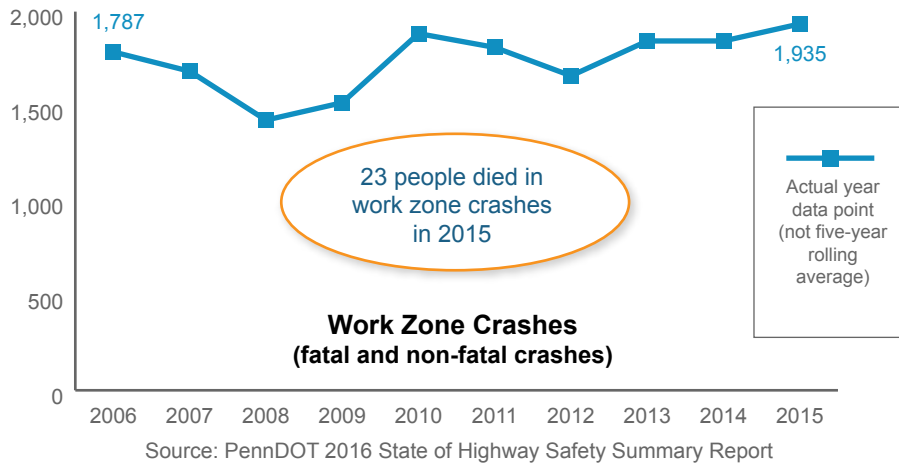
- As of 2015, PA ranks second in the U.S. in percent of total population that is 65 years or older.
- As Pennsylvania's average age increases, older driver fatalities are also increasing.



PennDOT offers an optional "Teen Driver" license plate to alert motorists to less-experienced drivers and the associated need for greater caution and courtesy.



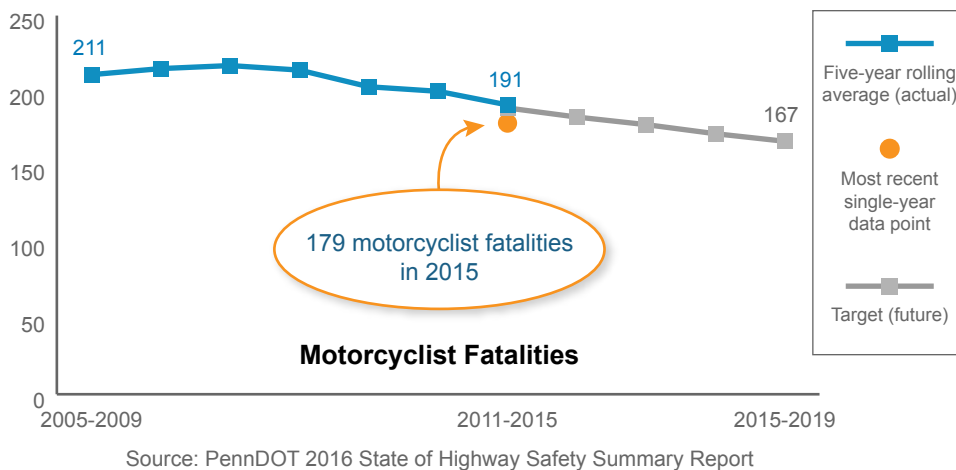
Work Zone Crashes are increasing.



- All motorists in PA are required to travel with their headlights turned on in posted work zones.
- Some Interstate work zones have speed monitoring devices to alert motorists of their speed prior to entering a work zone.
- PennDOT is dedicated to making [work zone](#) safety a priority for you.



Motorcyclist Fatalities are decreasing.



- A [PA Motorcycle Practice Test](#) is available via mobile app.
- Motorcyclist safety is steadily improving. Free, mandatory [safety training courses](#) are offered statewide.

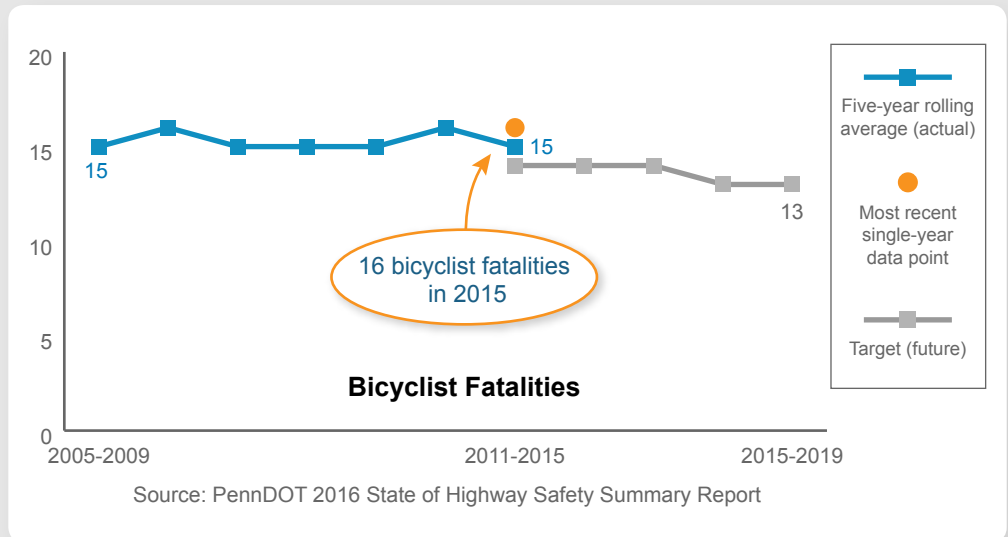


SAFETY



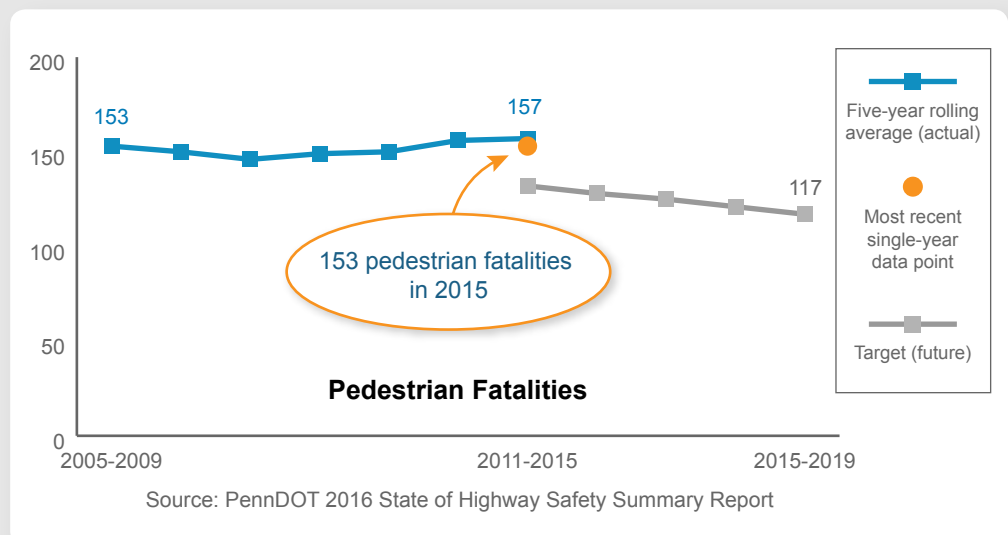
Bicyclist Fatalities have remained steady.

- Children under 12 are required to wear helmets.
- More funding for bicycle and pedestrian safety will be generated through Pennsylvania's new "Share the Road" license plates.



Pedestrian Fatalities are relatively level over the past decade.

- PennDOT has initiated an interagency initiative for Walkable Communities to help improve pedestrian safety by education, enforcement, and safety improvements for pedestrian walkability within communities statewide.



The State Transportation Advisory Committee (TAC) and the State Transportation Commission (STC) completed a [Bicycle and Pedestrian Policy Study](#) in May 2016.



Highly Automated Vehicles are predicted to improve transportation safety; PA is a leader.

PARTNERSHIPS

- Pennsylvania is partnering with educational institutions and private industry to research, develop, and test connected and automated vehicles.

POLICY

- A task force was formed to recommend further development and testing policies for the Commonwealth.

INFRASTRUCTURE

- Pennsylvania has the most miles of permanently installed road sensor equipment for testing highly automated vehicle technology.

ADVANCING TECHNOLOGY

- In January 2017, USDOT named the City of Pittsburgh and Penn State University's Thomas D. Larson Pennsylvania Transportation Institute as one of 10 U.S. proving ground sites for testing highly automated vehicles.
- The 10 sites will form a community of practice to share data and best practices to collaboratively advance technology.



PA Governor Tom Wolf rides in an automated vehicle in September 2016.

The advancement of connected and automated vehicles is revolutionary for transportation and is likely to impact many aspects of society. Pennsylvania is poised to lead the expansion of this technology, which is expected to vastly improve congestion and the safety of the nation's transportation network.

More:

<http://www.penndot.gov/ProjectAndPrograms/ResearchandTesting/Pages/Autonomous-Vehicle-Testing.aspx>

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Mobility

Moving People and Goods

Annual vehicle miles traveled in Pennsylvania increased by 8.7 percent over the last two decades, challenging efforts to reduce congestion and safely move people and goods. Improving the safe and efficient mobility of all transportation modes is key to our economic vitality and quality of life.



Mobility

Watch and Listen:
*Investing to Move People
and Goods Efficiently*

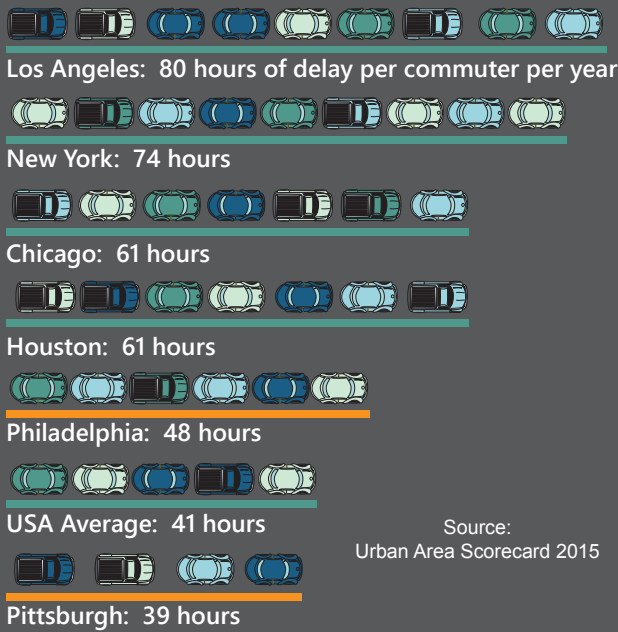
PROGRESS HIGHLIGHTS

- Significant investments have been made to improve Pennsylvania’s water ports infrastructure to meet the increasing volume of container freight.
- New processes, procedures, and communication methods have improved the response to winter storm events.
- The 511PA Mobile App provides real-time, hands-free traffic advisories for Pennsylvania state roadways.

LOOKING AHEAD

- Plans are underway to relieve the highly congested Schuylkill Expressway in Philadelphia through more frequent transit service and signal system improvements along arterial roadways.

Time Wasted in Traffic: How Do Pennsylvania Cities Compare?

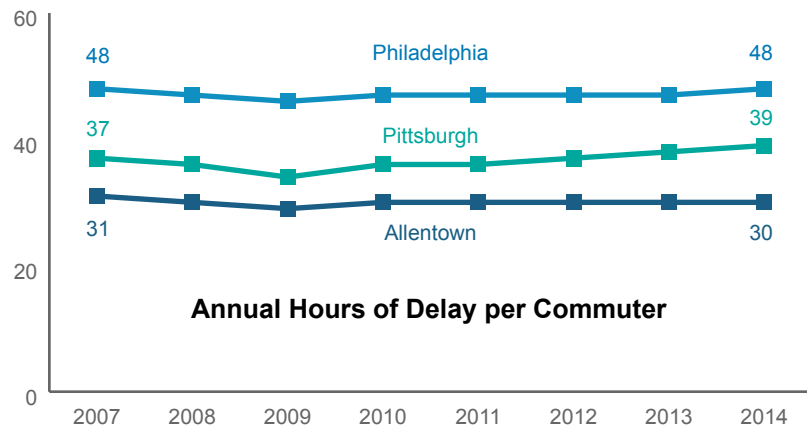


Source:
Urban Area Scorecard 2015



Congestion delay in urban areas is holding fairly steady.

- Advancing and implementing connected and highly automated vehicle technology will help reduce congestion by providing seamless communication among vehicles and infrastructure.
- [Roundabouts](#) are improving traffic flow and increasing safety at intersections typically controlled by traffic signals or stop signs.

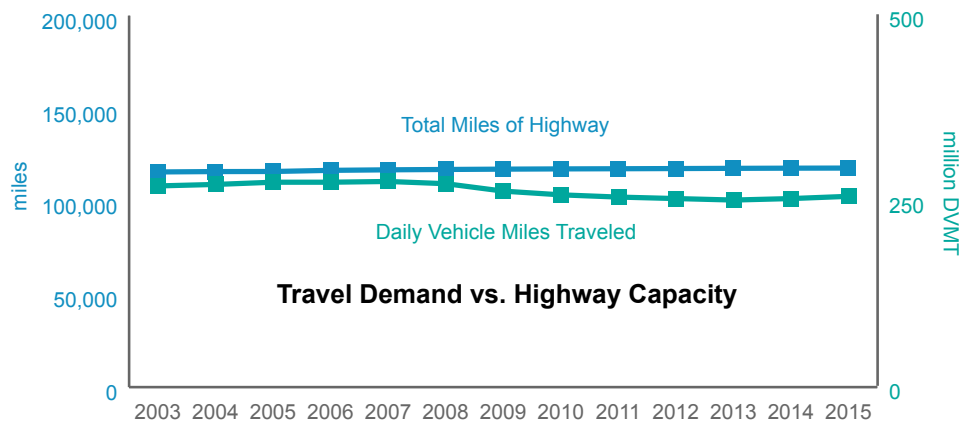


Source: 2015 Annual Urban Mobility Scorecard



Highway Capacity is fairly level, as are miles traveled.

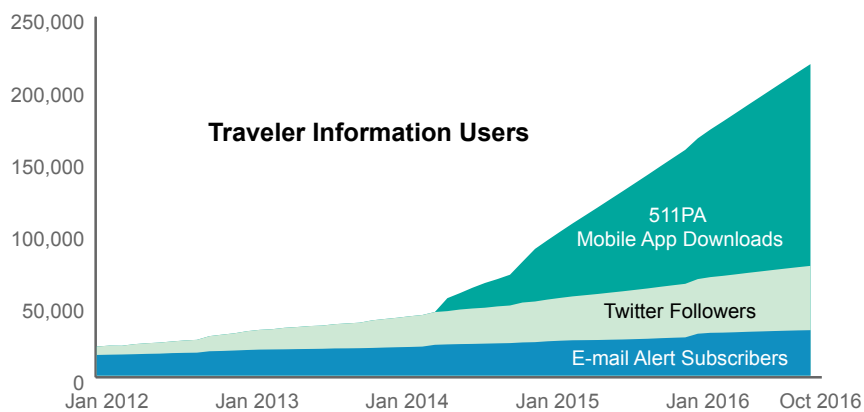
- Transportation Systems Management and Operations (TSMO) strategies, such as real-time traveler information to help motorists select less-congested routes, can be more cost-effective in reducing congestion than traditional roadway widening projects.



Source: PennDOT Bureau of Maintenance and Operations



Traveler Information continues to expand and improve.



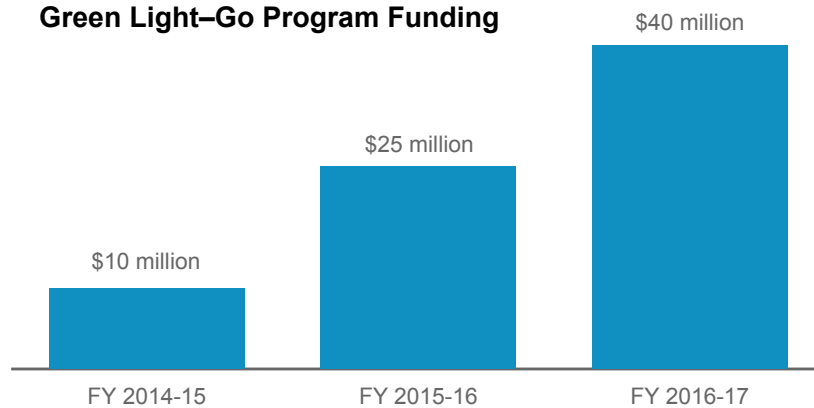
Source: PennDOT Bureau of Maintenance and Operations

- In addition to using Intelligent Transportation System (ITS) technology to detect incidents, PennDOT partnered with Waze, a crowd-sourcing traffic and navigation mobile application, for better use and sharing of congestion and work zone data.



Traffic Signals investments and improvements are increasing.

Green Light-Go Program Funding



Source: PennDOT Bureau of Maintenance and Operations

- Pennsylvania's Green Light-Go program improves congestion and mobility by improving the timing and efficiency of traffic signals on state and local highways.
- Traffic signal upgrades are highly cost-effective in improving traffic flow.

More:

2015 Annual Urban Mobility Scorecard: <http://mobility.tamu.edu/ums/>

Waze partnership press release

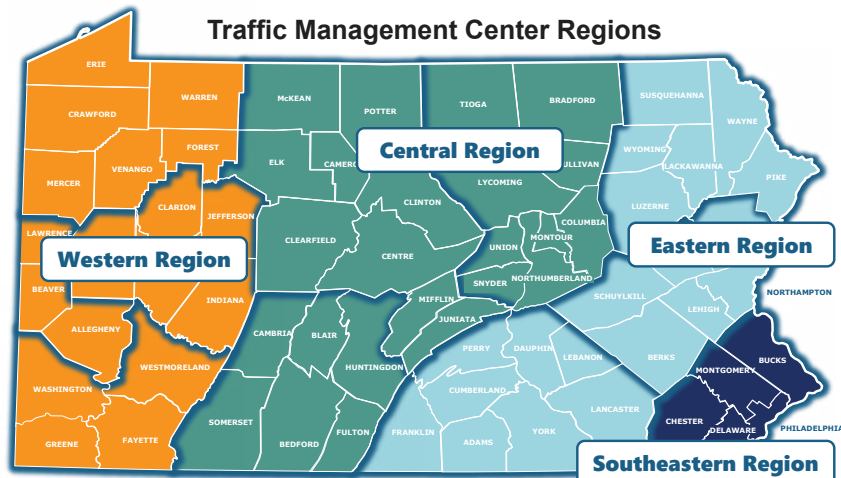


MOBILITY



Traffic Incident Management continues to improve.

- PennDOT's four regional traffic management centers monitor congestion, crashes, and road conditions to rapidly deploy and coordinate needed resources.
- A new Regional Traffic Management Center facility opened in Clearfield in 2016, covering the central part of the state.

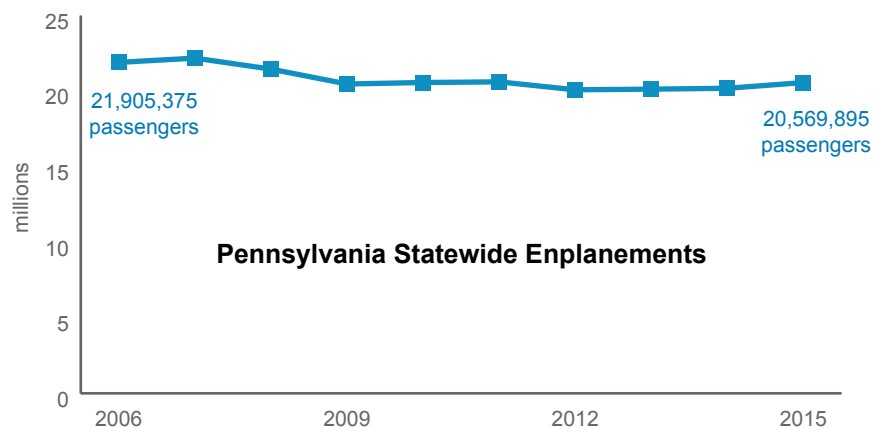


Source: PennDOT Bureau of Maintenance and Operations



Airport Enplanements are gradually increasing again.

- Approximately 6.5 million visitors arrive in Pennsylvania via commercial airports each year.
- PennDOT administers state and federal funding for improvements to Pennsylvania's 130 public-use aviation facilities, including our 15 commercial service airports.

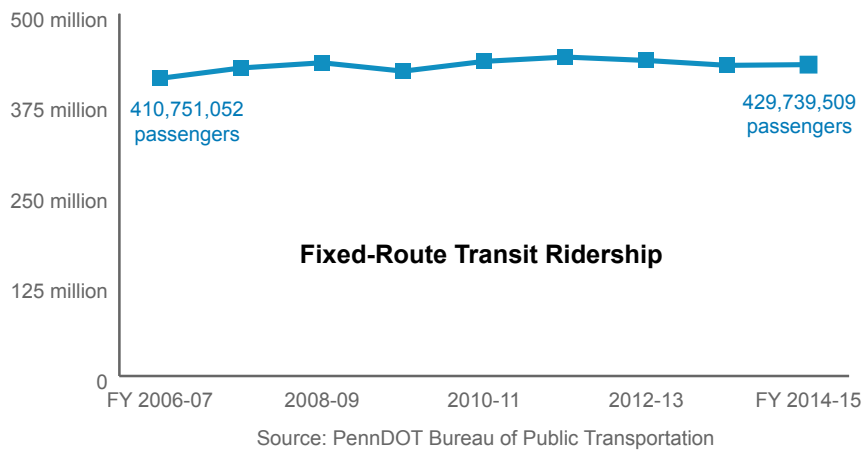


Source: Federal Aviation Administration

Co-locating the Statewide Traffic Management Center with the Pennsylvania Emergency Management Agency (PEMA) improves communication and coordination, resulting in more effective responses to traffic incidents and emergency situations.



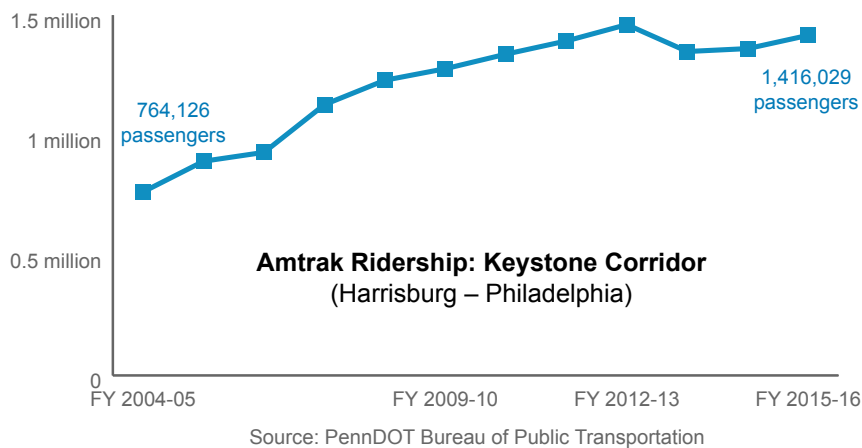
Public Transportation Ridership remains high.



- Trips on fixed-route transit (regular city buses, subways, and light rail) have increased about 5% in the past decade.
- Lottery funds help senior citizens take more than 3.9 million trips at reduced fares each year.



Amtrak Ridership continues steady growth.

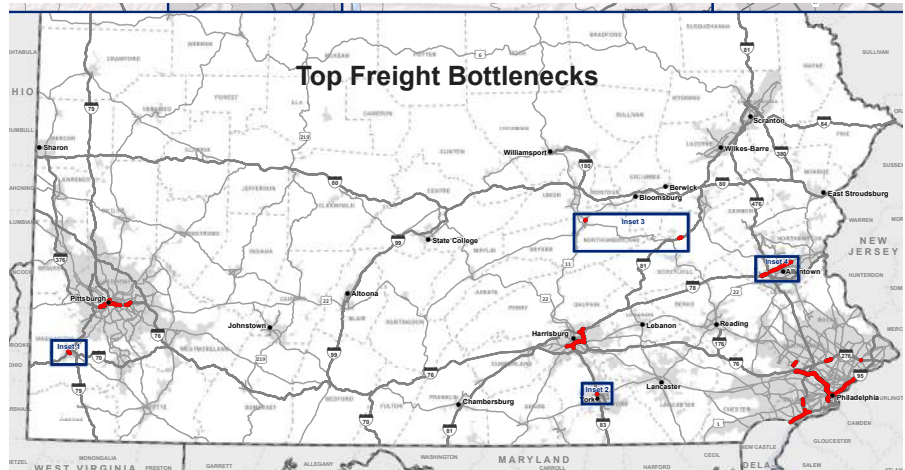


- Trips on Amtrak's Keystone Corridor between Harrisburg and Philadelphia have increased 85% in the past decade—PennDOT has invested in major improvements to stations and related infrastructure.



Freight Movement is a priority for improvement.

- PennDOT developed its first [Comprehensive Freight Movement Plan](#) in 2016 to help prioritize strategic improvements.
- Philadelphia, Pittsburgh, Harrisburg, and Allentown account for the majority of the identified truck bottlenecks.

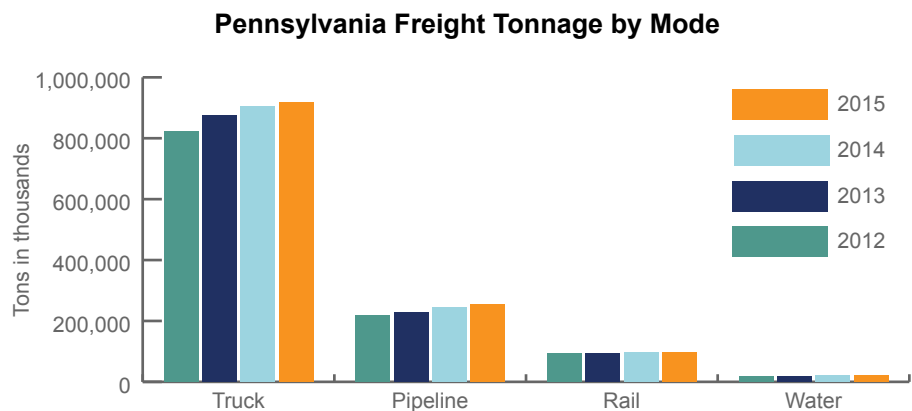


Source: PA On Track – Comprehensive Freight Movement Plan



Freight Demand is on track to increase significantly.

- Freight volume is projected to increase from 1.3 billion tons in 2015 to 1.9 billion tons in 2040. Significant investment in all modes is needed to meet the demand.
- For every 10 trucks on the road today, we can expect 17 trucks in 2040.

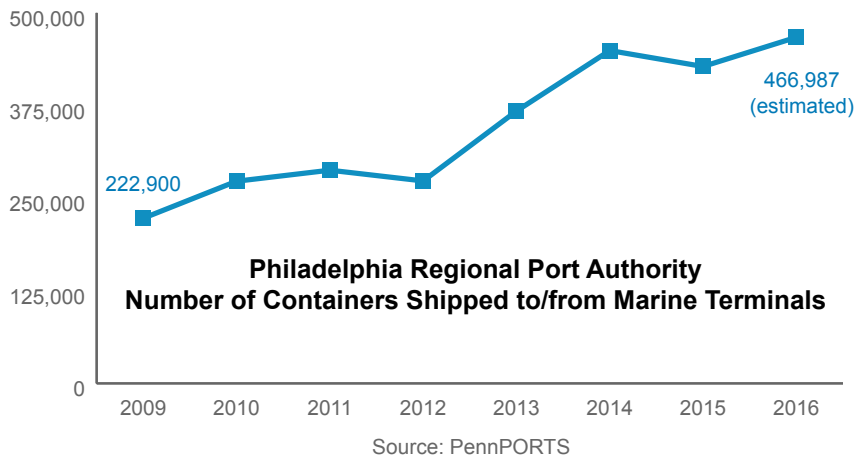


Source: Freight Analysis Framework Version 4 (FAF4)

Pennsylvania ranks first in the U.S. for number of railroads (65).



Water Ports Freight Volume is increasing.



- The Commonwealth is investing a significant amount of capital in our three ports (Erie, Pittsburgh, and Philadelphia) to promote economic development and support freight movement, including \$300 million to double the capacity of the Port of Philadelphia.



Rail Freight Volume is increasing.

Pennsylvania Rail Freight Tonnage



- The Norfolk Southern Crescent Corridor traverses Pennsylvania and is expected to divert 690,000 trucks from our highways to rail, and create 25,900 jobs.
- Pennsylvania's rail freight network includes 5,600 miles of track.

Pennsylvania ranks ninth in the nation for volume of goods moved through its ports.

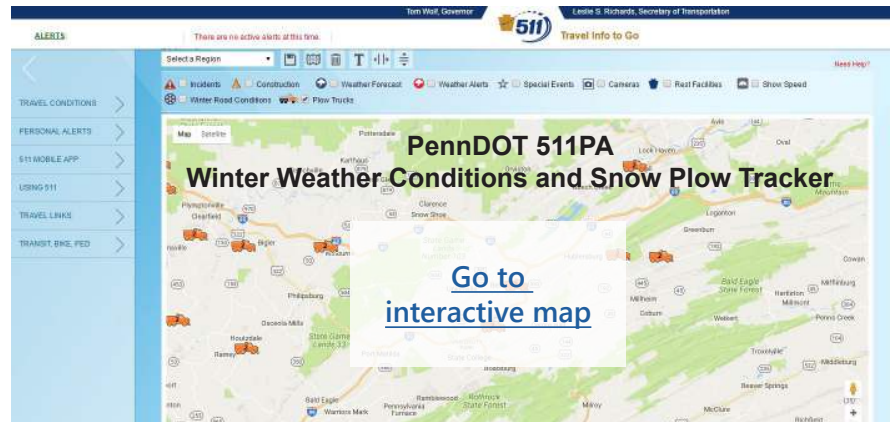


MOBILITY



Winter Maintenance benefits from technology investments.

- Motorists can check real-time road conditions and snow plow locations on state-owned roadways at www.511PA.com.
- PennDOT spent more than \$170 million on snow and ice removal during the winter of 2015-16, and is developing metrics to help utilize resources efficiently.



Source: PennDOT Bureau of Maintenance and Operations



Weather Resiliency is being addressed proactively.

- A statewide Web-based tool is being developed to identify flood-prone roadway segments. This will help to prioritize improvements that reduce future flood damage.

Flood Risk Assessment Tool



Source: PennDOT Center for Planning and Programming

511PAConnect is an emergency alert that is “pushed out” to all smartphones in the impacted area. Motorists may request additional updates and temporary GPS location-tracking if they choose.



Preservation

Maintaining Transportation Assets

Pennsylvania's vast and aging transportation system requires significant ongoing investment and preservation to ensure user mobility and safety. Pennsylvania ranks third in the nation for number of state bridges more than 50 years old.



Preservation

Watch and Listen:
Preserving and Enhancing Transportation Assets

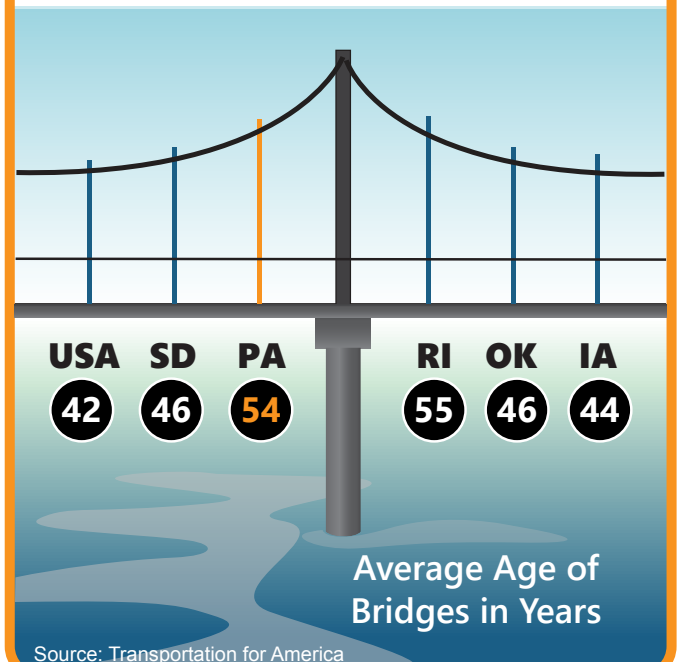
PROGRESS HIGHLIGHTS

- PennDOT has repaired or replaced more than 1,050 bridges over the past five years.
- Increased investment in pavement rehabilitation and maintenance has limited the number of roadway miles that are rated in poor condition.

LOOKING AHEAD

The Pennsylvania Rapid Bridge Replacement project targets replacing 560 bridges.

Old Bridges: How Does Pennsylvania Compare?



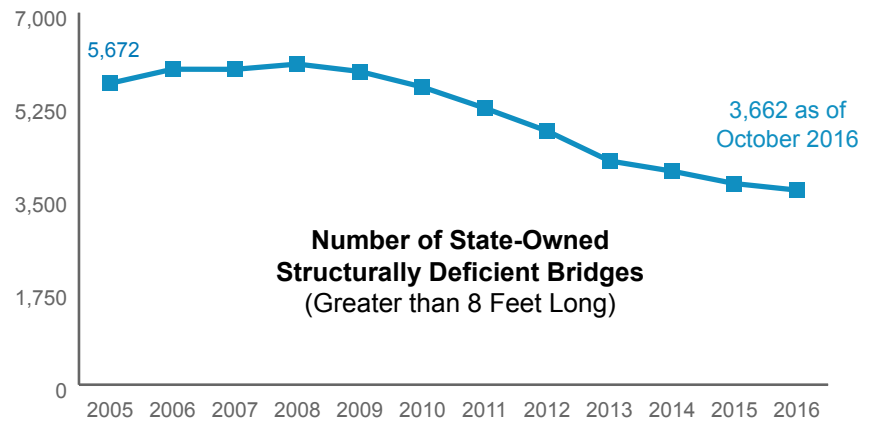


PRESERVATION



State Bridges are improving on average.

- The number of structurally deficient bridges in Pennsylvania is at its lowest level in 20 years.
- However, Pennsylvania ranks second in the nation for the number of structurally deficient bridges.

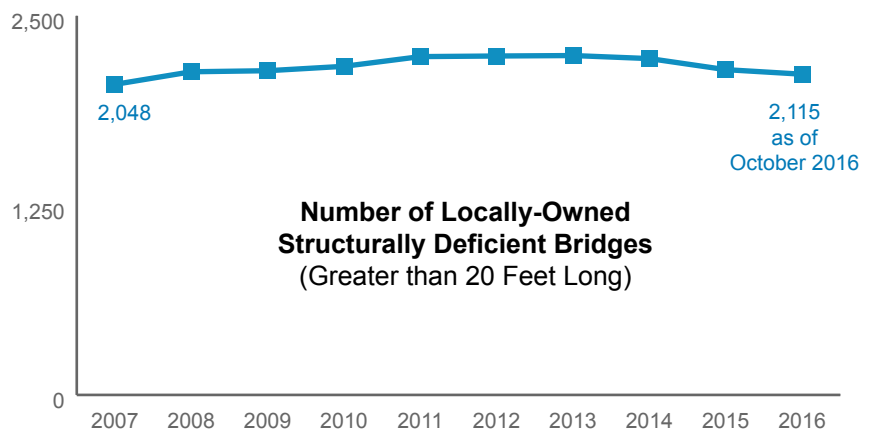


Source: PennDOT Bridge Management System



Local Bridges require greater investment.

- 33% of locally-owned bridges are structurally deficient.
- PennDOT is assisting municipalities through the Local Bridge Bundling Program, which groups similar projects under a single contract to save money.

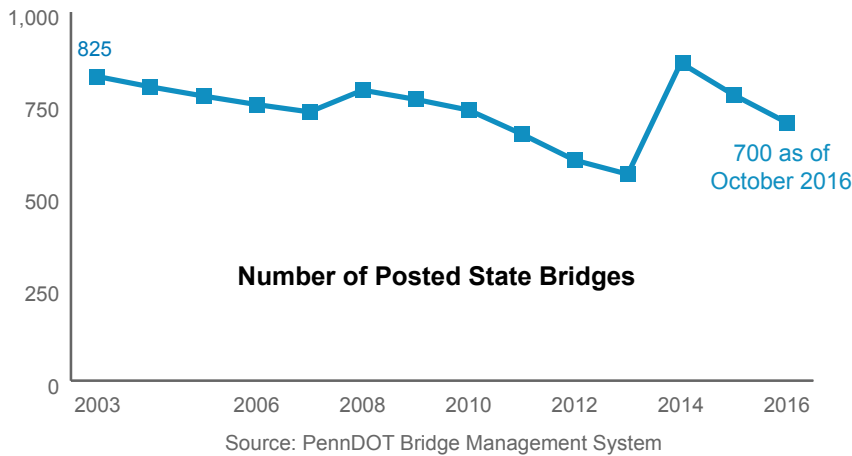


Source: PennDOT Bridge Management System

[Click for interactive map of Pennsylvania's structurally deficient bridges](#)



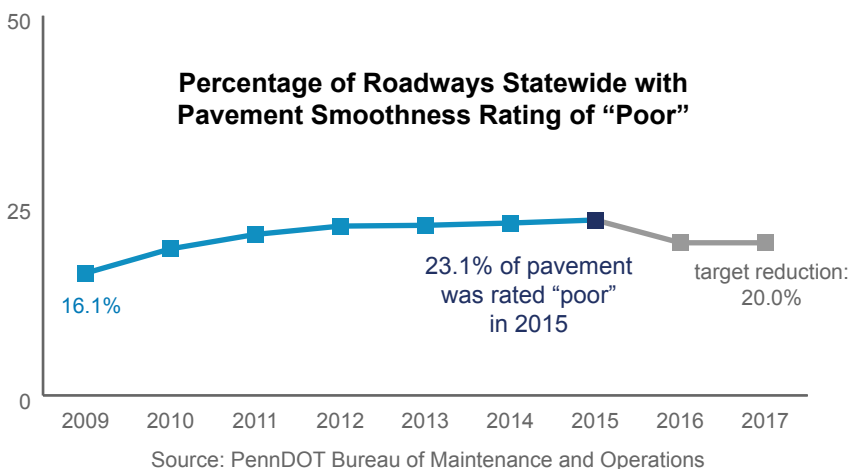
Weight-Restricted Bridges are being repaired steadily.



- Pennsylvania is making significant progress in bridge construction to reduce the number of weight-restricted bridges—despite a spike in 2014 which reflects the development of new and more stringent rating standards.



Pavement Condition challenges persist.



- In 2015, 10,103 miles of Pennsylvania roadways received an International Roughness Index (IRI) rating of "poor."
- Pennsylvania's winter freeze/thaw conditions shorten pavement life.
- In Southeastern Pennsylvania alone, PennDOT used 21,637 tons of patching material to repair state roads during the difficult winter of 2014-15.

More:

<http://www.penndot.gov/ProjectAndPrograms/Bridges/Pages/default.aspx>



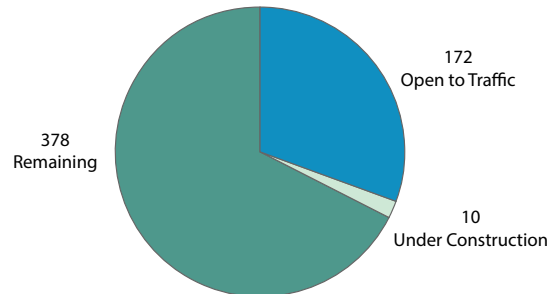
PRESERVATION



Rapid Bridge Replacement is living up to its name.

- PennDOT launched the \$1.1 billion Rapid Bridge Replacement project in 2015 to tackle the state's backlog of structurally deficient bridges.
- The initiative will ultimately replace 560 bridges through a public-private partnership (P3).
- Each project uses a similar design and off-site mass production of components for cost-effective and rapid construction.
- The P3 contractor is responsible for maintaining the bridges for 25 years following reconstruction.

Rapid Bridge Replacement Project Status
as of December 2016



Source: PennDOT Bureau of Innovation



The bridge carrying PA 394 over the Conewago Creek (Adams County) will be replaced through the Rapid Bridge Replacement Program.

Completing multiple bridges under one contract saves administrative costs and allows faster and more cost-effective construction.



Accountability

Managing Resources & Business Processes

Pennsylvania transportation is a collaborative effort among PennDOT and its many stakeholders and partners. Through initiatives such as PennDOT Connects, Transit Modernization, and the Governor's Office of Transformation, Innovation, Management, and Efficiency (GO-TIME), Pennsylvania is managing resources efficiently and effectively.

PROGRESS HIGHLIGHTS

- As part of Pennsylvania's GO-TIME initiative, PennDOT has saved approximately \$11 million by deploying mobile applications for its 380 construction inspectors.
- PennDOT is increasing efficiency and saving money through agility agreements with the Pennsylvania Turnpike. Service exchanges include facility sharing, truck washing, and salt brine production.

LOOKING AHEAD

The PennDOT Connects initiative will increase collaboration with local communities during the early planning of transportation projects to ensure a more community-focused and multimodal approach for developing all projects.



Accountability

Watch and Listen:

Innovation Delivers Efficiency

GO-TIME Initiative: How are we modernizing to improve efficiency and service?

- ✓ Accelerating Construction Inspection Data Entry
- ✓ Automating Snowplow Tracking
- ✓ Expediting Facility Construction
- ✓ Leveraging Mail-Processing Equipment
- ✓ Transforming County Maintenance Payroll Process
- ✓ Eliminating Leased Office Space
- ✓ Modernizing Rented Equipment Contract
- ✓ Automating Loan Application & Approval Process
- ✓ Modernizing Driver and Vehicle Services Operations

Source: PennDOT Bureau of Innovations



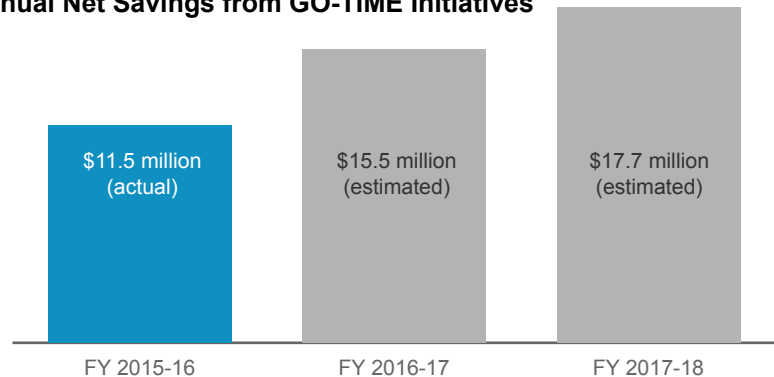
ACCOUNTABILITY



GO-TIME is improving service and reducing costs.

- Eliminating vehicle registration stickers will save more than \$1 million annually in inventory alone.

Annual Net Savings from GO-TIME Initiatives



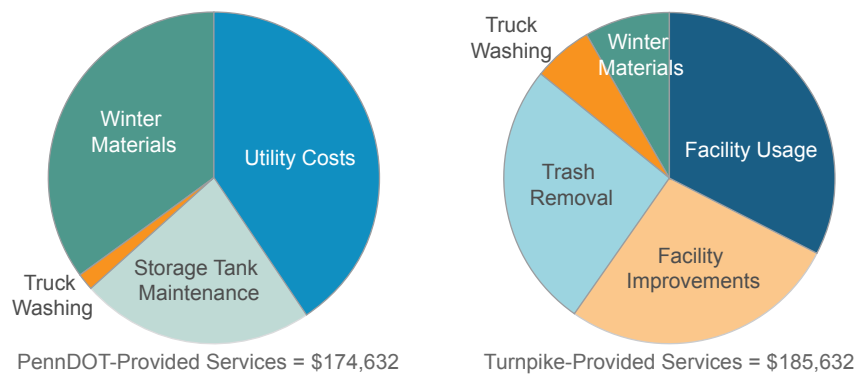
Source: PennDOT Bureau of Innovations



Resource Sharing is best using labor, materials, and facilities.

- Agencies such as PennDOT and the PA Turnpike use agility agreements to collaborate and share resources in cost-effective ways.

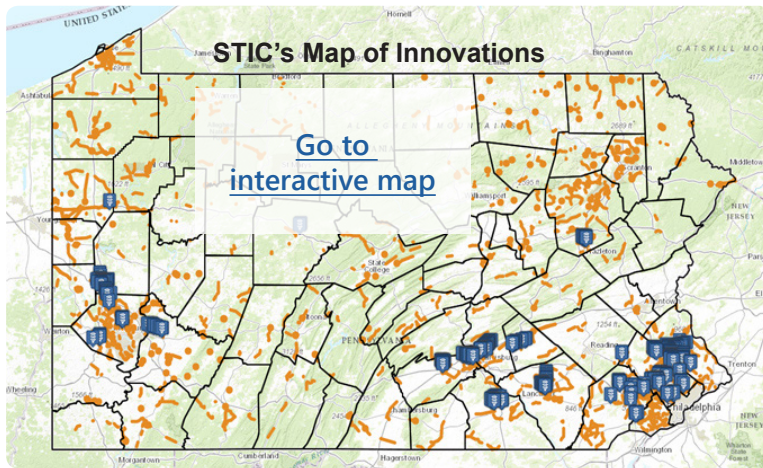
PennDOT and PA Turnpike Agility Exchanges, 2014-2017



Source: PennDOT Bureau of Innovations



Innovation is helping to drive performance.



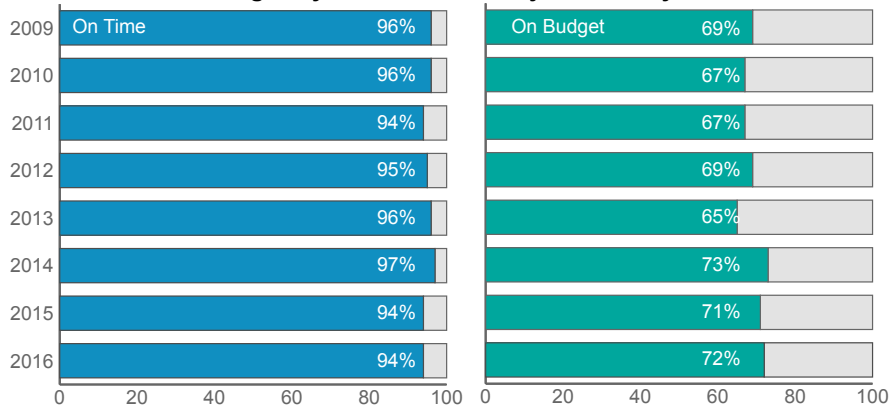
Source: PennDOT Bureau of Planning and Research

- The State Transportation Innovation Council (STIC) evaluates and promotes promising new technology and approaches to modernize Pennsylvania's transportation system.
- Pennsylvania has implemented 176 adaptive traffic signal projects that improve traffic flow. Another 246 adaptive signal projects are underway.



Project Delivery is steady with opportunities for future improvement.

Highway Construction Project Delivery



Source: PennDOT Bureau of Project Delivery

- Project delivery performance reflects the combined effort of PennDOT staff, consultants, and contractors to complete projects on time and within budget.



-
- Percentage of Operating Expenses Recovered through Fares**
- | Airline | Percentage (%) |
|---------|----------------|
| NZ | 68 |
| JJ | 54 |
| CO | 53 |
| QZ | 52 |
| NY | 50 |
| PA | 41 |
| ME | 39 |
| AK | 34 |
| VA | 34 |
| MA | 33 |
| CA | 30 |
| HA | 30 |
| WN | 29 |
| WI | 29 |
| IN | 26 |
| PR | 26 |
| VT | 26 |
| SC | 25 |
| OR | 25 |
| KA | 25 |
| LA | 24 |
| OH | 23 |
| FL | 23 |
| MD | 23 |
| UT | 23 |
| RI | 23 |
| WV | 21 |
| CO | 21 |
| CT | 21 |
| DC | 21 |
| MO | 20 |
| KS | 20 |
| AZ | 20 |
| NE | 20 |
| MI | 18 |
| WY | 18 |
| MS | 17 |
| KS | 17 |
| LA | 17 |
| AR | 13 |
| ND | 13 |
| MT | 12 |
| TX | 12 |
| SD | 11 |
| OK | 11 |
| HI | 10 |
| WV | 9 |
| AL | 9 |
| ID | 9 |
| WY | 5 |

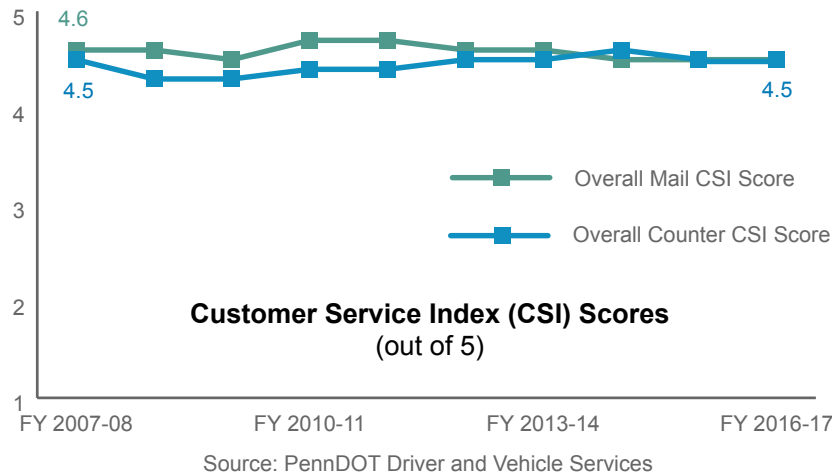
Transit Modernization holds steady after recent gains.

- ## Transit Agency Regionalization
-
- The map displays the following counties and their status:
- Consolidated transit systems (Dark Blue):** Erie, Crawford, Warren, McKean, Potter, Tioga, Bradford, Susquehanna, Wayne, Pike, Monroe, Northampton, Bucks, Delaware, Philadelphia, Chester, Lancaster, York, Adams, Cumberland, Perry, Dauphin, Lebanon, Berks, Schuylkill, Northumberland, Snyder, Union, Centre, Clinton, Cameron, Elk, Jefferson, Clearfield, Armstrong, Butler, Lawrence, Mercer, Venango, Forest, Cambria, Blair, Huntingdon, Bedford, Fulton, Franklin, Somerset, Westmoreland, Allegheny, Beaver, and Washington.
 - Studying consolidation (Light Blue):** Luzerne, Lackawanna, Lycoming, Columbia, Montour, Carbon, Lehigh, and Berks.

PennDOT oversees operating and capital investments for 36 fixed-route (scheduled local bus, light rail, and commuter rail) systems, 52 community transportation systems, passenger rail service between Pittsburgh and Philadelphia, and 13 intercity bus routes.



Driver and Vehicle Services are rated favorably.



- More than 3 million customers visit PennDOT's Driver License Centers statewide annually.
- PennDOT is dedicated to making transportation efficient for you—many services are available at www.dmv.pa.gov.
- Electronic access for [driver's manual](#) publications will save an estimated \$632,000.



PennDOT Connects is raising the performance bar.



Source: PennDOT Center for Program Development and Management

- PennDOT Connects is a major initiative to align transportation projects with community vision and priority needs by improving early coordination among PennDOT, the local municipalities, and all transportation partners, including [metropolitan planning organizations \(MPOs\)](#) and [rural transportation organizations \(RPOs\)](#).

Potential future PennDOT Connects performance measures:

- Number of municipalities involved in PennDOT Connects outreach
- Number of planners and engineers participating in training



ACCOUNTABILITY

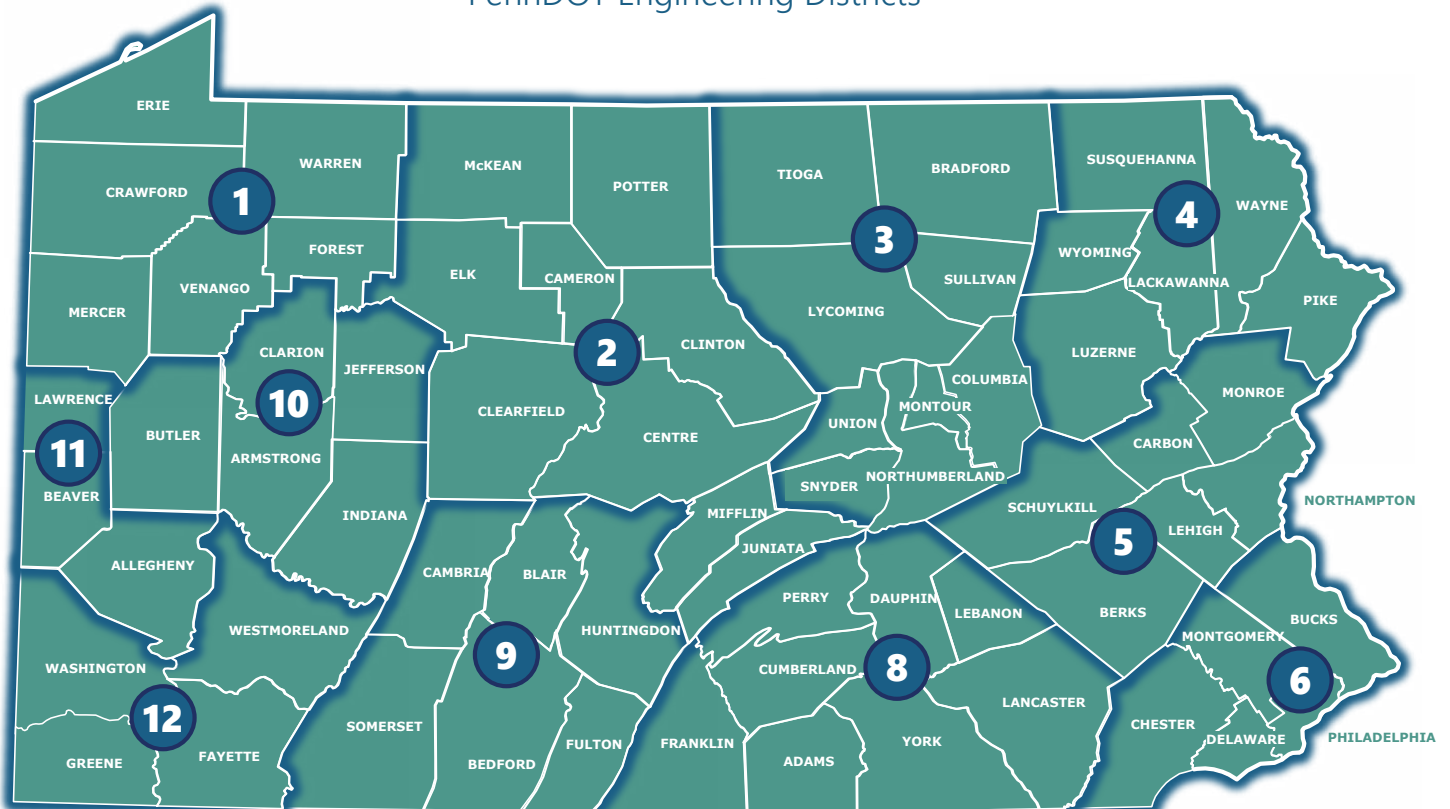


County Transformation Initiative is expected to yield benefits.



- PennDOT has 11 Engineering Districts, each with County operations.
- Districts and Counties are collaborating to identify and implement performance-based improvements.
- Together they are developing an “Ideal District and County Model” as the basis to enhance operations, efficiency, training, career development, and succession planning.

PennDOT Engineering Districts



Note: There is no District 7 due to a previous consolidation.



Funding

Investing for the Future

Pennsylvania's \$9.3 billion multimodal transportation budget requires careful planning and monitoring to ensure funding is invested appropriately and effectively.



Funding

Watch and Listen:
Planning for the Future

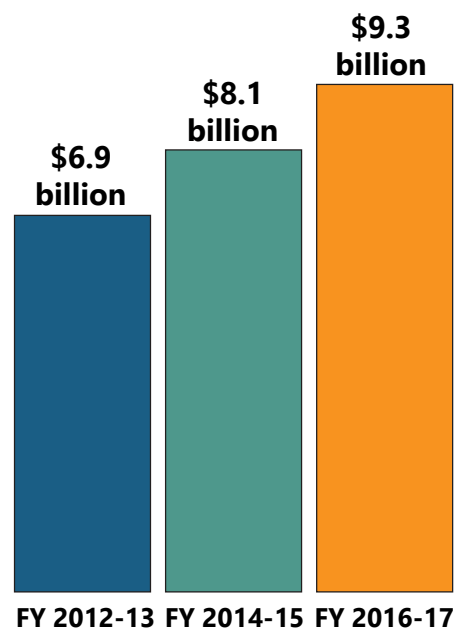
PROGRESS HIGHLIGHTS

- In 2017, the Motor License Fund will receive nearly \$300 million in revenue from the fuel tax increase that took effect on January 1.
- PennDOT has developed a data-driven Transportation Investment Plan to ensure that funding decisions align with efforts to maintain and improve bridge and roadway conditions.

LOOKING AHEAD

Modest, predictable increases in federal funding are expected through the [Fixing America's Surface Transportation \(FAST\) Act of 2015](#). The Highway Trust Fund is expected to approach insolvency again in 2020 unless Congress provides additional revenue.

Pennsylvania Transportation Budget Trends



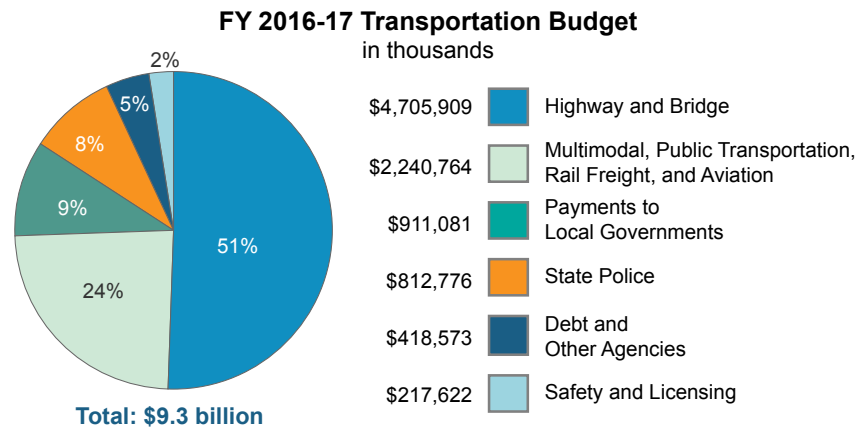


FUNDING



State Transportation Budget grows to address improvement needs.

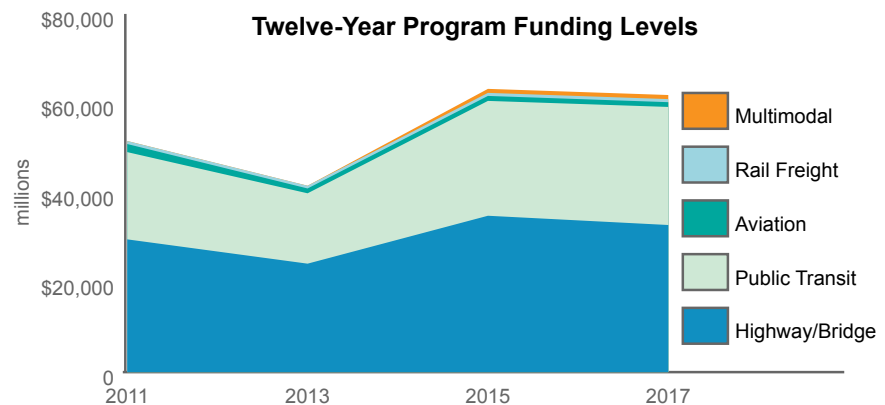
- The state transportation budget in FY 2016-17 is approximately 12% more than the prior fiscal year.



Source: PennDOT Bureau of Fiscal Management

Twelve-Year Program funding is declining.

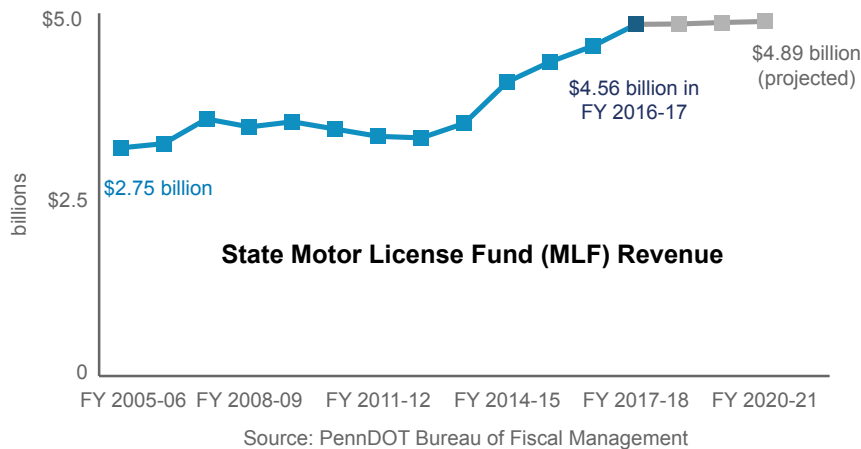
- Pennsylvania's Twelve-Year Program uses a combination of federal, state, and local funds.
- The current federal transportation bill, the FAST Act, was enacted in December 2015 and authorized a total of \$305 billion nationally over a five-year period for highway, transit, and rail programs.



Source: PennDOT Center for Program Development

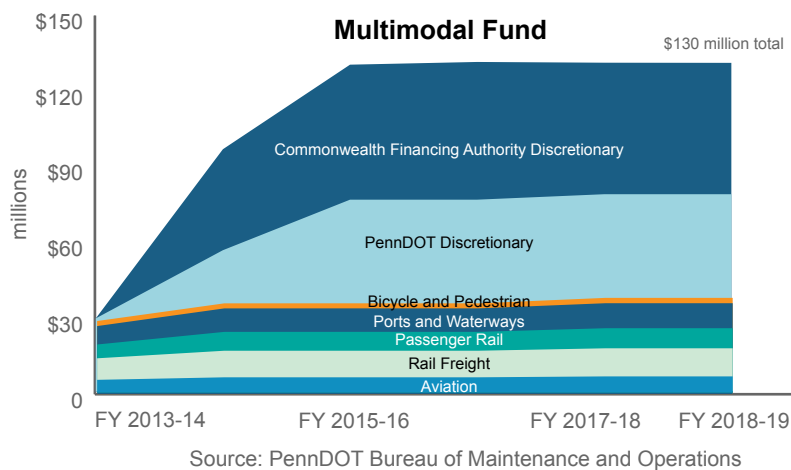
The Twelve-Year Program includes the transportation projects expected to be advanced over the next 12 years. The Transportation Improvement Plan (TIP) is the first four years of the Twelve-Year Program. It is updated every two years to prioritize near-term transportation investments.

State Motor License Fund grows steadily.



- The largest revenue source within the Motor License Fund (MLF) is the liquid fuels tax.
- Other major expenditures include the Pennsylvania State Police and payments to municipalities for local road and bridge improvements.

Multimodal Fund provides predictable funding.



- The Multimodal Fund, established through Act 89 of 2013, provides funding grants for projects that improve all transportation modes.
- The Multimodal Fund provided \$3 million for improvements at two SEPTA transit stations to enhance vehicular and pedestrian access.

[Click to access STC's interactive map of planned projects](#)

[Click for counties participating in Local Use Fund \(\\$5 fee on vehicle registrations\)](#)

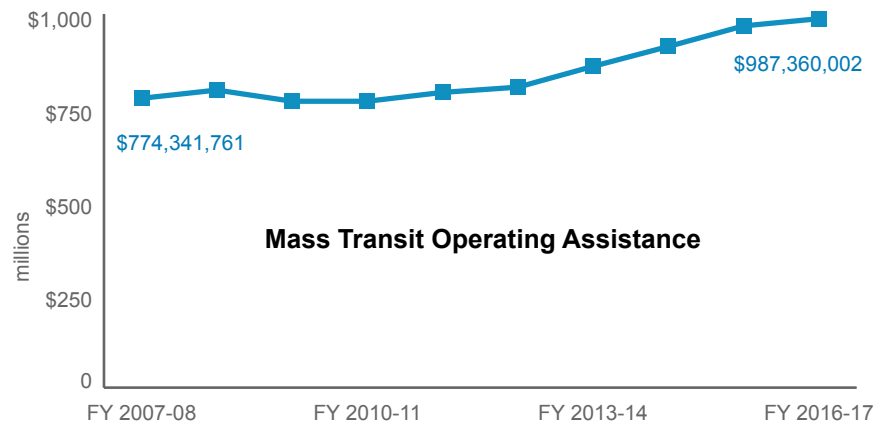


FUNDING



Mass Transit Operating Assistance increases have stabilized service.

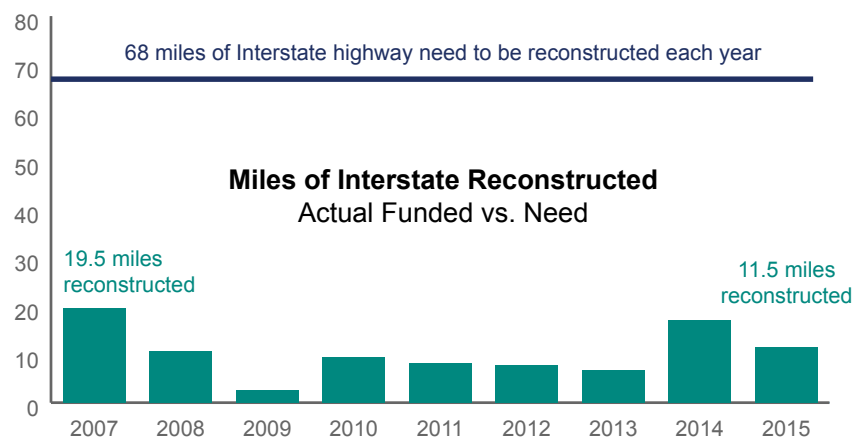
- Mass transit operating assistance funding provides free transit trips for seniors and reliable, affordable service for other transit-dependent populations. Funding has increased substantially over the past decade stabilizing service.



Source: PennDOT Bureau of Public Transportation

Interstate Funding remains inadequate.

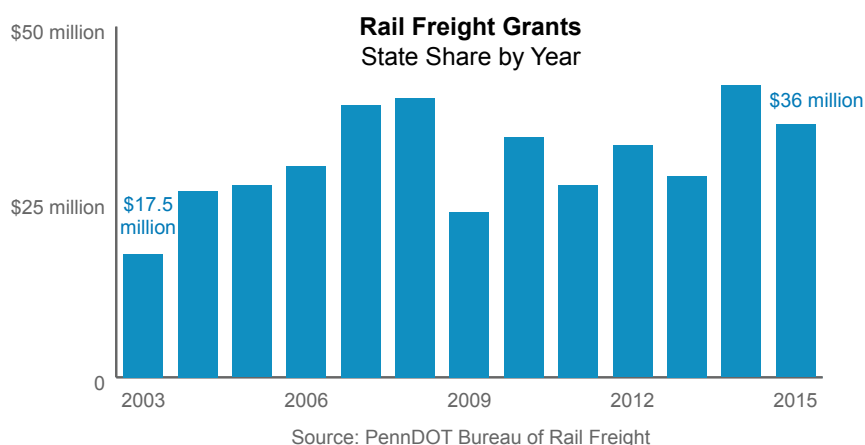
- Nearly 60% of Pennsylvania's Interstate highways are more than 40 years old and in need of reconstruction.
- The federal FAST Act does not substantially increase Interstate funding.



Source: PennDOT Bureau of Fiscal Management

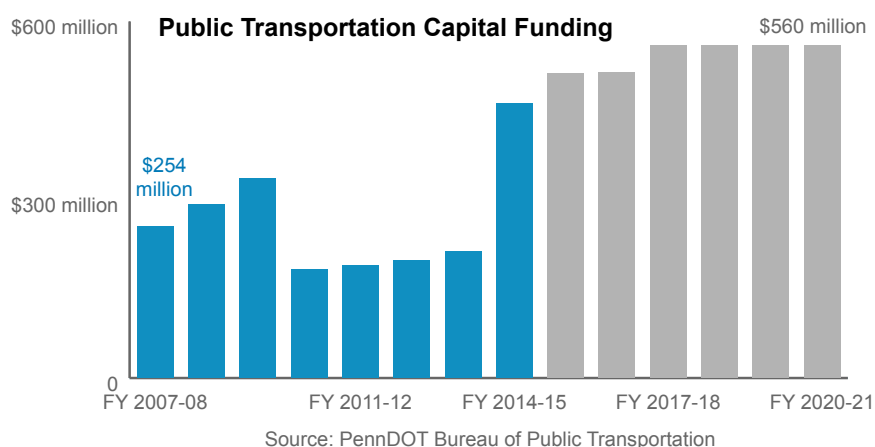
More than 25% of the miles driven by all travelers and approximately 37% of the miles driven by trucks in Pennsylvania are on Interstate highways.

Rail Freight Infrastructure Funding more than doubled since 2003.



- Rail freight infrastructure grants are provided through the Rail Transportation Assistance Program, a capital bond-funded program, and the Rail Freight Assistance Program, funded through the Multimodal Transportation Fund.
- Grants were provided for 31 rail investment projects in 2015 that will help sustain 48,000 jobs, improve freight mobility, and help the environment.

Transit Capital Funding expands substantially.



- Act 89 of 2013 continues to provide a significant increase in capital funding that has allowed transit agencies to make investments in their fleet, infrastructure, and technology to bring them into a state of good repair.

More:

Act 89 and Act 44 Public Transportation funding fact sheets



Public–Private Partnerships increase opportunities.

- Since the Public–Private Transportation Partnerships Act of 2012 authorized PennDOT to enter into Public–Private Partnership (P3) agreements, PennDOT has launched several strategic projects, including the Rapid Bridge Replacement project (page 26) and the projects to the right.
- A P3 involves a public entity such as PennDOT transferring responsibility (with proper oversight) for the design, financing, construction, operation, and maintenance of a project to a private-sector entity for a defined period of time. The private entity, in exchange, has the opportunity to generate a reasonable profit.

Compressed Natural Gas (CNG) Fueling Stations for Transit Agencies

In 2016, PennDOT announced its partnership with Trillium CNG to design, build, finance, operate, and maintain 29 CNG fueling stations through a 20-year P3 agreement. The stations will supply fuel to more than 1,600 public transit buses. Some stations will also sell CNG to the public.



Sponsorship and Advertising Program

PennDOT has partnered with Travelers Marketing to identify state-owned assets that could generate sponsorship revenue. State Farm Safety Patrol, for example, offers motorists free assistance on expressways in the Lehigh Valley, Harrisburg, Philadelphia, and Pittsburgh regions.



Middletown Amtrak Station Improvements

PennDOT will construct an improved Middletown train station at a new location on Route 441 near the Penn State–Harrisburg campus and the Harrisburg International Airport. A P3 selection process is underway to design, build, finance, operate, and maintain parking facilities, a pedestrian bridge over Route 230, and possibly commercial and retail development surrounding the station.



Source: Office of Public Private Partnerships

Sources

This report draws on data collected and analyzed by various units of PennDOT and our federal and state partner agencies.

PennDOT

Bureau of Aviation
Bureau of Fiscal Management
Bureau of Innovations
Bureau of Maintenance and Operations
Bureau of Planning and Research
Bureau of Project Delivery
Bureau of Public Transportation
Bureau of Rail Freight, Ports & Waterways
Center for Program Development and Management
Driver and Vehicle Services
Office of Public Private Partnerships
Transportation Advisory Committee

2016 State of Highway Safety Summary Report
2017 Twelve-Year Program

Bridge Management System

USDOT

Federal Highway Administration

Office of Freight Management and Administration,
Freight Analysis Framework

Federal Transit Administration

National Transit Database

Other

Texas A & M Transportation Institute

2015 Annual Urban Mobility Scorecard

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