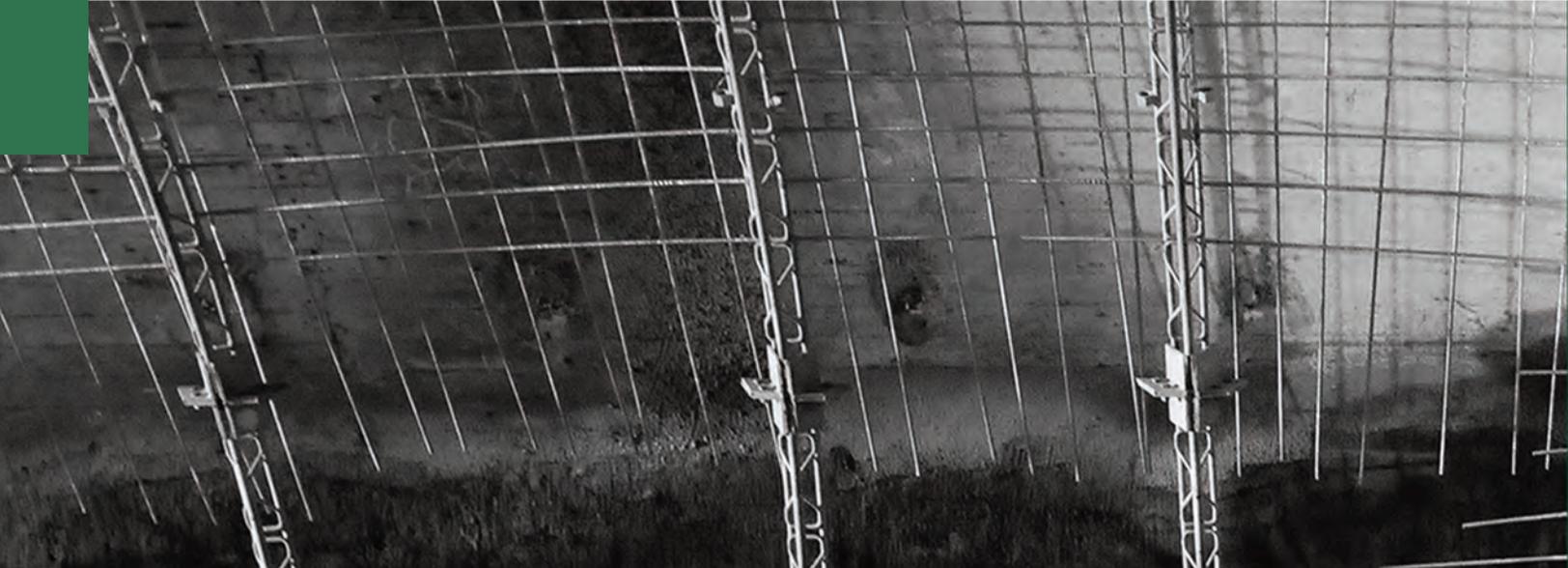


Pennsylvania Department
of Transportation

2014

ANNUAL
REPORT





Vision

A better quality of life built on transportation excellence.

Mission

To provide a sustainable transportation system and quality services that are embraced by our communities and add value to our customers.

Values

PennDOT operates under a basic set of values.

Integrity - Earn the public's trust every day.

Performance - We provide excellence through innovation and continuous improvement.

Safety - We promote the delivery of a safe work environment and a safe transportation system in our products and services.

Customer Service - We are committed to providing the highest level of public service and value to our customers.

Team PennDOT - We value and respect one another while supporting teamwork and workforce development.





With the close of 2014, we wrap up perhaps one of the most productive years ever at PennDOT. Working with a bipartisan group of state lawmakers, we delivered a much-needed and long-delayed forward-looking transportation funding plan for Pennsylvania that has made us the envy of the nation. Asking for more resources is always a tough proposition, but through our leadership we made the case with a majority of lawmakers that Pennsylvania will be well served with a reasonable stream of additional resources for all transportation modes. The result is Act 89, which will generate an additional \$2.3 billion to \$2.4 billion for transportation by the plan's fifth year.

PennDOT took that additional investment this year and worked very hard to deliver a variety of tangible benefits: more than 1,600 miles of improved pavements, 83 extra bridge projects and job-producing highway and bridge contracts that totaled \$2.6 billion. Besides the visible road and bridge improvements, this additional investment injected renewed vigor to the economy.

Innovations leveraged these resources even more. Thanks to our Public Private Partnership law the Governor signed in 2012, PennDOT engaged a consortium of private firms to undertake the Rapid Bridge Replacement program. This P3 approach will allow Pennsylvania to see repairs on 558 bridges over the next three years, shaving at least five years off the normal time needed for such a program. The program also puts maintenance responsibility for 25 years after construction on the private sector team, in essence providing taxpayers with a warranty for the work.

Act 89 also is delivering added resources to municipalities and counties, who are responsible for even a larger road network than the one the state manages, 77,000 miles versus nearly 40,000 miles. Liquid fuels payments increased roughly 8 percent this year and will continue to increase over the five years of the Act 89 phase in. Municipalities will see roughly \$220 million more a year by year five.

Transit systems are using Act 89 resources to become more efficient and plan for better services; PennDOT started its Green Light-Go traffic signal improvement program to tackle maddening congestion at its source; and working with federal and state-based partners, PennDOT continues to introduce innovative practices through the State Transportation Innovation Council. These steps translate into more and more value delivered to taxpayers in return for the money they invest with us. This annual report details our efforts.

When Governor Corbett took office in January 2011, he promised an administration that would work diligently to put Pennsylvania on track for a bright economic future. His administration closes with that promise kept, especially in the transportation realm. It has been an honor and privilege to serve the people of Pennsylvania these past four years and we look forward to the commonwealth remaining a national leader in addressing challenges and finding solutions that make our lives fruitful.



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New Transportation Plan Goes to Work for Pennsylvanians



City Avenue after Act 89's investment that was repaved in June.

2014 Act 89 Benefits

- 18,000 new jobs
- \$800 million + in added road/bridge work
- 200+ projects
- 1,600 miles improved
- 80+ bridges improved

In 2014, PennDOT quickly went to work delivering the benefits of Act 89, the comprehensive transportation plan that Governor Tom Corbett signed in November 2013. The department invested more than \$800 million in additional road and bridge projects this year, and announced new funding and programs to help communities statewide.

After the harsh winter that Pennsylvania experienced in 2013-14, roads that desperately needed repairs became rougher and potholes sprang up in every corner of the state. PennDOT improved more than 1,600 miles of roads this year alone because of Act 89, including 5 miles of City Avenue in Philadelphia, a heavily traveled roadway that was repaved in June.

Act 89 is also making resources available to improve safety on more bridges. PennDOT has made improvements to at least 300 bridges annually in recent years, and more than 80 additional bridges were improved this year due to Act 89, and the plan made it possible to expand a public-private partnership to replace hundreds of bridges. The Rapid Bridge Replacement project would have addressed 200-300 bridges without the plan, but will now replace 558.

Travel across the state will also improve with a program initiated through Act 89, the Green Light – Go program for traffic signals. Underwritten by Act 89 funds, Green Light-Go features a 50-50 funding split between the state and municipalities to install state-of-the-art signal systems and make upgrades that will improve traffic flow.

Municipalities' transportation resources are also further improved through Act 89 because of additional liquid fuels funding. Liquid fuels reimbursements to help local governments improve their roads and bridges increased by \$25 million, or 8 percent this year and over the next five years, those payments will grow by roughly \$220 million.

Another significant achievement of Act 89 was the emphasis placed on other transportation modes with the establishment of the Multimodal Transportation Fund. The fund increased transit funding and established dedicated funding for aviation, passenger rail, rail freight, port and bicycle-pedestrian projects. In October, PennDOT announced 86 projects in 35 counties that would improve safety and mobility through \$84 million of these funds.

This bolstering of alternative transportation modes was also illustrated through long-delayed transit projects that can now begin because of the act. In 2014, nearly 50 transit projects that would not have been delivered moved to design or began construction. For example, the Erie Metropolitan Transit Authority can now construct an estimated \$30 million project that will consolidate fixed-route and shared-ride vehicle storage, provide a badly needed operations support center and provide parking access for the authority, commuters and businesses.

In the state's two largest cities, Act 89 also meant the difference between cutting or preserving service, and addressing infrastructure projects. The plan gave SEPTA the resources to start work on more than

\$350 million in delayed capital improvements and in Pittsburgh, the Port Authority of Allegheny County was spared a devastating and chronic trend of cutting service, which had been pushing riders away.



Governor Tom Corbett opens a new bus shelter for the access-to-work shuttle operated by the Airport Corridor Transportation Association which was saved by Act 89.

The benefits of Act 89 are expected to continue into the future, with an additional \$2.3 billion to \$2.4 billion expected by the plan's fifth year. In fact, the State Transportation Commission approved the Twelve Year Program update in August that anticipates \$63.2 billion in funding to be available for roads, bridges, transit systems, airports and railroads. This compares to \$41.6 billion that was projected in the previous update.

To Learn More:

- See Green Light - Go, pg. 18

Traveler Information Enhanced with New 511PA Website, Smartphone Applications, Service Improvements



Pennsylvania's 511PA traveler information system is now providing motorists with better access to traffic information with several enhancements this year including a new and improved website, www.511PA.com, mobile applications for iPhone and Android smartphones, and streaming video from over 750 traffic cameras statewide.

511PA, which is free and available 24 hours a day, now provides traffic information on more than 40,000 roadway miles, including color-coded winter conditions on 2,900 miles, offers traffic incident warnings, weather alerts, traffic speed information and more.

Users who opt to get their traveler information on the phone will find streamlined menu choices that provide information more quickly.

The phone system is accessible by dialing 511 from within Pennsylvania. Callers from outside of the state can reach the service by dialing 1-877-511-PENN (7366).

In addition to the website and phone options, motorists can also sign up to receive personalized email travel alerts. The alerts can be customized by roadway, time of day and days of the week. Travel alerts are also available through Twitter feeds assigned to each 511PA region, as well as a statewide feed.

Enhancing mobility is also a goal promoted by the State Transportation Innovation Council (STIC), a cross-sector forum to forge an environment of innovation, particularly by the Intelligent Transportation Systems Technical Advisory Group.

The STIC is championing smart applications, adaptive traffic signal and ramp management, transportation operations data warehousing and management, Interstate 95 variable speed limits and more. The deployment of these initiatives will provide more reliable traveler information, enhance safety, improve investment decisions and ultimately innovate the transportation system.

To learn more about the State Transportation Innovation Council, visit www.ModernDOT.pa.gov.



New Mobile Application Modernizes Posting Driver Skills Tests Results

PennDOT has modernized its driver license road exam process. PennDOT's driver license examiners now have a mobile application they can use when conducting a non-commercial driver's skills test, completely eliminating paperwork that was previously required to complete the licensing process.

Testing results are entered electronically by the examiner and downloaded via wireless connection to the department's computer system at the conclusion of the test. As a result, the driver license examiner can immediately go to the next customer to administer the next test.

It is estimated that this process will save customers 20 to 30 minutes when they visit a PennDOT Driver License Center to take their driver's skills test. Both the department and our customers will enjoy increased efficiency through this modernization effort, and, as one additional benefit, the department will save approximately \$3,400 annually through reduced paper use.



New Veterans Designation Announced for Driver Licenses, Identification Cards

PennDOT now offers a new Veterans Designation for Pennsylvania driver's licenses and identification cards. The designation, an American flag with the word "Veteran" beneath it, will appear on the front of the license or identification card.

Qualified applicants for a Veterans Designation include those who have received a Certificate of Release or Discharge from Active Duty/DD214 or equivalent, for service in the United States Armed Forces, including a reserve component, or the National Guard who were discharged or released from such service under conditions other than dishonorable.

There is no fee for the Veterans Designation; however, regular renewal or duplicate fees still apply. Forms for driver's license or ID renewals and duplicates now have a box for applicants to certify that they are a veteran, and to have the designation added. Once the Veterans Designation has been added to a driver's license or identification card, it will automatically appear each time the card is renewed.

Veterans holding a non-commercial driver's license or identification card can immediately apply for the designation by visiting www.dmv.state.pa.us and clicking on the American Flag/Veterans Designation icon.



New License Plates Recognize Military Service, Support Gettysburg Monument Preservation



New license plates, designed to recognize veterans and provide funds to preserve monuments in the Gettysburg National Military Park are now available from PennDOT.

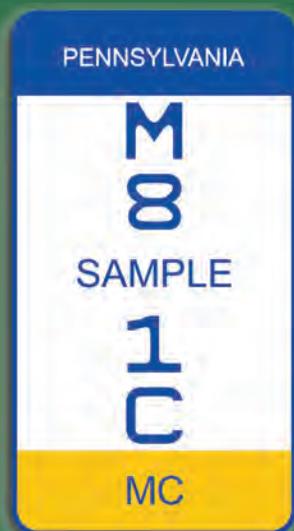
The new series of military-themed plates recognizes the sacrifices of our service members and veterans for their preparation for and service in combat. Specialty plates depicting the Combat Action Ribbon, the Combat Action Medal, the Combat Infantry Badge, the Combat Action Badge and the Combat Medical Badge are now available for qualifying service members and veterans.

The legislation also expanded the criteria for service to qualify for the Merchant Marine registration plate. Formerly, only World War II veterans qualified, but the change expands eligibility to Merchant Marines who have served during the Korean War, the Vietnam War or any of the recent wars in the Middle East. PennDOT currently offers 34 different types of registration plates recognizing our veterans.

Also, PennDOT is now issuing the Pennsylvania Monuments special fund registration plate that will generate funds to assist with preserving monuments at the Gettysburg National Military Park. The plate

has an image of the Pennsylvania Memorial Monument at Gettysburg with the words "Gettysburg 1863" displayed at the bottom of the plate. The fee for the plate is \$54 with \$23 of the proceeds to be used for grants to nonprofit organizations for cleaning, repairing and restoring monuments in the Gettysburg National Military Park.

More about registration plate programs and availability of a wide variety of registration plates can be found by visiting our website at www.dmv.state.pa.us, clicking on the Motor Vehicle Information Center and looking under Registration Plate Information.



New Motorcycle Plate Offered, Law Changes Help Train Better Riders Earlier

Under Act 126, signed into law by Governor Tom Corbett on Dec. 23, 2013, a person may now reapply for a motorcycle learner's permit no more than three times in a five-year period and must successfully pass the motorcycle knowledge test each time.

Help is available to assist riders in successfully obtaining their motorcycle license. The Pennsylvania Motorcycle Safety Program (PAMSP) offers free motorcycle safety courses to Pennsylvania residents who have a motorcycle learner's permit or motorcycle license. Training courses include classroom instruction and are conducted on a riding range under the supervision of certified rider coaches. Courses are

available at 70 PAMSP locations throughout Pennsylvania from March through October. For more information or to enroll in a course, visit www.pamsp.com or call 1-800-845-9533, Monday through Friday, between 8 a.m. and noon.

Also as the result of recent legislation, PennDOT now offers motorcycle license plates designed to be displayed vertically. They are available for a fee of \$20, and can be viewed by visiting www.dmv.state.pa.us and clicking on the "Motorcycle Information Center" link. Motorcycles equipped with a vertical plate holder must display a vertical plate, while those with a horizontal holder must display a horizontal plate.

Autumn Kelley, environmental specialist with PennDOT District 1, and Tim Williaman of EnviroScience of Stow, Ohio, sort and tag mussels that were removed from French Creek in the area that will be impacted by the Cochranon Bridge replacement project.



Protecting Endangered Species in the Northwest

Northern riffleshell and clubshell mussels are endangered species, but no one would know that by looking in the waterways of PennDOT District 1.

More of those endangered mussels live in rivers and streams in District 1 than anywhere else in the United States.

In 2014 the district continued ongoing efforts to preserve those species by relocating mussels that would be threatened by bridge construction projects.

District 1 relocated more than 3,500 endangered mussels from future bridge construction sites on French Creek in Crawford County and the Shenango River in Mercer County.

However, the largest relocation effort has involved moving approximately 13,000 mussels from the Allegheny River beneath the Hunter Station Bridge in Forest County, with plans to move 50,000 more before that bridge is replaced within the next few years.

Environmental agencies and organizations from Ohio, Kentucky, Illinois, Indiana and West Virginia have come to the Hunter Station Bridge to take mussels for relocation in waterways in those states.

District 1 has also launched a pilot program with the Pennsylvania Fish and Boat Commission to relocate mussels from the Allegheny River to sites on Conewango Creek in Warren County and the Shenango River in Mercer County.

Website Pilot Helps Customers Find a Ride

In September, PennDOT launched a pilot initiative, FindMyRidePA.com, in York County to make it easier for veterans and other individuals to find information about available transportation options and to schedule trips. FindMyRidePA.com displays available transportation options and costs so an individual can make informed transportation decisions. PennDOT plans to expand the pilot to a six-county region. Based upon the success of the larger pilot, PennDOT plans to expand the program statewide.

The project is the only one in the nation that provides a scheduling option and is funded by the Federal Transit Administration's Veterans and Community Living Initiative. The project team includes the York Area Transportation Authority (Rabbit Transit), PennDOT, the PA Public Transportation Association, the Department of Military and Veteran's Affairs and a robust stakeholder group representing veterans and other transit-dependent populations.



New Tool for Parents, Guardians to Create Safer Teen Drivers



A new PennDOT partnership is helping to keep teen drivers safe and saving the state nearly \$70,000 in annual printing costs.

“The Parent’s Supervised Driving Program,” developed by the Safe Roads Alliance and sponsored by State Farm Insurance and Sheetz, provides parents with a printed handbook designed as a simple, easy-to-follow guide to help their teens become safe and responsible drivers. The alliance is a non-profit organization dedicated to improving highway safety by improving driver education with particular emphasis on behind-the-wheel training.

The program also provides a mobile app to help parents track their teen’s practice drive times and training progress. Booklets have been printed and distributed to driver license centers statewide and will be distributed to all teen drivers when a learner’s permit is issued.

For more information on the “Parent’s Supervised Driving Program,” visit www.theparentssuperviseddrivingprogram.com.

PennDOT Launches Two Mobile Apps for Customers Learning to Drive and Ride



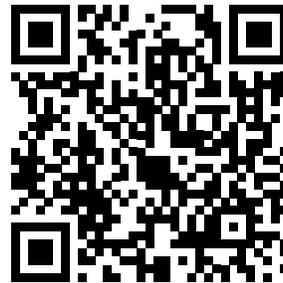
Two new mobile apps are now available for iPhone and Android devices: the PA Practice Driver’s Test and the PA Practice Motorcycle Tests. The apps give users a realistic representation of the actual knowledge tests. Practice questions help users prepare for the PennDOT knowledge tests, or refresh their knowledge to help them become better drivers and riders. The applications also host valuable information for licensed drivers to stay safe, informed and compliant on the roads. Scores can be shared with friends and family via Facebook, Twitter or email.

Each app contains questions from the actual PennDOT knowledge tests that are randomly generated for a new user experience each time. High scores are maintained and displayed on the home page of the app so the user is aware of the highest score achieved.

When each test is over, the user is shown the correct answers to every incorrect response logged. In addition, the user is given the opportunity to participate in two PennDOT programs designed to save lives; Yellow DOT and Emergency Contact, by clicking on icons provided within the app. A future release of the app will include a link to the actual driver’s/ rider’s manuals to assist the user in learning the next steps toward obtaining their license.



To download the app to your Android device scan below:



To download the app to your Apple device scan below:



To download the app to your Android device scan below:



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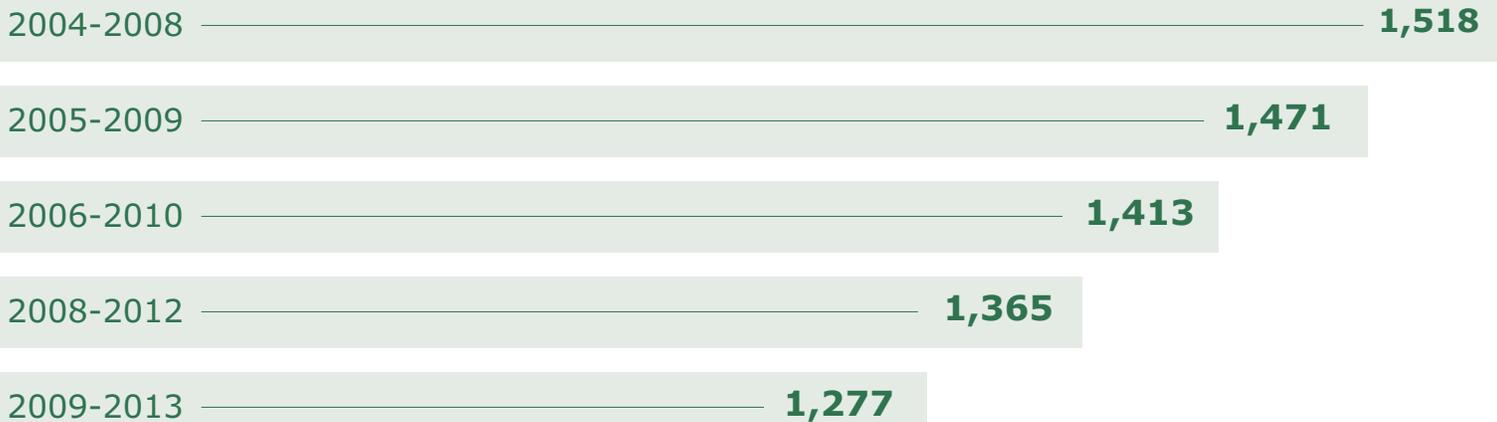


Enhancing Safety on Pennsylvania Roadways

PennDOT's multi-faceted approach to improving highway safety in Pennsylvania involves promoting behavioral programs and implementing infrastructure improvements. Behavioral programs include impaired and distracted-driving campaigns, aggressive-driving enforcement, seat-belt and child-restraint programs, and many other measures to encourage safer driving habits. We also make infrastructure improvements such as: rumble strip installation, removing roadside obstructions and intersection improvements (upgrading traffic signals, adding turning lanes, installing signage and pavement markings, pedestrian countdown timers, etc.).

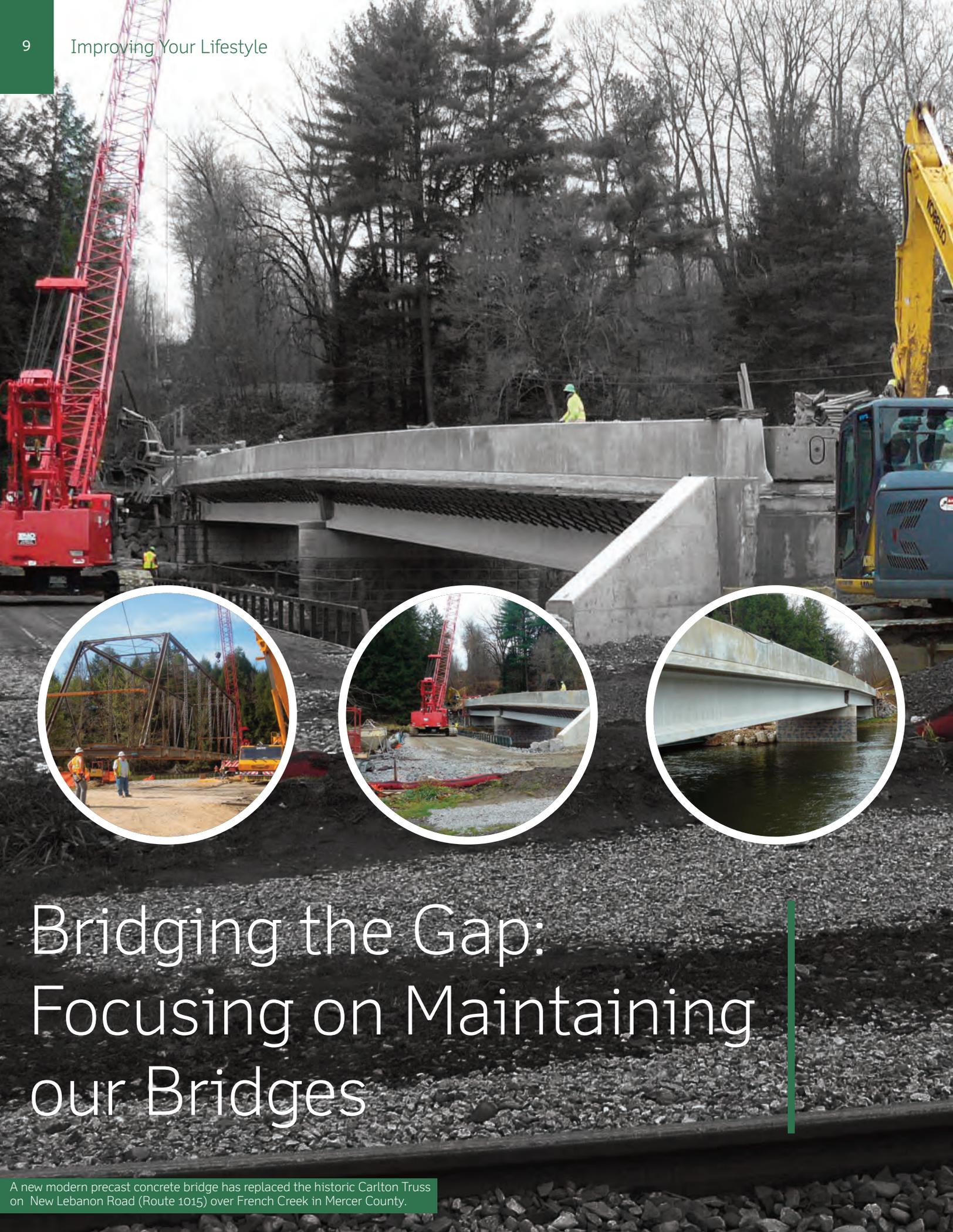
Pennsylvania is committed to continuously improving highway safety. As a part of PennDOT's 2012 Strategic Highway Safety Plan (SHSP), a new goal was adopted to reduce the number of fatalities by half over two decades. For instance, PennDOT aims to reduce fatalities from 1,413 in 2010 to 706 by 2030. The number of highway deaths on Pennsylvania roads tumbled to a record low in 2013 when 1,208 were recorded, the lowest number since recordkeeping began in 1928.

Pennsylvania Highway Fatalities - 5 Year Average



Making Roads Safer: Low Cost Safety Improvement Projects

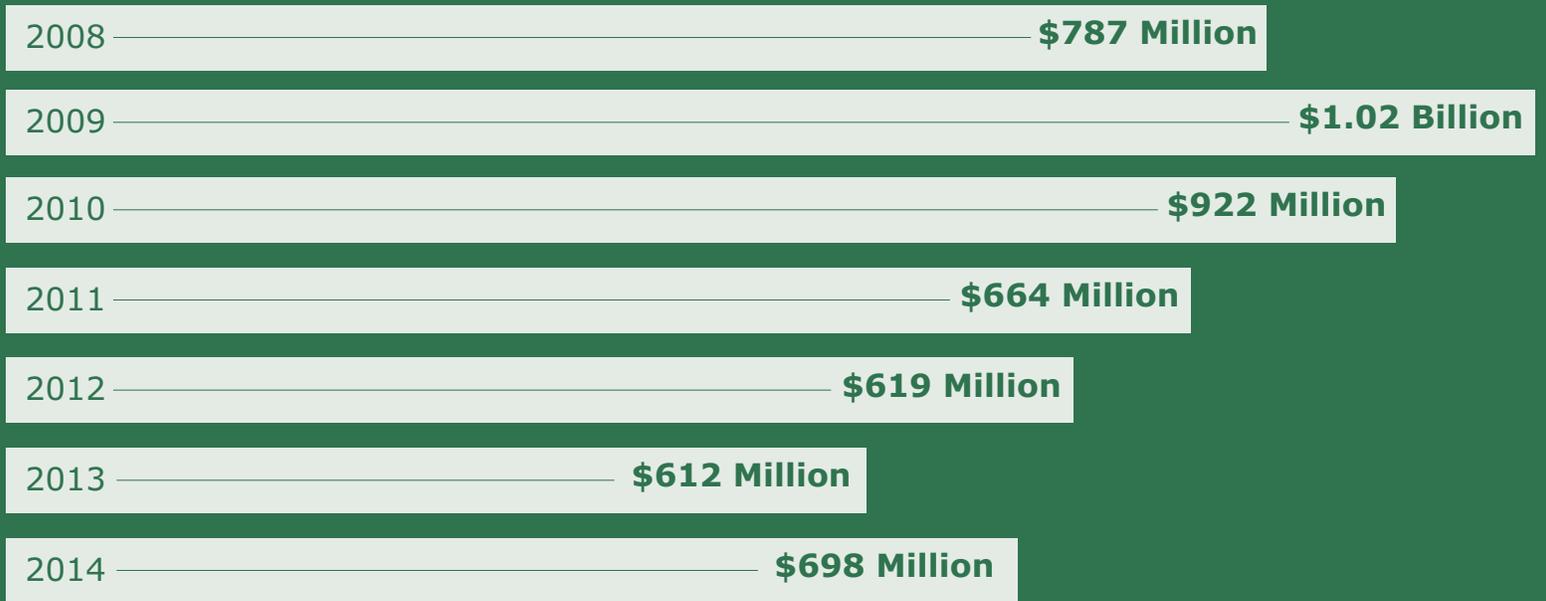
Low Cost Safety Improvement Projects are systematic improvement measures that can lead to significant highway safety improvements at a very low cost. These projects can include improvements at curves, rumble strips, intersections and removing fixed objects. More than 18,000 of these projects have been completed through 2014.



Bridging the Gap: Focusing on Maintaining our Bridges

A new modern precast concrete bridge has replaced the historic Carlton Truss on New Lebanon Road (Route 1015) over French Creek in Mercer County.

PA Bridge Construction Lettings



Number of Bridges Improved/Preserved



PennDOT continues to focus on reducing the state’s structurally deficient (SD) bridges and ensuring that all bridges in good repair remain so through preservation activities. Since 2008 additional contracts have been bid to keep more than 2,000 non-SD bridges in good repair through SD prevention and preservation activities.

As of October 2014, the department had already bid projects to reconstruct 328 SD bridges – on track for the goal of bidding 350 SD bridges in 2014. The number of state SD bridges has been reduced from 6,034 (2008) to 4,126. PennDOT also announced the Public-Private Partnership that will replace 558 bridges over the next three years; learn more on page 17. Although great progress has been made, Pennsylvania is still currently ranked first in the total number of state SD bridges.

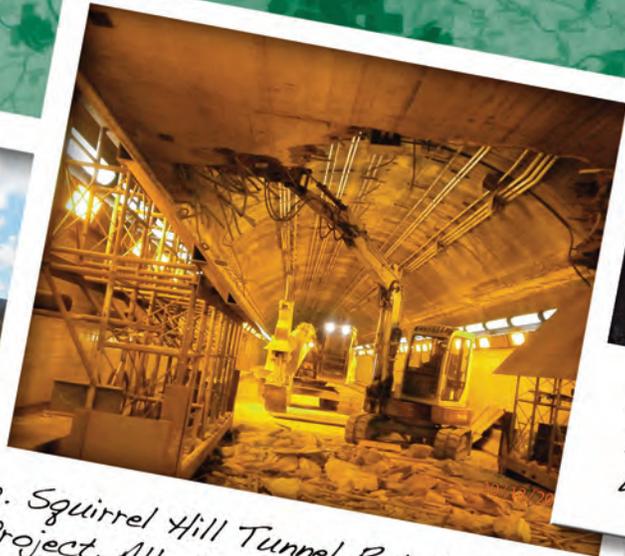
Before ACT 89 was passed, due to declining revenues and ongoing funding needs, PennDOT changed its bridge posting policy that weight restricts bridges earlier in their deterioration states. The new policy is aimed at slowing down the deterioration process and extending the life of our state and locally owned SD bridges. Nearly 1,000 bridges were announced for new load postings or downgrading existing postings.

Currently, Pennsylvania has nearly 6,400 locally-owned bridges with span lengths greater than 20 feet. Approximately one-third of these bridges are SD. If the current trend continues, it is estimated that more than half of the local bridge population will be classified as SD within the next 10 years.

In an effort to continue progress on local SD bridges, the department implemented a Local Bridge Bundling program in 2014. The program targets deteriorated locally owned SD bridges, with a focus on rapid delivery and cost savings in both engineering and construction. The first two years of the program will consist of more than \$12 million spent on locally owned structures in Bucks and Montgomery counties in District 6, as well as Allegheny, Beaver and Lawrence counties in District 11. The program was developed based on a pilot that saved nearly \$4 million on the rehabilitation, replacement and removal of 41 bridges in Blair, Luzerne, and Washington counties.



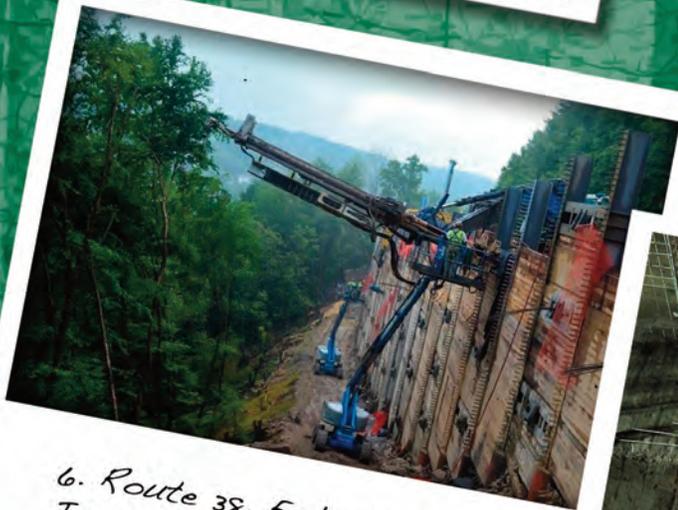
1. US 202 Reconstruction/Widening: PA 401 to Swedesford Road, Chester County, \$105.4 million



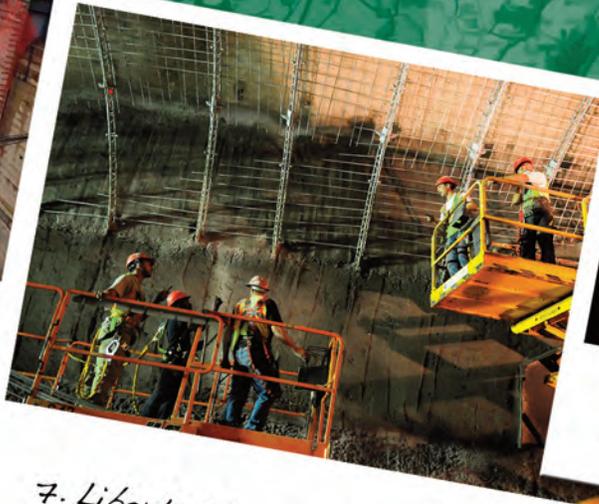
2. Squirrel Hill Tunnel Rehabilitation Project, Allegheny County, \$49.5 million



3. Interstate 70 and Interchange Improvement, Washington County,



6. Route 38, Emlenton Hill Improvement Project, Venango County, \$19 million



7. Liberty Tunnel Phase IV, Allegheny County, \$18.8 million



8. Tidal Schuylkill Gateway, Philadelphia County,



Route 519
Improvements,
\$30.9 million

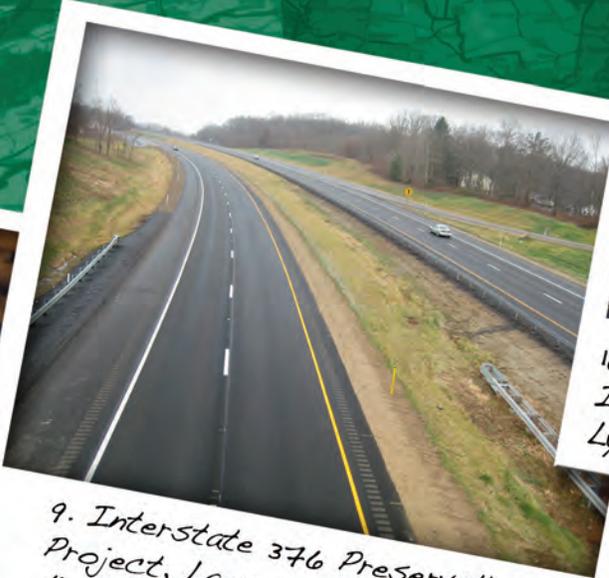


4. Route 93 (Broad Street)
Improvements, Luzerne County,
\$27 million

5. Interstate 95 Bridge
Repairs #3, Philadelphia
County, \$21.7 million



Greenway,
\$17.1 million



9. Interstate 376 Preservation
Project, Lawrence County,
\$16.9 million



10. Interstate 180 Resurfacing and
Improvements, Northumberland and
Lycoming counties, \$16.1 million

Top 10 Projects



Major Carrier will Continue Shipping to Port of Philadelphia due to New Intermodal Program Made Possible by Act 89

Governor Tom Corbett announced that 150 jobs will be preserved due to Act 89, the state's transportation plan, following his administration's work to ensure that Mediterranean Shipping Company S.A. (MSC) continues shipping to the Port of Philadelphia.

The company decided to continue Pennsylvania operations based on its eligibility for a new Intermodal Cargo Growth Incentive Program established through PennDOT's Multimodal Transportation Fund. The program will commit up to \$1 million

annually for five years to encourage ocean carriers to transport more to and from the Port of Philadelphia by awarding \$25 per container lift above previously reported lift totals.

Currently, MSC is the largest ocean carrier servicing the Port of Philadelphia. By working with MSC to maintain its European service to the port, it is anticipated that MSC and other ocean carriers will be able to grow their volumes due to this new incentive program.

By encouraging companies like MSC to bring more cargo to Philadelphia, PennDOT expects that this new program will attract at least 200,000 new annual container moves to the port over the five-year program. This additional economic activity could yield more than 1,400 jobs created in the region.

MSC is a world-wide shipping company based in Geneva, Switzerland, that operates 465 vessels.

Transportation Alternatives Program Investments in Projects Statewide

In 2014, in collaboration with our planning partners, PennDOT administered the first round of the Transportation Alternatives Program (TAP). Introduced in the Federal Highway Administration's (FHWA) MAP-21, TAP combines three previously separate federal programs, including Transportation Enhancements, Safe Routes to School, and Scenic Byways. In addition to pooling the money formerly assigned to three distinct programs, TAP introduced several programmatic changes, including limits on project sponsors, changes in project eligibility, a requirement for projects to be competitively awarded, and the direct sub-allocation of funds to large Metropolitan Planning Organizations (MPO).

Given the new requirement that all nine MPOs and PennDOT administer their own competitive application cycles, PennDOT worked in collaboration with its planning partners and district offices to initiate one statewide call for applications. Through their own competitive procedures, the MPOs selected 38 projects worth more \$14 million. Additionally, 56 statewide projects were selected, totaling over \$33 million.

The projects selected enhance pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, create trails that serve a transportation purpose, and promote safety and mobility.

Investing in Aviation, Encouraging Economic Development in Schuylkill County

On Sept. 23, Secretary Schoch dedicated the new Corporate Hangar at the Schuylkill County Airport to Mr. Dale Schoeneman, a longtime friend of aviation who served as chairman of the Airport Authority for 34 years.

PennDOT's Bureau of Aviation helped to keep Schuylkill County moving through this major aviation infrastructure investment that meets customer needs, encourages economic growth and provides opportunities for increased aviation activity.

The nearly \$1 million project was funded half by a Capital Budget Grant through the Transportation Assistance Program (TAP) and the rest through local financing obtained by the Schuylkill County Airport Authority.

This state of the art hangar now allows the airport to provide indoor storage for multi-million dollar corporate aircrafts and will now be able to accommodate potential corporate jet tenants desiring to base their aircraft at the Schuylkill County Airport. With each new corporate-based jet come local jobs that include pilots, aircraft mechanics, dispatching and ground operations personnel.

The new corporate hangar is a major step for the airport to acquire a longer runway, which would be more attractive to corporate jets that now choose to fly to airports outside Schuylkill County.



Dedication of the Dale Schoeneman Corporate Hangar at Schuylkill County Airport.

New PennDOT Video Aims to Educate Drivers on Potholes



Through a combination of the aggressive winter and the lack of resources in previous years to invest in pavements, many Pennsylvania roadways have seen potholes crop up earlier and in higher numbers. PennDOT created a short video aimed at educating motorists on how potholes form, how the department addresses them and most importantly, how to report their location to PennDOT.

The new video, "PennDOT Pothole Patrol," is available on PennDOT's YouTube channel at www.youtube.com/PennsylvaniaDOT.

During the winter months, PennDOT crews regularly repair potholes when they aren't plowing roads or making other roadway maintenance repairs. However, during cold weather, crews are forced to use a temporary patching material, which often requires repeated applications. After temperatures rise, permanent repairs are made with long-lasting, "hot" asphalt.

For state roads, motorists can report potholes and other highway-maintenance concerns by calling PennDOT's toll-free hotline at 1-800-FIX-ROAD (1-800-349-7623) or the "Submit Feedback" area at www.dot.state.pa.us.

PennDOT Implements Two 70 mph Pilot Locations, Pa. Turnpike Unveils 70 mph Zone

Pennsylvania moved ahead with steps to make travel more efficient in 2014 as the Pa. Turnpike activated a 70 mph speed limit from Blue Mountain (Interchange 201) to Morgantown (Interchange 298) and PennDOT launched 70 mph pilot projects on a pair of interstates.

PennDOT will use data collected from the pilot locations while evaluating other 65-mph roadway sections for potential 70-mph implementation in the summer of 2015. Roadway sections that can safely accommodate the increased speed could start being signed soon after the evaluations are complete. The change was enabled by Act 89 of 2013, the transportation funding plan.

PennDOT's pilot locations are:

- 88 miles of Interstate 80 from Exit 101 (DuBois) in Clearfield County to mile marker 189 in Clinton County; and
- 16 miles of Interstate 380 from Interstate 84 to north of Exit 8 (Tobyhanna Interchange) in Monroe County.



SEPTA's Night Owl Service A Success

On June 15, SEPTA launched a pilot program offering late night service on the Broad Street and Market-Frankford Lines. Nearly 5,800 riders boarded subway trains on the first night of SEPTA's new subway service, representing a 35 percent increase compared with ridership on night owl bus service. Weekend Night Owl service was offered between midnight and 5 a.m. to accommodate the demand for late night subway service on Fridays and Saturdays.

Night Owl subway service has become a popular and convenient option for late night travel, especially among young riders. Overnight passenger gains have been strongest on the Market-Frankford lines, which averaged 10,000 riders each weekend since the launch of the program. Weekend train service has proven to be most popular during holiday weekends when ridership gains peaked more than 100 percent on select days. Over the July 4th weekend, 24,430 riders traveled on both lines during the overnight hours. Ridership peaked again over Labor Day weekend with 17,192 passengers choosing overnight subway travel.

Positive ridership trends in night owl service and a minimum of safety issues due to increased SEPTA police presence on overnight trains led SEPTA to extend weekend late night service beyond the pilot program dates and continue the service indefinitely. "Late night customers have proven, by riding in record numbers each weekend, that this is service they want," said SEPTA General Manager Joseph M. Casey. "SEPTA is proud to be part of Philadelphia's late night renaissance."



Built to Last; Pennsylvania Partnerships Replace, Enhance Lycoming Valley Rail Bridge

In September 2011, many parts of Pennsylvania experienced flooding and other impacts of Tropical Storm Lee, including every mode of transportation in the state. One such link that was severely damaged by the storm was a bridge over Loyalsock Creek in Montoursville, Lycoming County, managed by the SEDA-Council of Government's Joint Rail Authority (JRA) and its operating railroad, the Lycoming Valley Railroad.

JRA used \$3.5 million in Rail Transportation Assistance Programs funds and \$7.3 million in federal funds to replace the 84-year-old bridge. The JRA wanted to make sure that the new bridge could withstand future floods and decided to raise the bridge.

The first train crossed the bridge in July and a ribbon cutting was held in August. The Loyalsock Creek bridge project not only represents a great partnership between

PennDOT and the JRA, it also represents the coming together of many Pennsylvania industries. The bridge is 100 percent Pennsylvania made with the steel being manufactured by Arcelor Mittal in Coatesville and fabricated by High Steel Structure, LLC in Lancaster and Montoursville. In addition, all consultants and contractors involved on the project were Pennsylvania-based businesses.



Lycoming Valley Railroad bridge over the flooded Loyalsock Creek in Lycoming County.



The new Lycoming Valley Railroad bridge elevated over the Loyalsock Creek to withstand any future flooding.



Team Selected to Replace 558 Bridges through Public-Private Bridge Project

In October, PennDOT announced that Plenary Walsh Keystone Partners was selected for the department's Rapid Bridge Replacement Project, a Public-Private Partnership (P3) to replace 558 bridges across the state.

The team, which included 11 Pennsylvania-based subcontractors in its proposal, must begin construction in summer 2015 and complete the replacements within 36 months. The commonwealth retains ownership of the bridges, but the team is responsible for maintaining each bridge for 25 years after its replacement.

The team's \$899 million proposal was selected based on scoring that considered cost,

financial capability to carry out the project, background and experience in managing comparable projects, and understanding of the project. The project will cost an average of \$65 million annually for the 28-year contract term.

The average cost for design, construction and maintenance per bridge in the project is \$1.6 million. Through PennDOT's standard process, the cost to design, construct and maintain a bridge for 28 years would be an average of more than \$2 million.

Plenary Walsh Keystone Partners, consisting of the Plenary Group, The Walsh Group, Granite Construction Company and HDR Engineering, will manage the bridges' design, construction

and maintenance under the contract. The team is responsible for financing the effort and PennDOT will make performance-based payments based on the contractor's adherence to the contract terms.

PennDOT will be responsible for routine maintenance, such as snow plowing and debris removal.

To see the bridges included in the initiative and to learn more about the Rapid Bridge Replacement Project and P3 in Pennsylvania, visit www.P3forPA.pa.gov.

Public-Private Partnership Board Approves CNG Project for Public Transit, Private Fleet Fueling



In September, Pennsylvania's Public-Private Partnership (P3) Board approved a project seeking a private partner to develop clean-burning compressed natural gas (CNG) fueling stations at public transit agencies around the state that would also provide public access to the facilities.

Through the project, the private partner will design, build, finance, operate and maintain CNG filling stations at up to 37 transit facilities. Each fueling site must provide access to CNG for public transit and other CNG vehicles alike.

In addition, PennDOT will enter into a CNG supply contract with the selected partner as well as purchase agreements with each of the transit agencies. PennDOT would receive a portion of the fuel sales revenue, with the money being returned to transit agencies to assist with future capital projects.



PennDOT Sees First Transportation Sponsorship Made Possible by Public-Private Partnership Law

In September, Lt. Governor Jim Cawley joined PennDOT Executive Deputy Secretary for Administration Brad Mallory to announce the department's first sponsorship effort made possible by the Public-Private Partnership law Governor Tom Corbett signed in 2012.

State Farm has agreed to a three-year contract to sponsor PennDOT's roving safety patrol offering free motorist assistance on select expressways in the Lehigh Valley, Harrisburg, Philadelphia and Pittsburgh regions. The sponsorship will offset nearly 11 percent of PennDOT's roughly \$4 million annual cost to operate the service, which is now named the State Farm Safety Patrol.

The patrol assisted 17,612 motorists in 2013 and helps motorists with towing, jump starts, flat tire repair and more on all or portions of heavily traveled roads during the business week.

Those roads include:

- Lehigh and Northampton counties: Interstate 78, U.S. 22, Route 33 and Route 309;
- Bucks, Chester, Delaware, Montgomery and Philadelphia counties: Interstates 76, 95, 476 and 676, U.S. 1, U.S. 30, U.S. 202, U.S. 422, Route 63 and Route 309;
- Cumberland, Dauphin and York counties: Interstates 81 and 83, and Route 581 comprising the Capital Beltway and its approaches; and
- Allegheny County: Interstates 79, 279 and 376.

New Traffic Signal Program to Improve Traffic Flow



PennDOT's "Green Light-Go" program, underwritten with funds from Act 89, will assist municipalities with traffic signal operations, allowing them to make needed improvements that will improve traffic flow.

This year, PennDOT solicited the first round of applications from municipalities funding to make signal improvements on state-owned highways. Projects on corridors with fewer than 10,000 vehicles per day will be managed by the municipality, and PennDOT will manage projects with signals on corridors that have greater than 10,000 vehicles per day. Both types of projects will require a 50 percent match from the municipality.

Act 89 makes up to \$10 million available for traffic signal improvements in the 2014-15 fiscal year. The Act 89 allocation rises to up to \$25 million in 2015-16 and up to \$40 million in 2016-17 and thereafter. Information on the program can be found at www.dot.state.pa.us/signals.

PennDOT Unveils Innovation Mapping Tool

PennDOT this year unveiled a new website that illustrates innovations that have been deployed on roads and bridges throughout the state. The website is accessible through the “Map STIC Innovations” link at www.dot.state.pa.us.

The State Transportation Innovation Council (STIC) Web Viewer is an online tool for users to locate transportation innovations such as pavement techniques that are environmentally friendly and improve safety, and accelerated bridge construction that saves time and money being implemented in Pennsylvania.

The Web Viewer provides technical details on innovations underway and educational information about the STIC. On the website, the public can view innovations in their region sorted by county, PennDOT district, or transportation planning partner.



State Transportation Innovation Council in the Spotlight



The State Transportation Innovation Council (STIC), a multi-stakeholder leadership team, created through a partnership between PennDOT and FHWA has continuously been recognized both statewide and nationally for their hard work and success.

On July 22, PennDOT received the Governor’s Innovation of the Year Award, for its presentation on the STIC. PennDOT’s presentation, “I-Town: Transportation Innovation through Cross-Agency Collaboration,” was delivered by Secretary

Schoch, FHWA Division Administrator Renee Sigel, PennDOT research division manager Michael Bonini and Barry Hoffman of the American Society of Highway Engineers. The presenters emphasized the STIC’s accomplishments, including a unique communication tool, an “Innovation Town” map that illustrates where specific innovations will work in the transportation system.

On Dec. 17, the STIC was also nationally recognized by the FHWA with its 2014 Administrator’s Awards. STIC’s

management team received the Excellence in Teamwork Award. This award recognizes teams that have achieved substantial results above and beyond normal expectations. The FHWA’s Administrator’s Awards honor individuals who have made an especially noteworthy contribution to the FHWA and to the public.

To learn more about STIC innovations, visit www.ModernDOT.pa.gov and select “State Transportation Innovation Council.”

Pennsylvania’s Largest Transit System Merger to Save \$4.7 Million

The Berks Area Regional Transit Authority (BARTA), Red Rose Transit Authority (RRTA) and the county commissioners of Berks and Lancaster counties approved a merger in November. The new South Central Transit Authority consolidated administrative functions for the two systems and retained one executive director for the services. A new board will be created including five members from each county. BARTA and RRTA will remain in existence as operating agencies providing transit service and all drivers and mechanics will remain employees of the two authorities.

The merger will result in cost savings, primarily in local matching funds, thanks to consolidation incentives provided through Act 89 of 2013. Over five years, Berks County will save \$2.8 million and Lancaster County will save \$1.7 million. After five years the counties will evenly split the required local match of \$780,820.



New board celebrates the merger of BARTA and RRTA transit authorities.

Favorable Savings Trend as a Result of Next Generation

Transportation Cost Savings



PennDOT Next Generation (PNG) is a dedicated effort by department staff to reduce the recurring cost of services, become a better business partner, be a better employer to attract and retain quality employees, be a national leader in research and new products, and improve the public’s confidence. It is comprised of the following five initiatives:

- PennDOT Next Generation Projects - Engage PennDOT management and staff to refresh and advance business practices and technology.
- IdeaLink - Bottom-up approach that empowers all employees to submit innovative ideas to improve workplace safety and enhance operations.
- Mapping the Future - Coordination among PennDOT, the Turnpike Commission (PTC), the Department of Conservation and Natural Resources (DCNR), and other agencies to save resources and avoid duplicating efforts.
- State Transportation Innovation Council - A public/private/institutional approach to adopt and cultivate innovative technologies and techniques to expedite project delivery.
- Modernization Initiatives - Delivering on the Transportation Funding Advisory Commission’s and department’s modernization recommendations.

For more information related to specific initiatives or projects, please visit www.moderndot.pa.gov.

PennDOT's Organization

Administration:

The Administration deputate provides leadership and direction for internal and external business practices from budget to information technology to personnel. Administration is responsible for many aspects within the operational foundation of PennDOT and strives to continuously make the department more effective and efficient. In addition, Administration works with partners and other agencies to promote tourism in Pennsylvania at the 14 state Welcome Centers. Administration is comprised of Bureaus of Fiscal Management, Information Systems Technology Office, Equal Opportunity, Human Resources, Office Services and Tourism Services.

Highway Administration:

Highway Administration is the largest organization within the department, encompassing staff in both Central Office and 11 Engineering Districts. Highway Administration is responsible for the maintenance, operation, design and the construction of Pennsylvania's highways and bridges.

The Engineering Districts, Bureau of Project Delivery, Bureau of Maintenance and Operations and the Business Leadership and Administrative Services Office are all integral parts of the deputate that support Pennsylvania's transportation system.

Driver and Vehicle Services:

Driver and Vehicle Services consists of more than 1,000 driver and vehicle services employees who provide quality customer service, while keeping the safety and security of the Pennsylvania's licensed drivers and the estimated 11 million registered vehicle owners a paramount focus.

Driver and Vehicle Services is constantly evaluating highway safety improvements relating to driver behavior, how to expand the customer-conscious business approach, the implementation of motorist-related legislation, and the integration of new initiatives that improve customer services, streamline processes and upgrade quality through the use of new technologies. Driver and Vehicle Services is also the regulatory authority over the 100 facilities across the state that issue driver's licenses and identification cards. This deputate was previously called "Safety Administration" and was renamed through Act 89 of 2013, the comprehensive transportation funding law.

Multimodal Transportation:

Multimodal transportation is responsible for the efficient management and administration of more than \$1 billion in state and federal funds supporting public transportation services and infrastructure. The organization continuously strives to improve all modes of public transportation service, encourage economic development, increase mobility options, and maximize the benefits of capital investment in public transportation through advancing special initiatives and increasing safety, speed and ridership on the Pennsylvania's rail and transit services. Multimodal manages Aviation, Rail Freight, Ports and Waterways through grant administration, inspections, project management, technical engineering and planning guidance. This deputate combines "Local and Area Transportation" as well as a separate deputate's aviation and rail-freight responsibilities following Act 89 of 2013, the comprehensive transportation funding law. In addition, the Office of PennPorts has moved to PennDOT from the Department of Community and Economic Development

Planning:

The Planning deputate is in charge of statewide transportation planning, programming activities and developing and managing the Pennsylvania's multi-modal transportation infrastructure.

Planning distributes municipal and county liquid fuels funds and state police fines while providing direction and support to the 11 district municipal services units statewide. In addition, the deputate serves as a liaison to the various city, county and municipal associations.

Awards and Accolades

Recognizing Innovation



Governor Corbett presented PennDOT District 9's Chief of Surveys, Thaddeus E. Mikolajczyk, the Governor's Innovation Award for utilizing state-of-the-art technology to increase accuracy and efficiency in conducting field surveys, saving \$1.3 million.

Department Employees Become Workplace Heroes

The following individuals were recognized in 2014 for performing a heroic action that prevented serious injury to a co-worker or member of the public during work hours:

- Patrick O'Dell
- Jay Colwell
- Anthony Ersher
- Alan Troup
- Tim Vokes
- Jeremy Smith
- Jerry Snyder
- Andrew Eickholz
- Jeff Johnson
- Jay Borger
- Jeffery Borger
- Troy Greenzweig
- Angelo DeLuzio
- Tim Hodgdon
- John Wawrzynski
- Ben Green
- Joyce Hunsicker
- Craig Koons
- Shawn Mulhall
- William Klementovich
- James Lewis



PennDOT Mobile App Wins National Award

PennDOT's Posted and Bonded (Weight restricted) Roads Mobile App received the National Association of State Chief Information Officers (NASCIO) 2014 State IT Recognition Award.

This mobile application allows PennDOT road inspectors to capture road conditions and update the information in real time using tablet computers. Previously, paper-based road survey reports were prepared and data was manually entered into a system, a process that was time-intensive and prone to errors. The efficiencies created by the mobile application have allowed PennDOT to lower the rate that heavy haulers must pay to use weight-restricted roads, an annual savings of over \$500,000.

For the past 26 years, NASCIO has recognized states whose information technology initiatives exemplify best practices, support the public policy goals of state leaders, assist government officials in innovatively executing their duties and provide cost effective service to citizens.

PennDOT Wins Award for Logo Design



PennDOT's Live Free Ride Alive Motorcycle Safety Campaign was recognized by the American Association of Motor Vehicle Administrators (AAMVA) in their 2014 annual PACE awards as an overall category winner in logo design for the "PennDOT Motorcycle." AAMVA's PACE awards recognize public relations, public affairs and consumer education excellence among the motor vehicle, law enforcement and traffic safety agencies across North America.

PennDOT Pedestrian Safety Video Receives Two Telly Awards

PennDOT's pedestrian safety video for elementary school students, "Walk this Way," won bronze in the training and safety categories for the 2014 Telly Awards.

The video is part of the department's four-video series aimed at educating children, motorists and parents about pedestrian safety. "Walk this Way" uses Guy Walker, an animated pedestrian sign character, to show elementary aged children how to walk safely.

The videos, produced by PennDOT and JPL, can be viewed on the department's YouTube channel at www.youtube.com/pennsylvaniaDOT.

According to the Telly Awards, the initiative was founded in 1978 to honor excellence in local, regional and cable TV commercials and aims to inspire, promote and support creativity. In all categories, the Telly Awards annually receive over 12,000 entries from all 50 states and many foreign countries. To learn about the Telly Awards, visit www.tellyawards.com.



Daniel S. Tyger,
Traffic Control Specialist



Allen S. Melley,
Senior Civil
Engineer Supervisor



Anthony J. McCloskey,
Section Chief



Ashwin Patel,
Civil Engineer Manager



Barry V. Lyons,
Civil Engineer Manager



Jamie L. Dietrich,
District Roadway
Management System
Coordinator



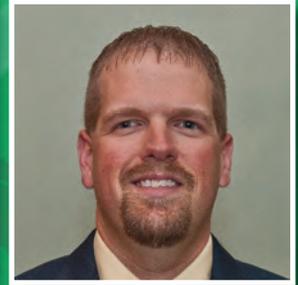
Jason C. Bewley,
Senior Civil Engineer
Manager



John T. Kimport,
Surveyor 2



Joseph A. Petrakovic,
Roadway Programs
Technician 2



Joseph E. Piper, Jr.,
Traffic Planning
Specialist Supervisor



Michael J. Kolesar,
Senior Civil Engineer



Michael Sorbo,
Chief Railroad Engineer



Peter J. Kempf,
Senior Civil Engineer
Supervisor



Robert D. Abbott,
Highway Equipment
Manager 1



Sandra L. Snyder,
Management Technician



William P. Carr III,
Materials Manager 1



Stephen Tomassini,
Manager



Christine Spangler,
Civil Engineer
Consultant



Christopher M. Tomaszewski,
Senior Civil Engineer
Supervisor



Gerard Babinski,
Senior Civil Engineer
Manager



Gregory S. Penny,
Community Relations
Coordinator



Jack W. Hubbard,
Senior Civil Engineer
Supervisor



Joseph P. Wieseckel,
Senior Civil Engineer
Supervisor



Loc T. Tran,
Senior Application
Developer



Marcia L. Harrer,
Field Human Resource
Officer 3



Marlene M. Savard,
Administration Officer 2

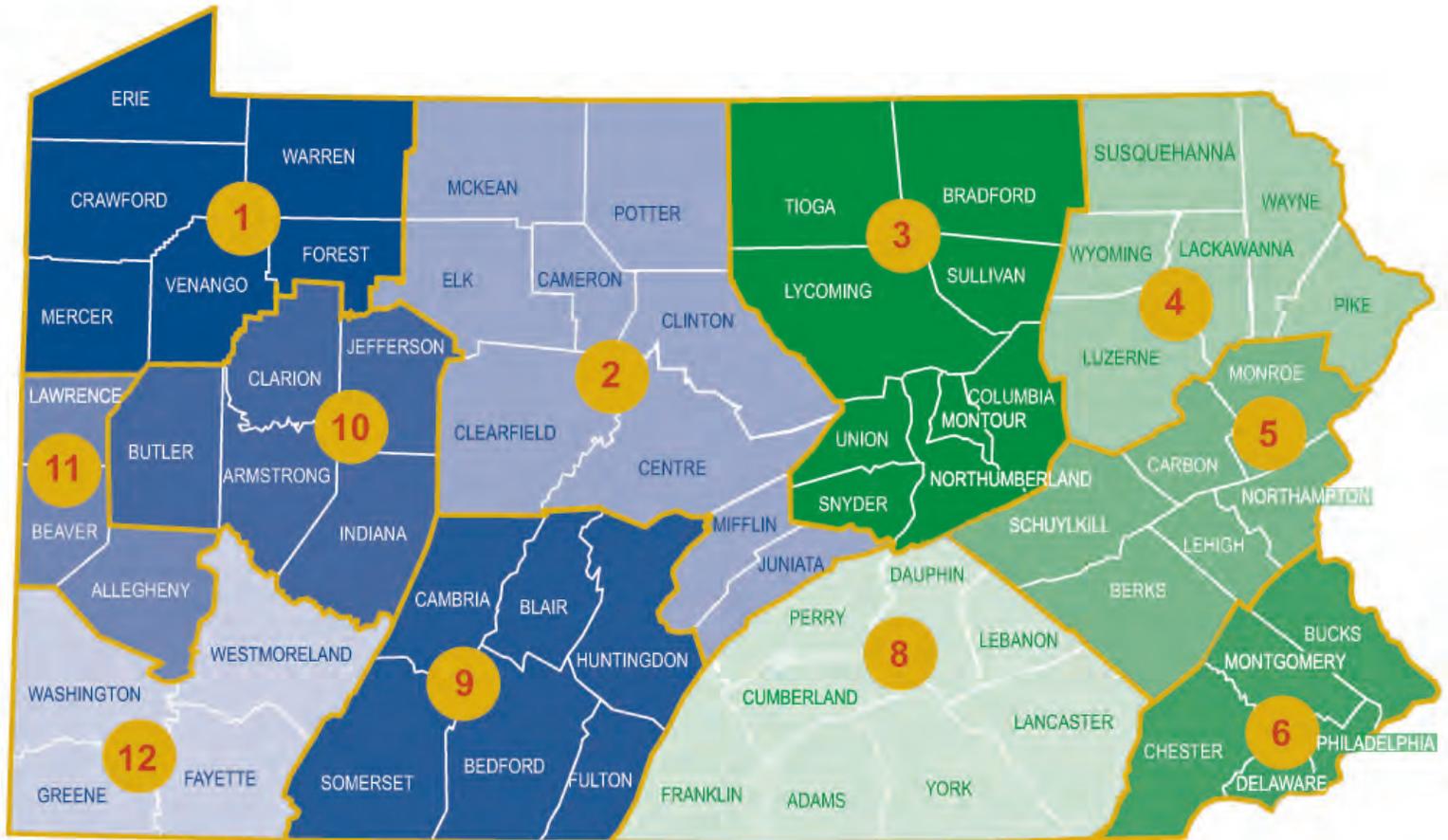


Micah D. Wineberg,
Real Estate Appraiser

Star of Excellence Awards are presented annually to employees who represent PennDOT's values of service, performance and integrity. The recipients represent a variety of organizational positions, ranging from highway maintenance and driver and vehicle services workers, programming specialists, communications staff and design and engineering specialists.

2014

Stars of Excellence



PennDOT's 11 Engineering Districts throughout the state maintain, restore and expand the state's highway systems. Each office does its part to deliver a safe and efficient transportation system on the nearly 40,000 miles of highway and roughly 25,000 bridges that PennDOT is responsible for. More information about PennDOT's operations and the state highway system is available in PennDOT's Fact Book at www.dot.state.pa.us.

District 1 – 814-678-7015

District 2 – 814-765-0400

District 3 – 570-368-8686

District 4 – 570-963-4061

District 5 – 610-871-4113

District 6 – 610-205-6700

District 8 – 717-787-6653

District 9 – 814-696-7100

District 10 – 724-357-2800

District 11 – 412-429-5004

District 12 – 724-439-7340

Driver Licensing and Vehicle Registration

1-800-932-4600 (from within PA) or 717-412-5300 (from out of state).



District Highlights

District 1 Expands Use of Bridge Innovations

District 1 built its second bridge using Geosynthetic Reinforced Soil (GRS) technology in 2014, and this time invited municipal officials to watch the project take shape. Department forces from PennDOT's Mercer County Maintenance Unit built the 15-foot-long GRS bridge on Route 318 over a tributary to the Shenango River in Shenango Township. They used concrete bridge beams that were precast by District 1 maintenance employees during winter dark hours when they were not busy clearing ice and snow from winter roads.

Open House Shares the Importance of Safety



School students and their teachers participate in a safety message at the annual open house held by District 1's Mercer County Maintenance Unit. More than 750 visitors, mainly school age children, attended the open house, which the maintenance unit has held for more than 20 years. Approximately 20 agencies, organizations and businesses manned displays or donated materials for the open house, which focused on safety.

District 1 Opens Region's First Roundabout



The first roundabout in northwestern Pennsylvania was completed and opened to traffic Aug. 20, 2014 at the intersection of Route 19 and Route 97 in Waterford Township, Erie County. The \$1.9 million project is designed to improve safety and efficiency for motorists using the intersection. District 1 is considering or proposing roundabouts in five other locations in its six-county service area.



District 3 Wins 2014 Project of the Year Award

District 3 was recognized with the Pile Driving Contractors Association's 2014 Project of the Year Award in the \$500,000-\$2 million (Land) cost category. A landslide occurred along the southbound roadway embankment of Route 15 in Tioga County, Liberty Township, in the spring of 2011. PennDOT sought to stabilize the area and determined that driving piles into the embankment was the best method of stabilization. The bid was awarded to Glenn O. Hawbaker Inc. to complete the work. The company drove 472 piles (totaling 29 truckloads) along the toe of the embankment in the inactive road bed of Old Route 15.

District 2 Shares Equipment across its Borders

District 2 identified pieces of equipment to be shared, developed a database, and created a process to track equipment usage to reduce equipment inventory. Reducing the non-core fleet is expected to decrease county repair costs and have a positive impact on the future capital equipment budgets.

District 4 Wins 2014 Diamond Award

The district won a 2014 Diamond Award for Engineering Excellence in Category J (Small Projects) for the Spruce Street Emergency Bridge Replacement from the American Council of Engineering Companies.

District 5's Kurt Blazer Wins Conservation Service Award

PennDOT Consultant Transportation Construction Manager Kurt Blazer from TRC Solutions was presented the Schuylkill County Conservation District's 2014 Conservation Service Award - Business. The award was given to the PA 61 Deer Lake North Project because of the numerous contributions made to ensure the Route 61 Project in Deer Lake Borough and West Brunswick Township, Schuylkill County utilizes sound environmental practices.

Maintenance Stockpiles Honored for Salt Management, Storage



Sixteen PennDOT maintenance facilities recently received the Salt Institute's Safe and Sustainable Snowfighting award, which recognizes road-salt management and storage practices that protect motorists and the environment.

The PennDOT stockpiles, located in Armstrong, Clarion, Luzerne and Northampton counties, are among 90 transportation facilities across the United States and Canada that applied for and received the award. The institute reviews salt storage as well as facility maintenance and housekeeping practices in evaluating facilities.

The stockpiles and PennDOT county maintenance offices receiving the award include:

- Kittanning in Armstrong County;
- Callensburg, Clarion's main facility, Interstate 80 facility, New Bethlehem, Tylersburg and Shipperville in Clarion County;
- Nuangola, Retreat, Sybertsville, Sugar Notch and Dupont in Luzerne County; and
- Danielsville, Hope Road, Newburg and Pen Argyl in Northampton County.

District 6 Recognized for Work and Collaboration

The Partnership Management Association of Montgomery County recognized District 6 for outstanding work in Montgomery County and its help during the first Community Bike Ride on the Route 202 trail.

District 6 Receives Accolades from Montgomery County

District 6 received the 2014 Montgomery Award for the Beaumont House Restoration and Meeting House Road project and the realignment and widening of U.S. 202. The award acknowledges the high quality of work and commitment on the enhancement of Montgomery County.



District 6's Emmanuel Anastasiadis Wins National Award

District 6's Emmanuel Anastasiadis received the National Transportation Award from the Institute of Transportation Engineers. The award, which was presented to Anastasiadis at the Institute of Transportation Engineers 2014 annual meeting and exhibit in Seattle, recognized his outstanding effort in advocating and deploying Intelligent Transportation System (ITS) technology to enhance the response to incidents along major highways, accelerate the reopening of travel lanes and provide traveler information.

District 6's Safety Improvement Award

District 6 was awarded the 2014 Road and Bridge Safety Improvement Award from the Pennsylvania Highway Information Association for the township owned Sunnyside Bridge that was opened in June 2013 after being closed nearly a decade. The bridge is a critical link and one of only three crossings of the dissecting railway in Penn Township.

District 6 Innovates Seeding

District 6 purchased two hydroseeders in 2014 for Chester and Montgomery counties. Hydroseeding is an effective solution to hand seeding or hiring an outside contractor to perform the work.

Each hydroseeder can customize the application of different grass seed preferences to meet traffic needs, surrounding environments and aesthetic appeal. The hydroseeders have been used on Route 82 at Cedar Knoll Road in West Brandywine Township, Chester County, and on Route 29 at U.S. 422 in Upper Providence Township, Montgomery County. In both instances, the hydroseeder was used to reestablish green areas where PennDOT crews had cleared out trees and brush to improve traffic safety.



District 6 Takes Home Three Awards for Preservation Project

As part of mitigation connected with construction of two access ramps near the Commodore Barry Bridge, PennDOT funded the structural repairs and upgrades to the electrical, plumbing and mechanical systems of the Ruth Bennett Home and the adjacent childcare center known as the Wilson Memorial Nursery in 2013. The main building will now serve as the administrative office for the Ruth L. Bennett Improvement Club and the nursery will operate as a childcare center. Now comprehensively rehabilitated, these two buildings will again serve the community's youth and aging populations. District 6 received the Preservation Pennsylvania Award, the Preservation Alliance Achievement Award and the Delaware County Preservation Award for its work on the project.

District 6's Elbich is 2014 Engineer of the Year

The Delaware County Chapter of the Pennsylvania Society of Professional Engineers presented Elaine Elbich with the 2014 Engineer of the Year award. Elbich, a design portfolio manager in District 6, in her 25th year with PennDOT, began as an engineer-in-training. She quickly moved up to her current post as a design portfolio manager, overseeing staff involved in transportation projects for many of the more than 3,600 roadway miles and nearly 2,800 bridges in the greater Philadelphia region. She is also the project manager for the Interstate-95/Girard Avenue Interchange improvement project estimated at approximately \$1 billion, and has oversight responsibilities for other I-95 improvement projects between Girard Avenue and Cottman Avenue.

District 6's Asphalt Recycler Saves Time, Money



District 6 purchased a new asphalt recycler in 2014 for Philadelphia. The asphalt recycler is saving Philadelphia Maintenance significant time, resources and funds by using recycled milling materials for pothole patching, repairing utility trenches and other asphalt repairs. The new recycler allows the department to reduce asphalt costs from an average of \$65 per ton to under \$25 per ton.

District 6 Honored by Planning Partner

District 6 was honored by the Delaware Valley Region Planning Commission with its 2014 Regional Transportation Program of the Year Award for the district's efforts in securing additional funding in Pennsylvania, instituting an innovative bridge replacement program and the reconstruction of Interstate 95.

District 8 Receives 2014 Honor Award in Transportation

District 8 received the 2014 American Council of Engineering Companies of Pennsylvania (ACEC/PA) Honor Award in Transportation as part of the 2014 Diamond Awards for Engineering Excellence presented to District 8, City of Lebanon and McCormick Taylor, Inc. for the City of Lebanon Bridges over Norfolk Southern.

District 8 Recognized for Intergovernmental Coordination

District 8 received the 2014 Excellence in Intergovernmental Cooperation Award from the Pennsylvania State Association of Township Supervisors along with Middlesex, North Middleton, and South Middleton townships, Carlisle Borough, the Pennsylvania Department of Environmental Protection, and the U.S. Army War College for their partnership on the Letort Spring Run Sustainable Stormwater Project.

District 8 Celebrates Partnership



District 8 received a kind Thank You from the American Society of Highway Engineers (Harrisburg Chapter) for Celebrating Ten Years of Fellowship, Partnership and Information Sharing – presented at the Tenth Annual PennDOT District 8/ASHE Conference.

District 9 Recognized by Altoona Blair County Development Corporation



The ABCD Corporation held its annual meeting on May 9 and presented an award to PennDOT District 9 for its continuing support of Blair County economic development. District 9 was recognized as a critical partner to economic development programs and projects and to the overall health and welfare of the communities within the Blair County region.

District 10 Recognized for New Bridge



District 10 and its industry partners, SAI Consulting Engineers, and Francis J. Palo, Inc., received the Outstanding New Multiple Span Bridge Award from the Association for Bridge Construction and Design (ABCD) for the bridge carrying Route 119 over Elk Run in Punxsutawney Borough, Jefferson County.

District 10 Receives Asphalt Pavement Quality Award



District 10 and its project contractor, HRI, Inc., received an Asphalt Pavement Quality Award from the Pennsylvania Asphalt Pavement Association (PAPA) for their \$1.18 million resurfacing project on Route 310 in Reynoldsville Borough and Winslow Township, Jefferson County.

District 11 Receives 2014 Outstanding Highway Engineering Award

District 11 received the American Society of Highway Engineers, Pittsburgh Chapter, 2014 Outstanding Highway Engineering Award, (Category C) for the I-579 Crosstown Boulevard Bridge Preservation project in Allegheny County.

District 10 Funnel Traffic in Replacement Project



District 10 and NTM Engineering, Inc., used an arch structure in the shape of a funnel on the Route 228 Mars Railroad bridge replacement and intersection improvement project in Adams Township, Butler County.

An existing arch culvert under deep fill needed to be replaced or extended to meet the widening of Route 228 from two to five lanes. It was determined that a funnel-shaped arch would be built to meet the demands in a cost effective manner. Extending this arch culvert allowed us to maintain traffic on this major corridor. The funnel shape provided efficient hydraulic features so as to ensure that adjoining property owners did not experience adverse effects in this flood plain area.

District 11 Presented the Patriotic Employer Award

District Executive Dan Cessna and District 11 were presented with the Patriotic Employer Award by the Office of the Secretary of Defense for supporting employee participation in the National Guard and Reserve Force.

District 11 Bridge Receives Award

The Association for Bridge Construction and Design, Pittsburgh Chapter, named Route 2040, Curry Hollow Bridge the Outstanding New Single-Span Bridge.

District 12's District Executive Receives Distinguished Alumni Award

District 12's District Executive Joseph J. Szczur, P.E. received University of Pittsburgh's Swanson School of Engineering Distinguished Alumni Award. The Swanson School annually presents its awards to Pitt engineering alumni across its six engineering disciplines – bioengineering, chemical and petroleum, civil and environmental, electrical and computer, industrial, and mechanical and materials science.



District 11 Completes Route 28 East Ohio Street Project

A two mile stretch of Route 28 in the City of Pittsburgh was recently completed after years of innovative design work and planning, five different phases of construction and more than \$180 million in investments.

On Nov. 17, Governor Corbett, Secretary Schoch and state and local officials gathered on Route 28 for a ribbon cutting ceremony marking the opening of the roadway to unrestricted traffic for the first time since 2009. Governor Corbett noted with the completion of Route 28 there would now be free flowing travel from Kittanning to the Pittsburgh International Airport.

District 12 Hosts First Innovation Day

On March 7, District 12 hosted the first Innovation Day Technology Exchange and Workshop with the Federal Highway Administration (FHWA). The purpose of the workshop was to share new innovations from the State Transportation Innovation Council (STIC) and also to integrate well-researched ideas that may be incorporated into future projects in the areas of Design, Construction, Project Delivery and Maintenance submissions.

District 12 Receives Transportation Project of the Year Award



The Engineering Society of Western Pennsylvania (ESWP) honored District 12, and its Design and Construction team, with the 2013 Transportation Project of the Year Award for the Interstate 79 Meadow Lands Interchange project. The award was presented at the ESWP Annual Banquet on Feb. 19, 2014 at the David Lawrence Convention Center in Pittsburgh.

Employees Receive IdeaLink Awards



IdeaLink engages all PennDOT employees in the improvement of workplace safety and efficient operations by allowing them to submit ideas directly to Secretary Schoch.

In the third annual awards program, approximately 150 ideas were reviewed that were considered implementable. On Oct. 28, 2014, the IdeaLink awards ceremony was held at the Keystone Building in Harrisburg. Secretary Schoch commenced the ceremony and awarded 14 ideas because of their positive impact on efficiency, safety, customer service, cost savings, generating revenue and improving the Keystone Building.

IdeaLink Award Recipients of 2014:

- Keith Kennedy, District 10, Clarion County
- Teresa Matthews, District 12
- John Kuhlmann, Bureau of Driver Licensing
- Steve Wagner, Bureau of Driver Licensing (recognized for two ideas)
- Susan Gahagan, Bureau of Driver Licensing
- Michelle Moore, Bureau of Motor Vehicles
- Beth Bonini, Bureau of Public Transportation
- John Clarke, Bureau of Maintenance and Operations
- Five ideas submitted anonymously were also recognized

Revenue Sources 2013-14

State Funding

Motor License Fund: Non-Restricted	\$2,473,898
Motor License Fund: Restricted	\$953,490
Motor License Fund: Restricted Aviation	\$10,354
Multimodal Fund	\$30,000
Act 44 Public Transportation Trust Fund	\$928,710
Act 26 Pennsylvania Transportation Assistance Fund	\$170,313
Pennsylvania Infrastructure Bank	\$35,000
Lottery Fund	\$80,975
Motor License Fund Bonds	\$14,800
General Fund	\$111,208
General Fund Bonds	\$180,000
Unconventional Gas Well Fund	\$1,000
Total State Funding	\$4,989,748

Federal & Other Funding

Federal Funds: Highways	\$1,562,760
Federal Funds: Pass Through	\$225,000
Federal Funds: Public Transportation and Other	\$302,133
Federal & Other: Aviation	\$22,253
Federal & Other: Rail Freight	\$200
Other Funds: Highways	\$225,000
Total Federal & Other	\$2,337,346

Total Funding **\$7,327,094**

Revenue Uses 2013-14

Highway Related

Highway & Bridge Maintenance	\$1,604,862
Highway & Bridge Improvement	\$2,029,693
Safety & Licensing	\$189,429
Payments to Local Government	\$677,698
Penn DOT Facilities	\$26,800
General Government Operation	\$54,454
Pennsylvania Infrastructure Bank	\$35,000
Refunds & Other	\$3,408
Welcome Centers	\$3,282
Total Highway Related Uses	\$4,624,626

Public Transportation Related

Mass Transit	\$1,262,874
Rural & Intercity Transit	\$268,282
Free & Shared Ride Transit	\$80,975
Aviation	\$42,607
Rail Freight	\$46,673
Multimodal	\$30,000
Penn Ports	\$4,605
Total Public Transportation Uses	\$1,736,016

Debt Service & Other Agencies

Pennsylvania State Police	\$624,157
General Fund Capital Debt	\$108,036
Pennsylvania Turnpike	\$99,723
Motor License Fund Debt: Highway & Bridges	\$64,563
Other Agencies	\$59,973
Tort Payments	\$10,000
Total Debt Service & Other Agencies	\$966,452

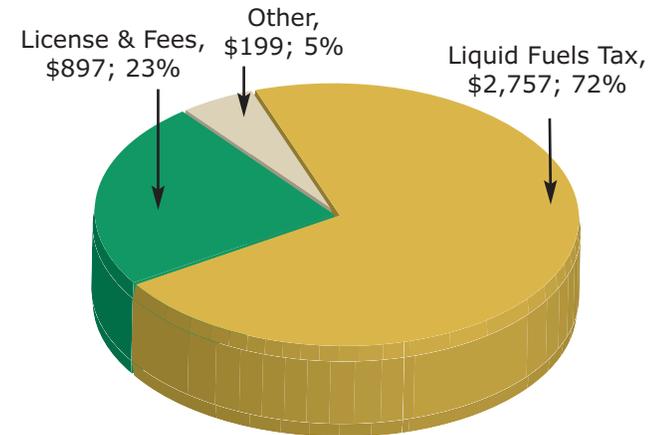
Total Revenue Uses **\$7,327,094**

2013-14 Motor License Fund Income & Outgo: State Funds

NOTES: Amounts include Motor License Fund (MLF) non-restricted and restricted revenues. Excluded are dedicated aviation funds.

Category of Other consists of: \$30 million from Fines and Penalties; \$33 million from Interest Earnings; and \$23 million from Sales and Misc. Revenues.

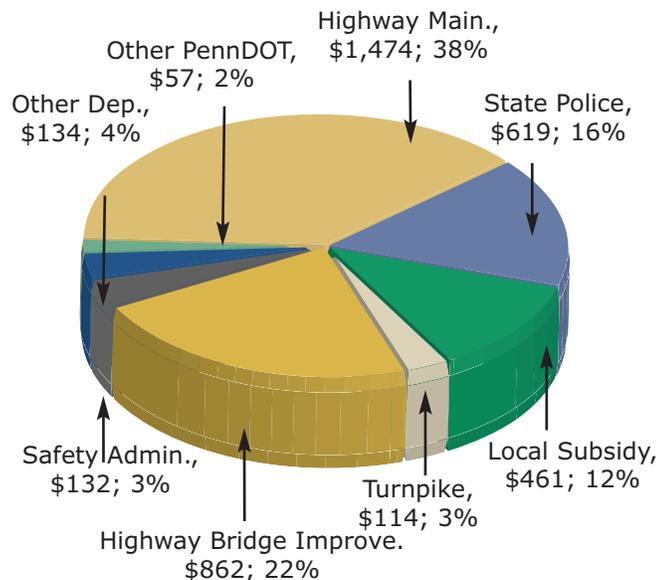
Revenues (in millions)



Total State Revenue Utilized - \$3,853

Expenditures (in millions)

NOTES: Category of Other Departments includes:
 \$63 million Hwy and Bridge Debt Service
 \$10 million for Tort Claims
 \$60 million Remaining Departments (less State Police and the two categories above)
 Category for Other PennDOT includes:
 \$54 million for General Government Operations
 \$2.5 million for Refunds



Total State Expenditures - \$3,853

