



Pennsylvania
Transportation Advisory Committee

Choosing the Road Ahead: **TRANSPORTATION FUNDING ASSESSMENT**

OCTOBER 21, 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



Development Status

Activity	Status
Data Collection	Completed
Existing Literature Review / Other States Research	Completed
Front-end Stakeholder Meetings	Completed
Scenario est. Cost Development Modal Meetings	Completed
Impact Analysis	Ongoing
Back-end Stakeholder Meetings	Late October / Early November
Report Drafting	Ongoing

Task Force engagement continues and will ramp up

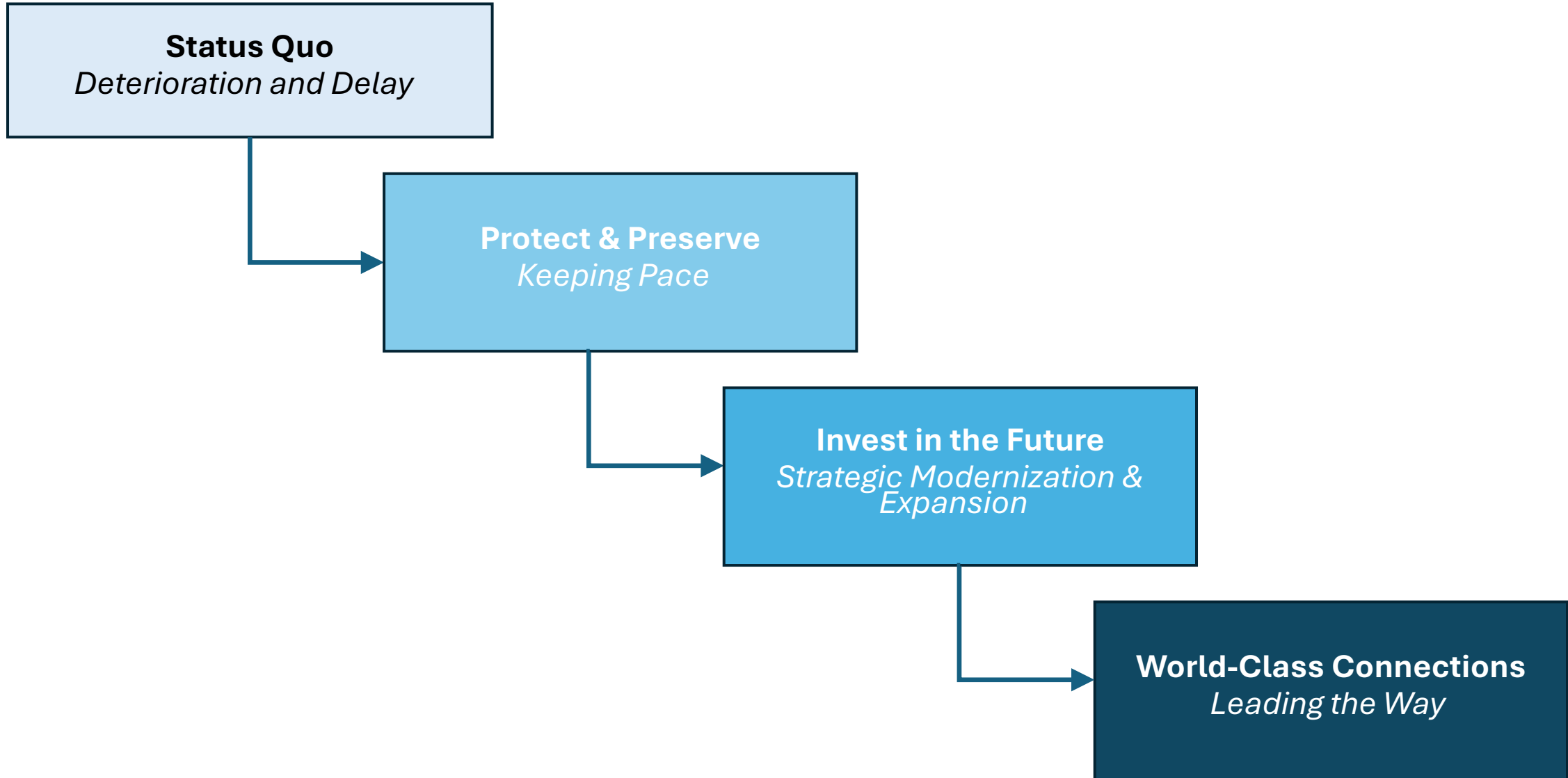


Data Collection

Demographics	Historical 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				



Scenario Framework



Impact Analysis Framework

Modal Investment Scenarios

For each mode and investment scenario, the analysis will translate investment levels into economic activity and broader public value.

Economic Impact Analysis

- Jobs supported
- Labor income
- Value added / GRP
- Total economic output

Societal Economic Benefits

- Travel time
- Safety
- Emissions
- Reliability / State of Good Repair
- Quality of Life
- Supply Chain

**Economic impact is one part of the story,
but not the full measure of transportation's value.**



Qualitative Benefits, Costs/ Consequences, and Outcomes

Assess the broader transportation and public benefits associated with each mode and investment scenario.

Potential Benefits / Outcomes

- Travel time & reliability
- Safety
- Vehicle operating cost savings
- Emissions & environmental effects
- State of good repair
- Economic competitiveness
- Supply chain
- Mobility
- Quality of life
- Economic development potential
- Other benefits

QUANTIFY WHERE POSSIBLE

Use available data and defensible assumptions to estimate measurable benefits for each mode and scenario.

DESCRIBE QUALITATIVELY WHERE NEEDED

Where reliable quantification is not practical, clearly describe the expected direction and type of benefit.

*The mix of quantitative and qualitative analysis will vary by mode.
Key assumptions will be transparent and reviewed with the TAC.*



Immediate Next Steps

Task Force
Meeting #3 –
October 21

Economic
Impact
Analysis

Finalize
Scenario
Outcomes

Scenario
Cost
Estimation /
Validation

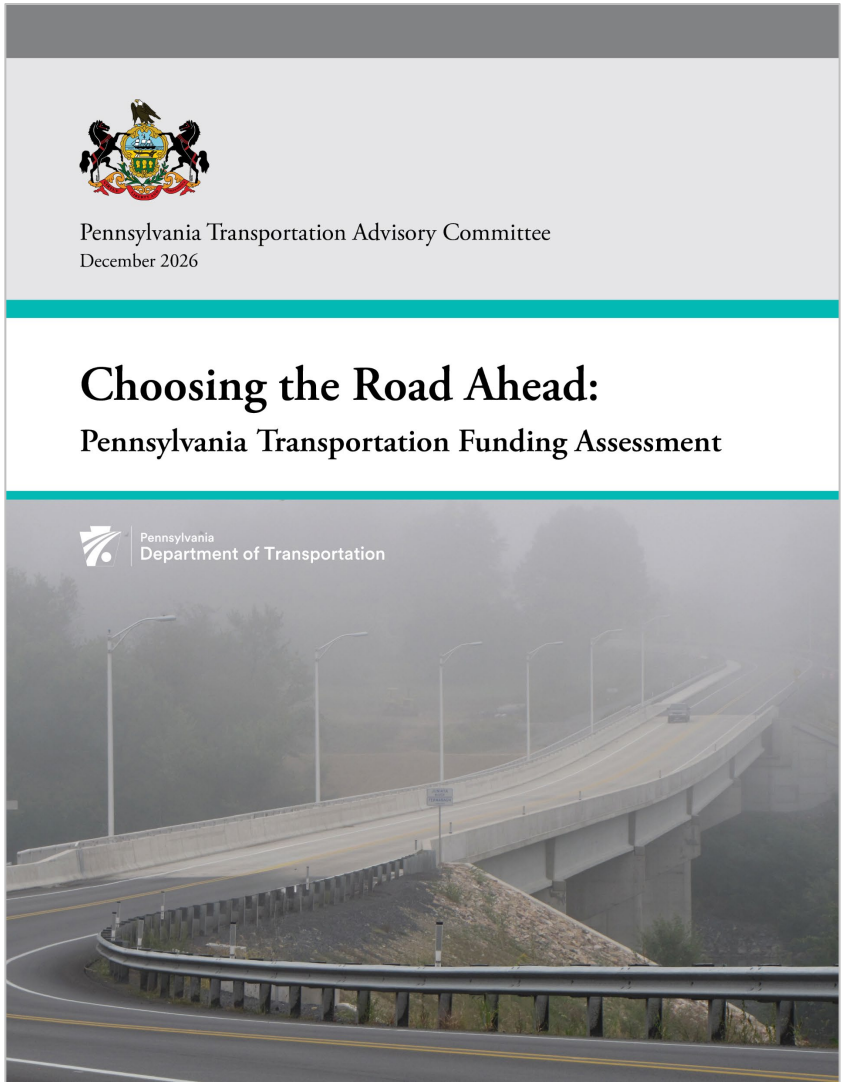
Draft Report

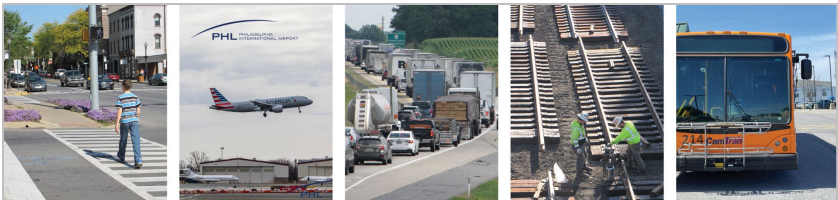
Task Force
Meeting #4 –
November 17

Final
presentation;
December 9
TAC Meeting



Draft Report Preview





Executive Summary

The level of state investment in transportation is out of sync with the demands of a complex, multimodal, statewide transportation system in 2026 and beyond.

➤ State and federal legislators have shown leadership with historical transportation funding adjustments and periodic infusions to avert crises. PennDOT has demonstrated accountability and efficiency in its operations and project administration. The Commonwealth has made great progress in recent years addressing pressing transportation repairs in every county.

➤ Nevertheless, present funding does not keep pace with:

Infrastructure Deterioration

Inflation

Demand for Passenger and Freight Movement

Technological Change

It is time to make strategic choices about transportation and our desired future.

➤ Pennsylvania's Transportation Advisory Committee (TAC) undertook this transportation funding assessment to:

1. Evaluate the state's trajectory at present funding levels:	What are the consequences of a status-quo approach to transportation funding?
2. Consider the opportunities and outcomes of a potential shift in funding levels:	What could improve for each transportation mode under various funding scenarios, and what difference would it make?
3. Provide state leaders with information and ideas for further discussion on the overarching question:	Which road will we choose?

Pennsylvania Transportation Advisory Committee
2026 Transportation Funding Assessment

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Theme:
The level of state investment in transportation is out of sync with the demands of a complex, multimodal, statewide transportation system in 2026 and beyond.

It is time to make strategic choices about transportation and our desired future.

The logo of the Pennsylvania Department of Transportation, featuring a stylized blue and green graphic.

Discussion





Pennsylvania
Transportation Advisory Committee

2027 TAC TRANSPORTATION PERFORMANCE REPORT (TPR)

OCTOBER 21, 2026

Work Completed to Date

- Task Force kickoff meeting and ongoing involvement
- ASCE Report Card meeting
- Meetings with modal Subject Matter Experts
- Development of 2027 TPR theme
- Data Collection / Performance Measure affirmation
- Interest in potentially changing or updating at-a-glance “Keystone” symbol for performance measures



Green is **good** performance



Yellow is **marginal** performance

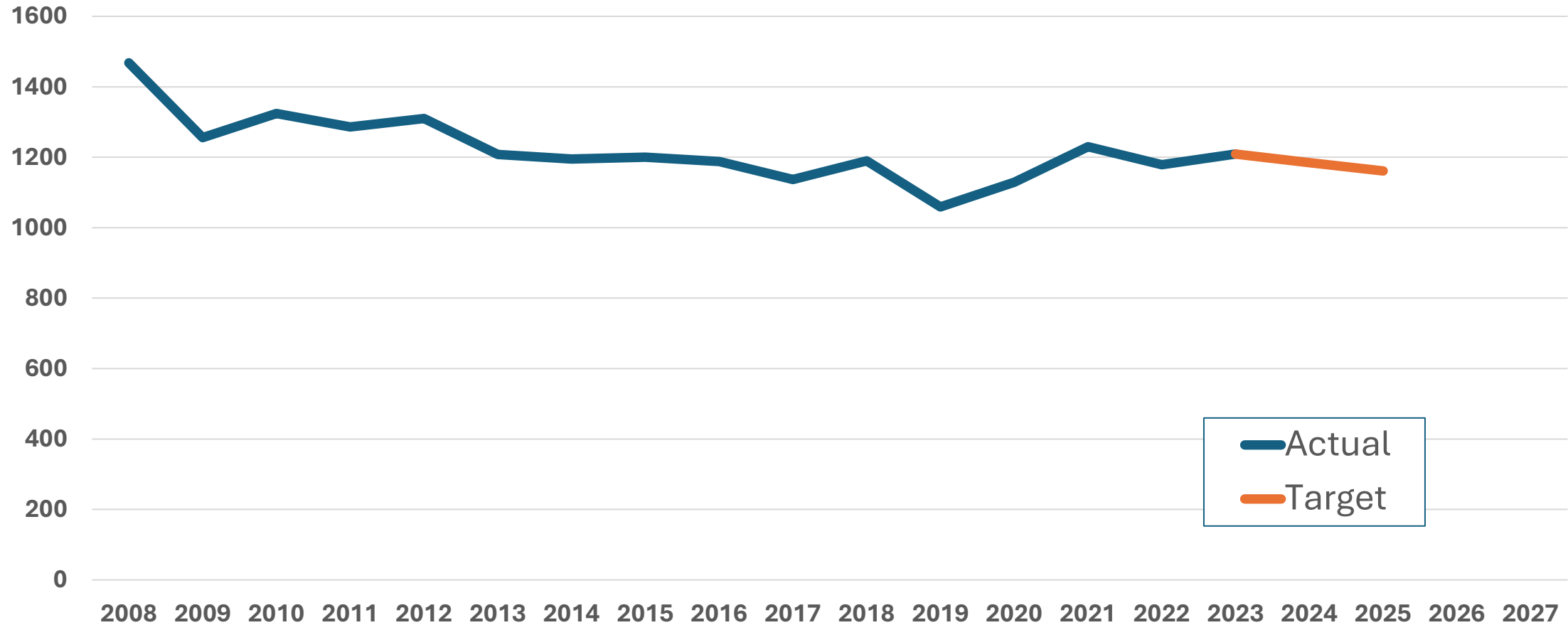


Red is **poor** performance



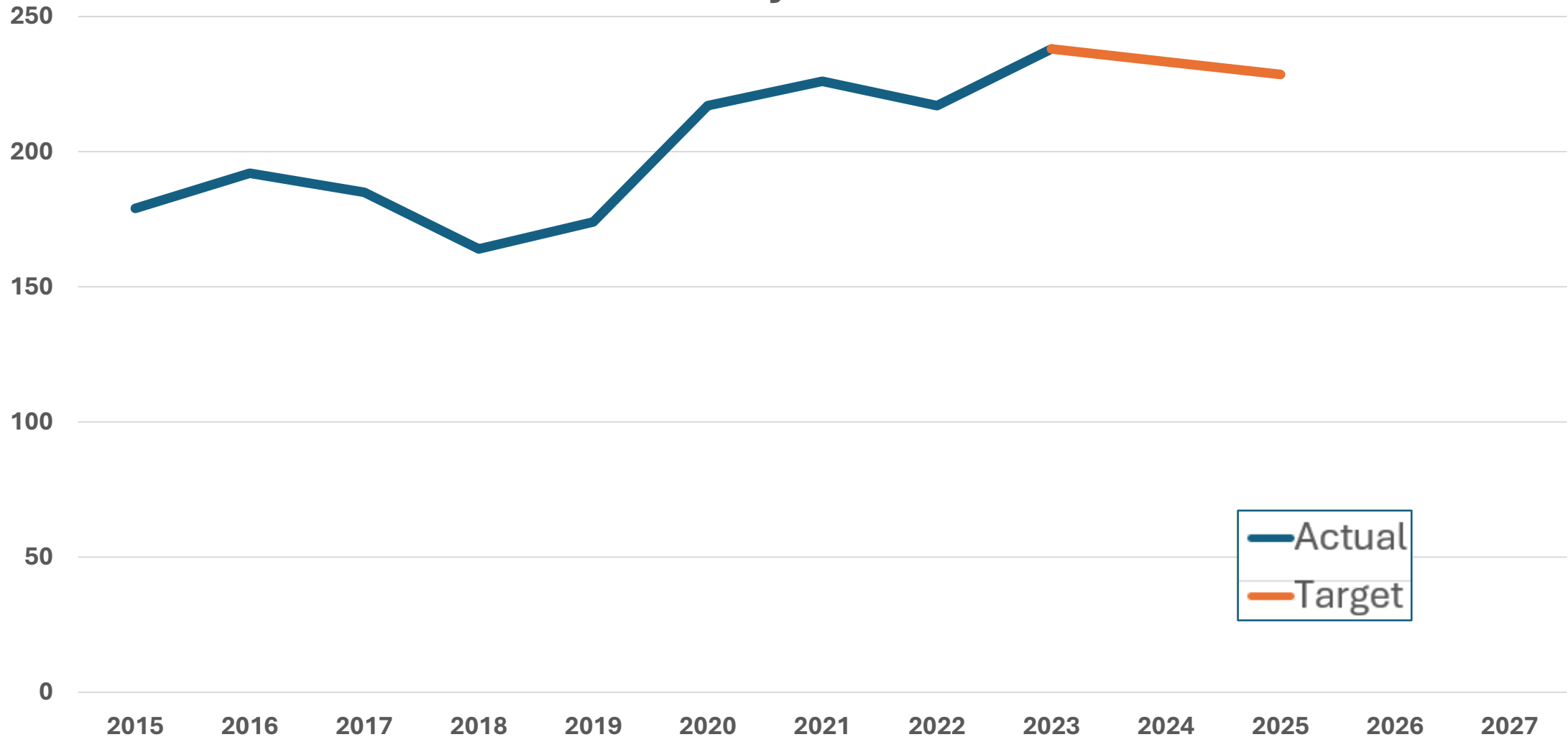
Illustrative Data - Safety

Roadway Fatalities



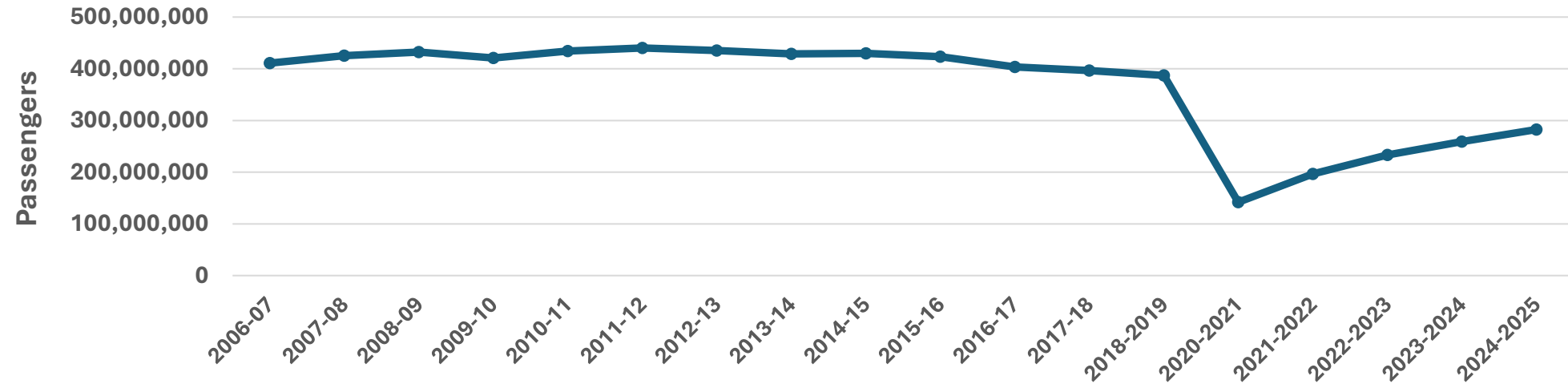
Illustrative Data - Safety

Motorcyclist Fatalities

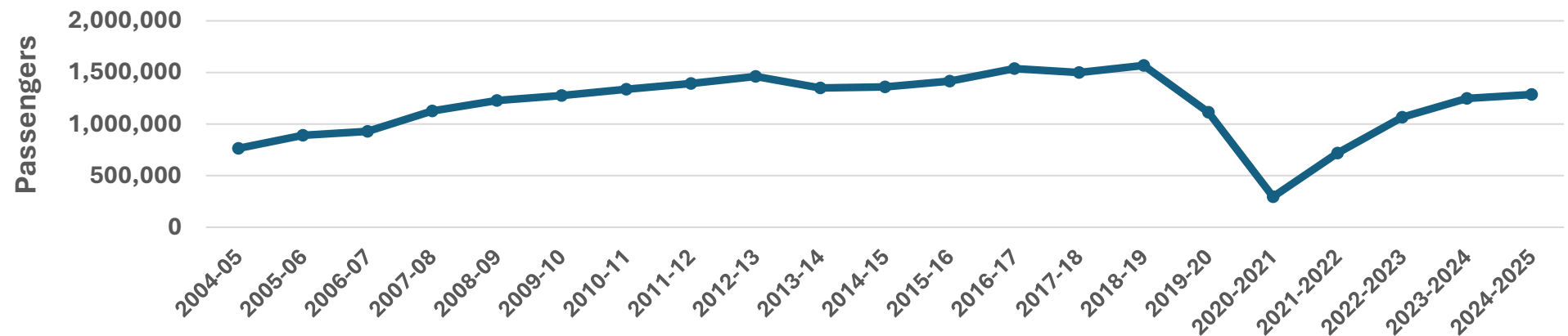


Illustrative Data - Mobility

Fixed-Route Transit Ridership

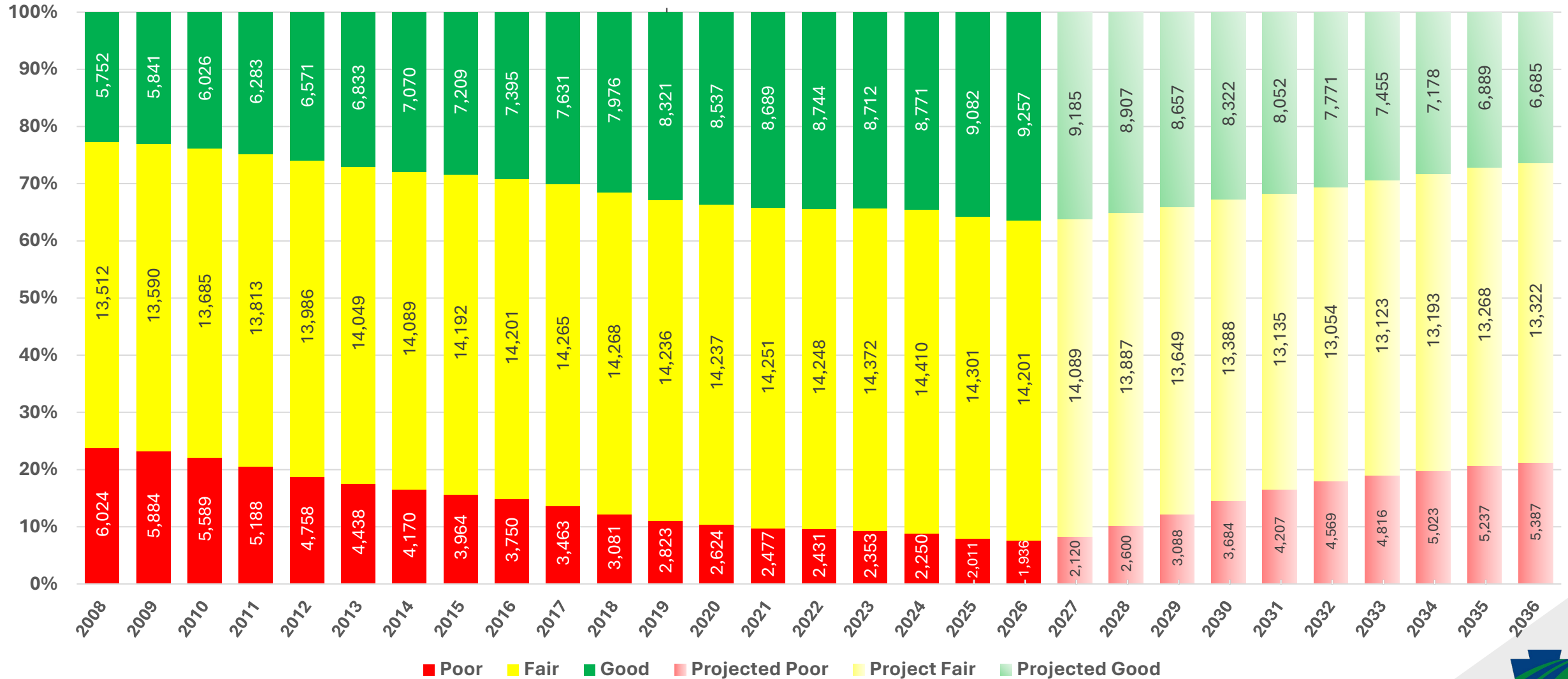


Amtrak Ridership: Keystone Corridor
(Harrisburg–Philadelphia)

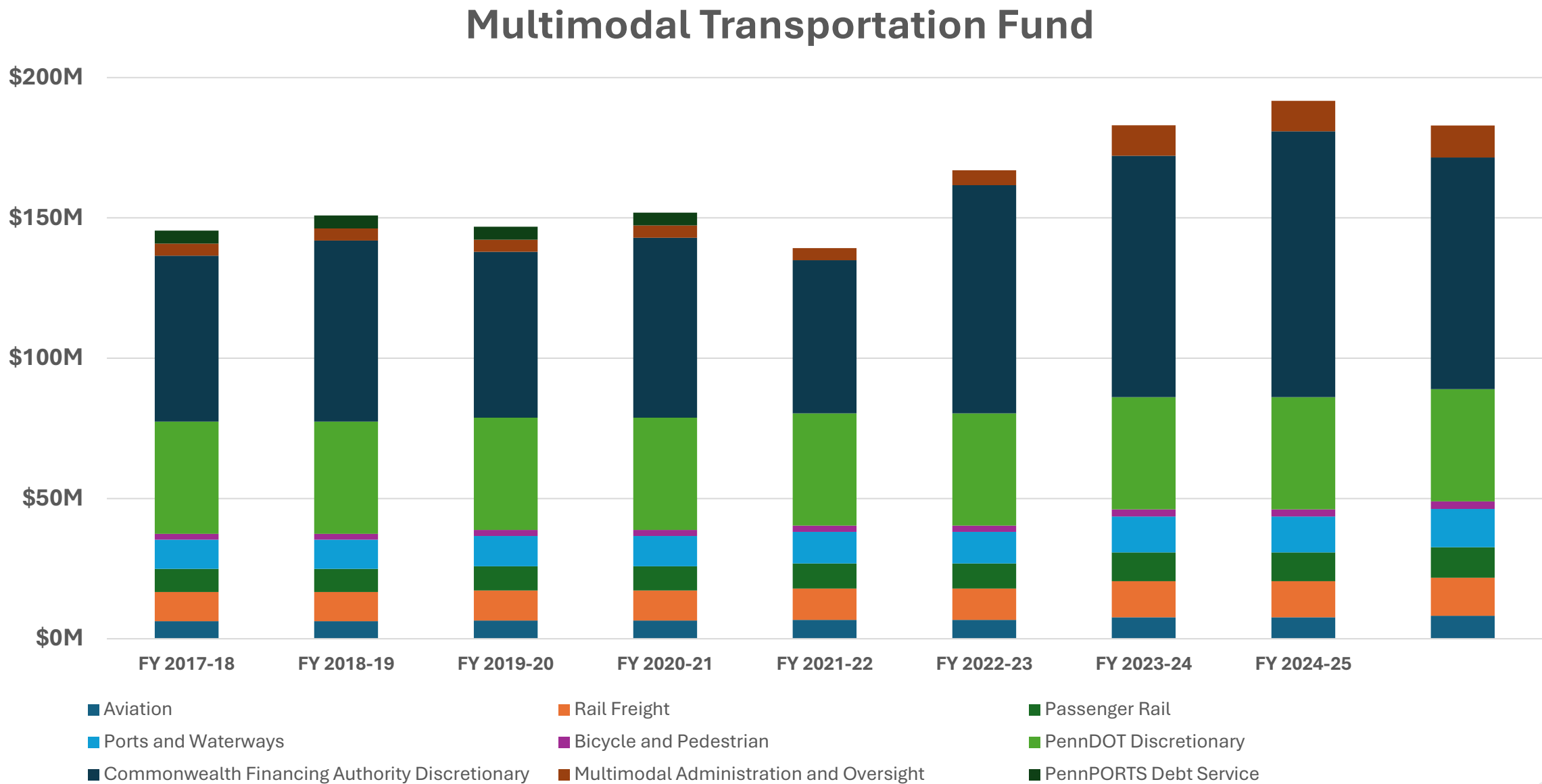


Illustrative Data – Bridge Condition (by Count)

State Owned - Bridge Condition 2008 - 2026 Actual
2027 - 2036 Projected with Committed Projects



Illustrative Data – Funding



Next Steps

Finalize 2027 TPR
Theme

Complete Data
Collection and
Analysis

Draft TPR for
December 9
TAC Meeting

Final TPR for
February 1
TAC Meeting



Discussion

