

Pennsylvania's Local Roads & Bridges:

Providing a Modern, Sustainable Local Transportation System in the Keystone State



TRIP

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EXECUTIVE SUMMARY

Pennsylvania's local roads and bridges are critical to mobility in Pennsylvania, carrying 44 percent of vehicle travel in the state and accounting for 94 percent of roadway mileage and 75 percent of the state's bridges. The state's local roads are defined as those that are not part of Pennsylvania's National Highway System (NHS). Pennsylvania's local roads are critical arteries that provide travel across the state and support the state's manufacturing and agriculture sectors. A lack of transportation funding, declining fuel tax revenues, increasing construction costs and evolving transportation demands are projected to lead to declining conditions on local roads and may jeopardize future economic competitiveness.

Inadequate Funding for Pennsylvania's Local Roads & Bridges Will Lead to Declining Conditions

The accelerated reduction of Motor License Funds to the Pennsylvania State Police, which provides more state investment in road and bridge maintenance, along with federal funds from the 2021 [Infrastructure Investment and Jobs Act](#) (IIJA) have allowed for improved roadways and bridges statewide. At the same time, gas-tax revenues continue decreasing as vehicles become more efficient and more people choose to drive electric vehicles. As a result, over the next decade, state-owned pavement conditions will decline on all roads, and state-owned bridge conditions will decline, especially local bridges. Conditions on these roadways and bridges are projected to deteriorate in the future, as PennDOT will be forced to allocate available financial resources to maintaining NHS routes to federally mandated standards, leaving fewer resources available for the local state-owned highways.

Revenue from Pennsylvania's motor fuel tax also doesn't go as far as in the past due to the impact of highway construction inflation. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 54 percent from the beginning of 2022 through the third quarter of 2024.

Pavement Conditions on Pennsylvania's Local Roads

According to the TRIP report, 26 percent of Pennsylvania's more than 33,000 miles of local (non-NHS) roads maintained by PennDOT are rated in poor condition, 23 percent are in fair condition, 30 percent are in good condition and the remaining 22 percent are in excellent condition. The report includes the number and share of miles of local pavements in poor, fair, good and excellent condition in each county and statewide.

Pennsylvania's Local Bridge Conditions

Fourteen percent (3,370 of 24,877) of Pennsylvania's local bridges - those maintained by PennDOT and local governments - were rated in poor/structurally deficient condition in 2025. A bridge is rated as poor/structurally deficient if there is significant deterioration of the bridge deck, supports or other major components. Fifty-two percent of Pennsylvania's local bridges are rated in fair condition and the remaining 35 percent of the state's local bridges are in good condition. The report includes the number and share of miles of local bridges rated poor/structurally deficient, fair and good in each county and statewide.

Traffic Safety on Pennsylvania's Local Roads

From 2019 to 2023, 3,391 people were killed in traffic crashes on Pennsylvania's local roads - representing 58 percent of state traffic fatalities during this period. The traffic fatality rate per 100 million vehicle miles of travel on Pennsylvania's local roads was 80 percent higher than the fatality rate on all other roads in the state, which includes the state's Interstate and other major highways (1.55 vs. 0.86). The report includes the average annual number of traffic fatalities on local roads from 2019 to 2023 and the traffic fatality rate per 100 million vehicle miles of travel on local roads in each Pennsylvania county and statewide.

Introduction

Pennsylvania's local roads, highways and bridges serve as the backbone of the state's transportation network, providing mobility, connections and economic opportunities to the state's residents, visitors and businesses. The state's local transportation system augments Pennsylvania's major highways and allows Pennsylvanians to travel to work and school and to access recreational, healthcare, social and commercial activities. The system also provides the state's industries and businesses with access to customers, suppliers, and employees.

The modernization of Pennsylvania's local network of roads and bridges is critical to quality of life and continued economic competitiveness in the Keystone State. To facilitate economic growth, maintain its level of economic competitiveness and achieve further growth, Pennsylvania will need to continue to invest in the maintenance and modernization of its local roads, highways, and bridges to provide efficient, reliable and safe mobility for residents, visitors, and businesses. Making these improvements will also provide a significant boost to the state's economy by creating jobs in the short-term and stimulating long-term economic growth as a result of enhanced mobility and access. Investing in the state's local roads and bridges will also save Pennsylvanians lives, time, and money as a result of improved safety, improved reliability and improved road and bridge conditions.

Pennsylvania's local roads and bridges are critical to mobility in Pennsylvania, carrying 44 percent of vehicle travel in the state and accounting for 94 percent of roadway mileage and 75 percent of the state's bridges.¹ This report provides condition data for Pennsylvania's local roads and bridges, which are defined as those that are not part of the state's National Highway System (NHS). The NHS includes Interstate highways and other major highways in the state designated as the state's most vital economic routes. The local pavement condition data in this report are for roadways maintained by PennDOT and the bridge condition and traffic fatality totals and rate includes state and locally-maintained roads and bridges.

Sources of information for this report include PennDOT, the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, and the American Road & Transportation Builders Association (ARTBA). Cover image credit: eastcoastroads.com.

Population, Travel and Economic Trends in Pennsylvania

Pennsylvania motorists and businesses require a high level of personal and commercial mobility. To foster quality of life and spur continued economic growth, it is critical that the state provide a safe and modern transportation system that can accommodate future growth in population, tourism, business, recreation and vehicle travel.

Pennsylvania's population reached approximately 13.1 million residents in 2024—an increase of six percent since 2000.² Pennsylvania had approximately 9.1 million licensed drivers in 2023.³

In 2024, annual vehicle miles traveled (VMT) in Pennsylvania totaled more than 103 billion miles – a three percent increase from 2023.⁴ Due to the COVID-19 pandemic, vehicle travel in Pennsylvania dropped by as much as 47 percent in April 2020 (as compared to vehicle travel in April 2019). By 2024, VMT in the state had rebounded to pre-pandemic levels in 2019.⁵

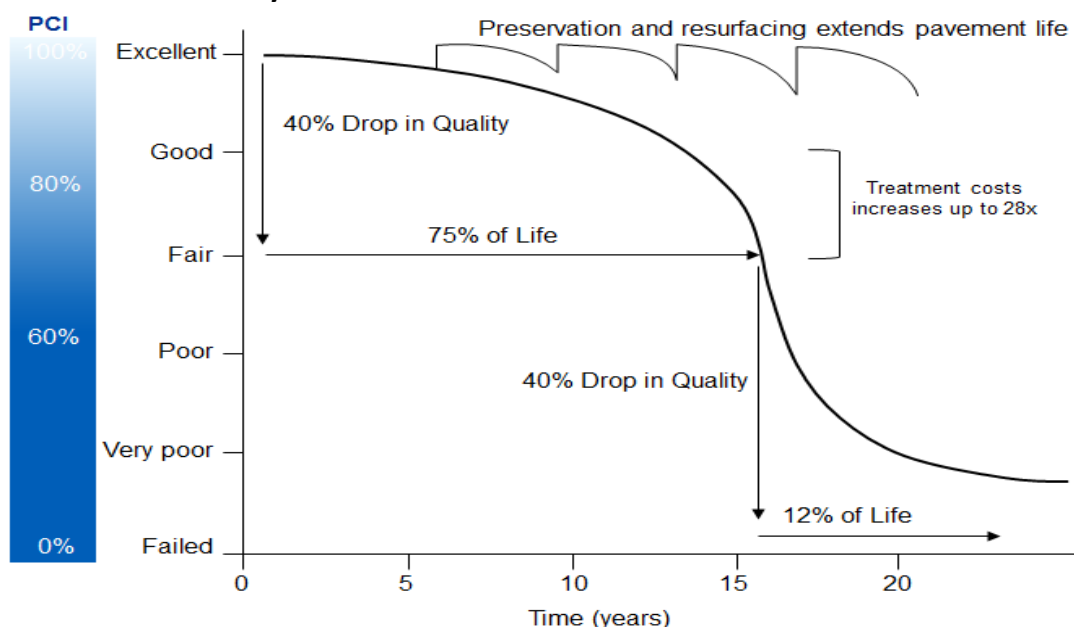
From 2000 to 2023, Pennsylvania's gross domestic product (GDP), a measure of the state's economic output, increased by 41 percent, when adjusted for inflation.⁶ U.S. GDP increased 61 percent during the same period.⁷

Pavement Conditions on Pennsylvania's Local Roads

The life cycle of Pennsylvania's roads is greatly affected by the state's ability to perform timely maintenance and upgrades to ensure that road and highway surfaces last as long as possible.

Pavement failure is caused by a combination of traffic, moisture, and climate. Moisture often works its way into road surfaces and the materials that form the road's foundation. Road surfaces at intersections are more prone to deterioration because the slow-moving or standing loads occurring at these sites subject the pavement to higher levels of stress. It is critical that roads receive timely, ongoing rehabilitation to delay the need for major repairs or reconstruction, which costs approximately four times more than resurfacing them.⁸ As roads and highways continue to age, they will reach a point of deterioration where routine paving and maintenance will not be adequate to keep pavement surfaces in good condition and reconstruction of the roadway and its underlying surfaces will become necessary.

Chart 1. Pavement Condition Cycle Time with Treatment and Cost.



Based on the International Roughness Index, which is used to evaluate pavement smoothness, statewide, 26 percent of local roads maintained by PennDOT are rated in poor condition, 23 percent are in fair condition, 30 percent are in good condition and the remaining 22 percent are rated in excellent condition.⁹

The chart below details the miles and share of local roads in each Pennsylvania county and statewide that are rated in poor, fair, good and excellent condition.

Chart 2. Pennsylvania Local Road Conditions (Based on International Roughness Index).

PENNSYLVANIA LOCAL ROAD CONDITIONS									
County Name	Poor		Fair		Good		Excellent		Total Miles
	# of Miles	% of Miles	# of Miles	% of Miles	# of Miles	% of Miles	# of Miles	% of Miles	
Adams	66	14%	121	26%	174	37%	113	24%	474
Allegheny	274	36%	231	30%	230	30%	27	4%	762
Armstrong	337	57%	100	17%	91	15%	64	11%	592
Beaver	229	44%	121	23%	94	18%	73	14%	517
Bedford	101	14%	188	26%	244	33%	199	27%	733
Berks	102	15%	209	30%	304	44%	80	12%	695
Blair	30	8%	81	22%	149	40%	112	30%	372
Bradford	136	16%	228	28%	311	38%	154	19%	829
Bucks	192	28%	183	26%	247	36%	71	10%	692
Butler	198	38%	90	17%	127	24%	111	21%	526
Cambria	97	17%	117	21%	192	34%	157	28%	564
Cameron	14	13%	24	22%	37	33%	34	31%	109
Carbon	85	36%	54	23%	73	31%	22	10%	234
Centre	63	15%	65	15%	107	25%	187	44%	422
Chester	267	32%	294	35%	238	29%	30	4%	830
Clarion	195	48%	44	11%	40	10%	123	31%	402
Clearfield	88	13%	112	17%	229	34%	247	36%	677
Clinton	7	3%	18	7%	108	43%	119	47%	252
Columbia	113	25%	79	18%	130	29%	126	28%	449
Crawford	95	11%	212	25%	263	31%	277	33%	847
Cumberland	33	7%	110	24%	208	45%	109	24%	460
Dauphin	46	10%	91	20%	197	43%	122	27%	457
Delaware	84	30%	121	43%	77	27%	1	0%	283
Elk	45	17%	39	15%	83	32%	90	35%	257
Erie	119	19%	141	23%	118	19%	243	39%	621
Fayette	219	34%	181	28%	151	23%	98	15%	649
Forest	39	21%	42	23%	46	25%	56	31%	183
Franklin	88	17%	114	21%	180	34%	147	28%	529
Fulton	19	6%	73	25%	112	38%	87	30%	291
Greene	259	50%	97	19%	78	15%	89	17%	522
Huntingdon	121	22%	119	22%	170	31%	135	25%	545
Indiana	269	39%	159	23%	123	18%	144	21%	695
Jefferson	238	48%	73	15%	67	13%	117	24%	494
Juniata	70	21%	64	20%	82	25%	112	34%	327
Lackawanna	158	36%	117	26%	132	30%	36	8%	442
Lancaster	89	10%	189	21%	429	48%	187	21%	894
Lawrence	145	45%	53	17%	56	18%	66	21%	320
Lebanon	17	6%	59	19%	131	43%	100	32%	308

Lehigh	139	35%	110	28%	122	31%	29	7%	400
Luzerne	247	34%	154	21%	198	27%	123	17%	721
Lycoming	143	23%	110	17%	199	32%	179	28%	631
McKean	27	9%	40	13%	65	22%	166	56%	297
Mercer	30	5%	159	25%	217	34%	227	36%	632
Mifflin	25	14%	35	20%	66	37%	51	29%	177
Monroe	197	43%	86	19%	132	29%	38	8%	454
Montgomery	140	29%	199	41%	147	30%	4	1%	490
Montour	20	14%	29	19%	49	32%	53	35%	151
Northampton	129	33%	98	25%	123	31%	45	11%	395
Northumberland	82	18%	89	20%	146	32%	139	30%	455
Perry	103	27%	65	17%	126	34%	81	22%	374
Philadelphia	53	42%	49	39%	23	18%	1	1%	126
Pike	68	26%	67	26%	87	33%	37	14%	259
Potter	103	26%	59	15%	84	21%	145	37%	390
Schuylkill	183	36%	130	26%	147	29%	50	10%	510
Snyder	63	26%	46	19%	81	33%	53	22%	243
Somerset	218	28%	175	22%	234	30%	163	21%	791
Sullivan	21	9%	42	19%	78	34%	88	38%	229
Susquehanna	307	43%	156	22%	131	18%	119	17%	713
Tioga	127	24%	89	17%	146	27%	171	32%	533
Union	37	15%	38	16%	68	28%	97	41%	239
Venango	86	19%	115	26%	97	22%	143	32%	442
Warren	92	21%	95	21%	115	26%	142	32%	444
Washington	293	32%	218	23%	277	30%	142	15%	931
Wayne	319	49%	177	27%	121	19%	33	5%	650
Westmoreland	341	33%	213	21%	276	27%	189	19%	1,019
Wyoming	140	42%	69	21%	75	23%	49	15%	333
York	181	18%	236	23%	378	37%	222	22%	1,017
PA Statewide	8,659	26%	7,561	23%	9,833	30%	7,246	22%	33,298

Source: TRIP Analysis of Pennsylvania Department of Transportation Data for state-maintained roadways not on the National Highway System.

Pennsylvania Local Bridge Conditions

Pennsylvania's local bridges form key links in the state's highway system, providing communities and individuals access to employment, schools, shopping and medical services, and facilitating commerce and access for emergency vehicles. Local bridges included in this report are state-maintained bridges greater than 8-feet on non-NHS routes and locally-maintained bridges greater than 20-feet.

Fourteen percent (3,370 of 24,877) of Pennsylvania's local bridges were rated in poor/structurally deficient condition in 2025.¹⁰ A bridge is rated as poor/structurally deficient if there is significant deterioration of the bridge deck, supports or other major components.

Bridges that are rated poor/structurally deficient may be posted for lower weight limits or closed if their condition warrants such action. Deteriorated bridges can have a significant impact on daily life. Restrictions on vehicle weight may cause many vehicles—especially emergency vehicles, commercial trucks,

school buses, and farm equipment—to use alternate routes to avoid posted bridges. Redirected trips also lengthen travel time, waste fuel, and reduce the efficiency of the local economy.

Fifty-two percent of Pennsylvania's local bridges are rated in fair condition.¹¹ A fair rating indicates that a bridge's structural elements are sound but minor deterioration has occurred to the bridge's deck, substructure or superstructure. The remaining 35 percent of the state's local bridges are rated in good condition.¹²

The service life of bridges can be extended by performing routine maintenance such as resurfacing decks, painting surfaces, ensuring that a facility has good drainage and replacing deteriorating components. However, most bridges will eventually require more costly reconstruction or major rehabilitation to remain operable.

The chart below details the number and share of local bridges in Pennsylvania that are in poor, fair and good condition in each county and statewide.

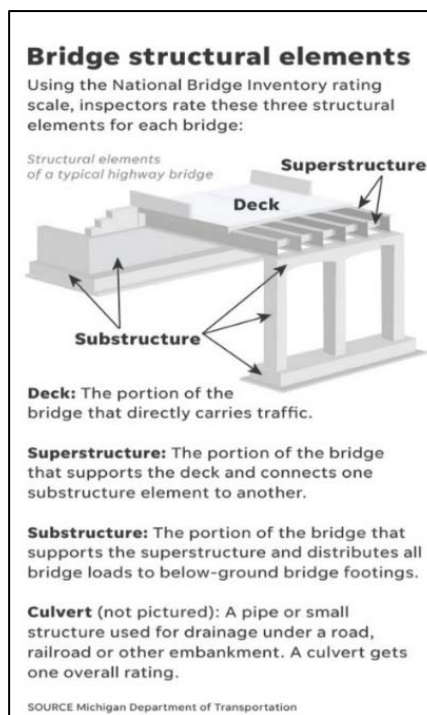


Chart 3. Pennsylvania Local Bridge Conditions.

PENNSYLVANIA LOCAL BRIDGE CONDITIONS							
COUNTY	POOR		FAIR		GOOD		TOTAL
Adams	34	9%	223	57%	137	35%	394
Allegheny	138	16%	479	54%	266	30%	883
Armstrong	45	12%	214	57%	114	31%	373
Beaver	35	12%	132	44%	130	44%	297
Bedford	42	9%	265	56%	165	35%	472
Berks	106	16%	404	61%	155	23%	665
Blair	43	13%	158	48%	127	39%	328
Bradford	46	8%	287	49%	253	43%	586
Bucks	94	16%	357	60%	147	25%	598
Butler	60	15%	209	53%	125	32%	394
Cambria	20	6%	166	51%	140	43%	326
Cameron	8	10%	48	57%	28	33%	84
Carbon	32	23%	85	62%	20	15%	137
Centre	25	8%	161	53%	116	38%	302
Chester	112	16%	417	59%	180	25%	709
Clarion	12	6%	128	62%	66	32%	206
Clearfield	56	16%	169	49%	120	35%	345
Clinton	8	4%	103	52%	86	44%	197
Columbia	29	9%	159	48%	146	44%	334
Crawford	81	14%	263	46%	225	40%	569
Cumberland	25	7%	181	54%	131	39%	337
Dauphin	37	10%	253	67%	86	23%	376
Delaware	36	14%	162	62%	63	24%	261

Elk	14	11%	73	55%	46	35%	133
Erie	44	9%	254	54%	169	36%	467
Fayette	88	19%	215	46%	160	35%	463
Forest	9	11%	40	51%	30	38%	79
Franklin	38	10%	237	64%	93	25%	368
Fulton	20	12%	96	58%	49	30%	165
Greene	62	14%	216	49%	163	37%	441
Huntingdon	36	11%	171	51%	130	39%	337
Indiana	74	18%	209	51%	126	31%	409
Jefferson	15	6%	157	64%	72	30%	244
Juniata	31	12%	136	55%	82	33%	249
Lackawanna	58	18%	132	42%	128	40%	318
Lancaster	117	13%	482	54%	289	33%	888
Lawrence	33	12%	130	46%	119	42%	282
Lebanon	26	11%	132	56%	78	33%	236
Lehigh	55	17%	182	56%	87	27%	324
Luzerne	94	19%	216	43%	193	38%	503
Lycoming	20	4%	219	45%	244	51%	483
McKean	53	20%	105	39%	108	41%	266
Mercer	69	14%	198	42%	209	44%	476
Mifflin	19	13%	76	51%	55	37%	150
Monroe	73	22%	172	51%	93	28%	338
Montgomery	104	16%	348	55%	180	28%	632
Montour	6	5%	43	37%	67	58%	116
Northampton	42	13%	181	55%	107	32%	330
Northumberland	23	6%	183	51%	156	43%	362
Perry	35	13%	157	58%	80	29%	272
Philadelphia	54	22%	130	53%	59	24%	243
Pike	33	23%	67	47%	42	30%	142
Potter	32	12%	108	41%	124	47%	264
Schuylkill	112	27%	212	52%	84	21%	408
Snyder	12	6%	99	46%	102	48%	213
Somerset	71	14%	251	51%	171	35%	493
Sullivan	9	5%	89	52%	72	42%	170
Susquehanna	103	23%	177	39%	173	38%	453
Tioga	19	4%	258	50%	244	47%	521
Union	7	4%	84	44%	100	52%	191
Venango	30	13%	110	48%	87	38%	227
Warren	43	16%	121	46%	101	38%	265
Washington	120	16%	359	49%	255	35%	734
Wayne	98	27%	156	43%	108	30%	362
Westmoreland	122	17%	346	47%	261	36%	729
Wyoming	44	22%	94	46%	66	32%	204
York	79	10%	421	56%	254	34%	754
STATEWIDE	3370	14%	12865	52%	8642	35%	24877

Source: TRIP Analysis of PennDOT Data for state bridges (>8-feet) on non-NHS and locally-maintained bridges (> 20-feet).

Traffic Safety in Pennsylvania

Traffic safety on Pennsylvania's roads represents a significant factor in the quality of life of the state's residents and visitors. From 2019 to 2023, a total of 5,808 people were killed in traffic crashes in Pennsylvania, an average of 1,161 fatalities per year.¹³ Between 2019 and 2023, 3,391 people were killed in traffic crashes on Pennsylvania local roads -- 58 percent of traffic fatalities during this period.¹⁴ The traffic fatality rate per 100 million vehicle miles of travel on Pennsylvania's local roads was 80 percent higher than the fatality rate on all other roads in the state, which includes the state's Interstate and other major highways (1.55 vs. 0.86).¹⁵

The chart below details the average annual number of traffic fatalities on local roads from 2019 to 2023 and the traffic fatality rate per 100 million vehicle miles of travel (VMT) on local roads in each Pennsylvania county and statewide.

Chart 4. Pennsylvania local roads average annual traffic fatalities from 2019 to 2023 and traffic fatality rate per 100 million miles of vehicle travel.

PENNSYLVANIA LOCAL ROAD FATALITIES		
County	Average Annual Local Road Fatalities 2019-2023	Local Road Fatality Rate per 100M VMT
Adams	9	1.75
Allegheny	33	1.03
Armstrong	8	2.66
Beaver	8	1.25
Bedford	6	1.66
Berks	27	1.81
Blair	5	1.07
Bradford	8	2.24
Bucks	23	1.20
Butler	9	1.08
Cambria	7	1.56
Cameron	1	2.41
Carbon	7	2.52
Centre	5	1.08
Chester	17	0.86
Clarion	3	1.48
Clearfield	8	1.84
Clinton	5	2.22
Columbia	6	1.79
Crawford	10	2.12
Cumberland	11	1.18
Dauphin	14	1.42
Delaware	10	0.86
Elk	2	0.91
Erie	15	1.67
Fayette	11	2.31
Forest	1	2.17
Franklin	13	1.85
Fulton	2	1.37
Greene	4	1.80
Huntingdon	6	2.45

Indiana	8	2.26
Jefferson	3	1.29
Juniata	3	1.85
Lackawanna	9	1.39
Lancaster	36	1.43
Lawrence	6	1.89
Lebanon	10	1.86
Lehigh	16	1.41
Luzerne	21	1.85
Lycoming	12	2.46
McKean	4	2.25
Mercer	9	1.72
Mifflin	3	2.23
Monroe	16	1.98
Montgomery	18	0.75
Montour	1	1.29
Northampton	12	1.13
Northumberland	8	2.27
Perry	4	1.88
Philadelphia	52	2.49
Pike	7	3.31
Potter	2	2.16
Schuylkill	15	2.35
Snyder	4	2.16
Somerset	9	2.46
Sullivan	0	0.62
Susquehanna	7	2.68
Tioga	5	1.77
Union	2	1.11
Venango	5	2.46
Warren	4	2.65
Washington	12	1.28
Wayne	9	2.92
Westmoreland	21	1.46
Wyoming	3	2.13
York	25	1.34
PA Statewide	678	1.55

Source: TRIP analysis of PennDOT and NHTSA data.

Three major factors are associated with fatal vehicle crashes: driver behavior, vehicle characteristics, and roadway design. Based on an analysis of roadway safety data, TRIP estimates that roadway design, while not the primary factor, is a contributing factor in approximately one-third of all fatal and serious traffic crashes. Improving safety on Pennsylvania roads can be achieved through further enhancements in vehicle safety; improvements in driver, pedestrian, and bicyclist behavior; and the implementation of a variety of additional roadway safety features.

Where appropriate, roadway improvements such as providing rumble strips, adding turn lanes, removing or shielding obstacles, adding or improving medians, widening lanes, widening and paving

shoulders, improving intersection layout, providing better road markings, and upgrading or installing traffic signals could reduce the severity of serious traffic crashes.

In early 2022 the U.S. Department of Transportation adopted a comprehensive [National Roadway Safety Strategy](#), a roadmap for addressing the nation's roadway safety crisis based on a [Safe System](#) approach. The Safe System approach, which is also being adopted by state and local transportation agencies has five objectives: [Safer People](#), [Safer Roads](#), [Safer Vehicles](#), [Safer Speeds](#), and improved [Post-Crash Care](#).

Pennsylvania Transportation Funding

Pennsylvania's roads, highways and bridges are funded by investments from local, state and federal governments.

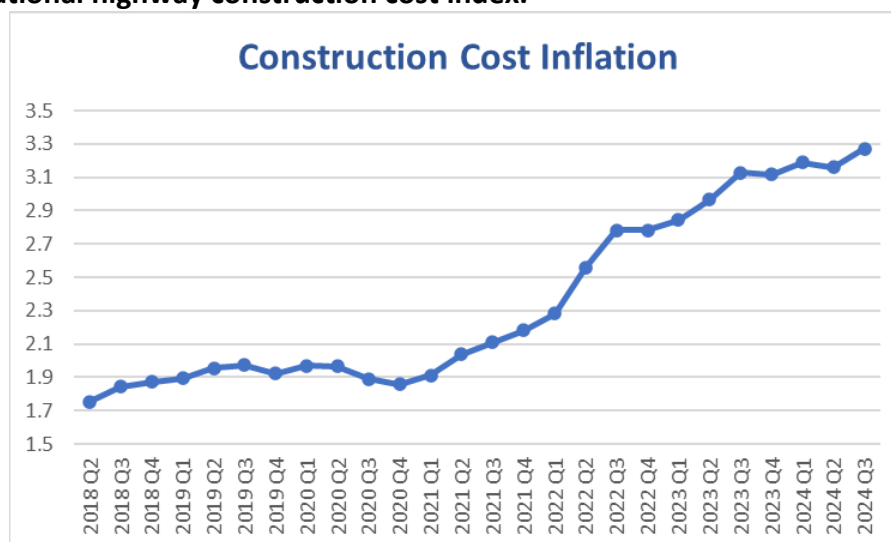
PennDOT projects that, given anticipated funding levels, state-owned pavement conditions are forecasted to decline over the next decade on all roads. State-owned bridge conditions are also projected to decline, especially local bridges.¹⁶ Local road and bridge conditions are projected to deteriorate in the future, as PennDOT will be forced to allocate limited financial resources to maintaining NHS routes to federally mandated standards, leaving fewer resources available for the state's local roads. According to [PennDOT's Transportation Asset Management Plan](#), "the financial burden of maintaining the NHS at the federally mandated condition levels for pavements and bridges will create a shortfall for the rest of the transportation system, as PennDOT does not receive sufficient funding to maintain NHS and non-NHS pavements and bridges to the same standard".¹⁷

In addition to state transportation funding, the federal [Infrastructure Investment and Jobs Act](#) (IIJA), signed into law on November 2021, will provide \$11.3 billion in federal funds to the state for highway and bridge investments in Pennsylvania over five years, representing a 29 percent increase in annual federal funding for roads and bridges in the state over the previous federal surface transportation program.¹⁸ The IIJA is set to expire on September 30, 2026.

The accelerated reduction of Motor License Funds to the Pennsylvania State Police, which provides more state investment in road and bridge maintenance, along with federal funds from the 2021 [Infrastructure Investment and Jobs Act](#) (IIJA), have allowed for improvements to roadways and bridges statewide. At the same time, fuel-tax revenues continue decreasing as vehicles become more efficient and more people choose to drive electric vehicles. As a result, over the next decade, state-owned pavement conditions will decline on all roads, and state-owned bridge conditions will decline, especially local bridges. Conditions on these roadways and bridges are projected to deteriorate in the future, as PennDOT will be forced to allocate available financial resources to maintaining NHS routes to federally mandated standards, leaving fewer resources available for the local state-owned highways.

Increasing inflation has also hampered Pennsylvania's ability to complete needed projects and improvements, as the available funding now covers significantly less work. The Federal Highway Administration's national highway construction cost index, which measures labor and materials cost, increased by 54 percent from the beginning of 2022 through the third quarter of 2024.¹⁹

Chart 5. FHWA's national highway construction cost index.



Source: Federal Highway Administration.

Investments in transportation improvements in Pennsylvania play a critical role in the state's economy. A [report](#) by the American Road & Transportation Builders Association found that the design, construction and maintenance of transportation infrastructure in Pennsylvania supports the equivalent of approximately 183,000 full-time jobs across all sectors of the state economy, earning these workers approximately \$6.9 billion annually.²⁰ These jobs include approximately 91,000 full-time jobs directly involved in transportation infrastructure construction and related activities. Spending by employees and companies in the transportation design and construction industry supports an additional 92,000 full-time jobs in Pennsylvania.²¹ Transportation construction in Pennsylvania contributes an estimated \$1.3 billion annually in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.²²

Approximately 2.7 million full-time jobs in Pennsylvania in key industries like tourism, retail sales, agriculture and manufacturing are dependent on the quality, safety and reliability of the state's transportation infrastructure network. These workers earn \$106 billion in wages and contribute an estimated \$19.3 billion in state and local income, corporate and unemployment insurance taxes and the federal payroll tax.²³

Conclusion

Pennsylvania's local roads, highways and bridges are the backbone of the state's transportation system, and their good condition and performance are critical to the quality of life for Pennsylvania households and the health of the state's economy. Improvements in the condition, reliability, and safety of Pennsylvania's local roads, highways, and bridges are critical to the state's ability to achieve its economic goals by improving the competitiveness of the state's businesses and enhancing quality of life of Pennsylvanians.

The state must continue to prioritize investment in its transportation network to accommodate population and economic growth, further economic development, and provide a higher level of safety for the traveling public.

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ENDNOTES

- ¹ Federal Highway Administration 2023 Highway Statistics (2025).
<https://www.fhwa.dot.gov/policyinformation/statistics/2023/> VM-3, HM-40, HM-41. National Bridge Inventory. Bridge Conditions by Highway System. <https://www.fhwa.dot.gov/bridge/britab.cfm> Additional analysis provided by TRIP.
- ² U.S. Census Bureau Quick Facts (2024).
- ³ Highway Statistics (2023). Federal Highway Administration. DL-1C.
- ⁴ U.S. Department of Transportation - Federal Highway Administration: Highway Statistics 2023.
- ⁵ [Federal Highway Administration – Traffic Volume Trends.](https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm)
https://www.fhwa.dot.gov/policyinformation/travel_monitoring/tvt.cfm
- ⁶ TRIP analysis of Bureau of Economic Analysis data (2023).
<https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1#reqid=70&step=1&isuri=1>
- ⁷ [Ibid.](#)
- ⁸ Selecting a Preventative Maintenance Treatment for Flexible Pavements. R. Hicks, J. Moulthrop. Transportation Research Board. 1999. Figure 1.
- ⁹ TRIP analysis of Pennsylvania Department of Transportation data (2025). Response to TRIP survey.
- ¹⁰ [Ibid.](#)
- ¹¹ [Ibid.](#)
- ¹² [Ibid.](#)
- ¹³ TRIP analysis of National Highway Traffic Safety Administration data, 2019-2023.
- ¹⁴ [Ibid.](#)
- ¹⁵ TRIP analysis of National Highway Traffic Safety Administration data for 2019 to 2023 and PennDOT data.
- ¹⁶ PennDOT Transportation Asset Management Plan, March 2023. Page 7.
https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/pa_tamp_mar_29_2023.pdf
- ¹⁷ PennDOT Transportation Asset Management Plan, March 2023. Page 53.
https://www.pa.gov/content/dam/copapwp-pagov/en/pennDOT/documents/research-planning-innovation/asset-management/pa_tamp_mar_29_2023.pdf
- ¹⁸ Federal Highway Administration (2024). Bipartisan Infrastructure Law. Additional analysis by TRIP.
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>
- ¹⁹ Federal Highway Administration (2025). National Highway Construction Cost Index.
<https://www.fhwa.dot.gov/policy/otps/nhcci/>
- ²⁰ American Road & Transportation Builders Association (2015). The 2015 U.S. Transportation Construction Industry Profile. https://www.transportationcreatesjobs.org/pdf/Economic_Profile.pdf
- ²¹ [Ibid.](#)
- ²² [Ibid.](#)
- ²³ [Ibid.](#)