Mission

Through the active involvement of customers, employees and partners, PennDOT provides service and a safe, intermodal transportation system that attracts businesses and residents and stimulate Pennsylvania’s economy.
A Message From Governor Edward G. Rendell

Dear Pennsylvanians:

I’m sure you’ve heard me say over and over that we cannot accept our Commonwealth being low in job creation and population growth and high in the out migration of our young people. My goals for building a new Pennsylvania include growing the economy and reducing government costs. The state Department of Transportation (PennDOT) has a key role to play in helping to achieve these goals because nothing supports economic development more than good transportation.

Secretary Biehler and his team outline their progress in this annual report. These accomplishments reflect direction that we will aggressively look for ways to control expenses while delivering the best in services to our citizens, our taxpayers.

We are all aware that we face many challenges regarding the state’s transportation system. You have high expectations that our highways and bridges, public transit, passenger and freight rail and aviation services will let you go where you want when you want with minimal delay. My administration works hard every day to meet those demands.

Thank you for taking the time to review this year’s report. Be assured that the PennDOT team never forgets how important it is to keep Pennsylvania moving!

Sincerely,

Edward G. Rendell
Governor
Dear Taxpayer:

We bring you this 2004 annual report to review the progress we have made managing transportation in Pennsylvania.

We face many challenges. Balancing the tremendous transportation needs with always limited resources is always difficult. Our bridge and highway network represents an investment of tens of billions of dollars and it requires close attention. System preservation must take top priority, which is why roughly 70 percent of the dollars you make available to us underwrite these efforts.

Given our financial realities, we continue using approaches to stretch your dollars as far as possible. Our Maintenance Efficiency and Cost Effectiveness Initiative (MECE) will generate additional savings from our winter services and maintenance operations. With MECE, we are looking closely at how we do these tasks and ways to make our processes more efficient.

We have had teams rethinking our Project Delivery process. Time is money, goes the old saying. We hope our examination of choke points and other process roadblocks will unlock the way to get our projects done faster and ultimately with additional savings.

We are moving away from reaching for the big ticket solution to every transportation challenge, and we are working with our planning partners across the state to make sure each project is the right size and character for the community. With limited resources and an eye for preserving rather than rending the fabric of our communities, we must scale our projects properly. Simply adding capacity is not the answer aesthetically or fiscally. We are taking steps to make this approach everyday business practice.

Though highways and bridges are the biggest part of our business, they are not the only ones. We are dealing with a public transit crisis and the Governor has put me at the head of a commission to examine where we need to go with transit, highway and bridge funding. We are also working with airports to reverse the trend of passengers going out of state to begin and end their air travel, looking for ways to improve rail freight service and exploring the feasibility of additional passenger rail service.

Maintaining a diverse transportation system is crucial to our livelihoods. Pennsylvania cannot grow and prosper if any part of its transportation system is suffering. We continue to work on meeting these goals. Thanks for your interest in our success.

Sincerely,

Allen D. Biehler, P.E.
Secretary of Transportation
PennDOT crews take care of Pennsylvania’s highways and bridges in all seasons. Whether during floods (above) or snow or ice, PennDOT workers continually aim to make roads safe, smooth and passable.
PennDOT is the caretaker of the nation’s fifth largest highway system. With about 40,000 miles of roadway and 25,000 bridges, our state-maintained highway system provides travelers with access between metropolitan and rural areas, and every place in between. Residents and visitors expect that Pennsylvania’s highway system will meet their needs for safe, and comfortable and convenient travel. That’s why today, our primary emphasis is on maintaining the existing transportation system. We are focused on preservation and enhancement rather than expansions. Our aim is to deliver the best possible transportation products at the lowest cost. That’s what our customers demand and deserve.

2004 Highway and Bridge Lettings

In 2004, PennDOT awarded 707 highway and bridge projects totaling $1.3 billion, exceeding our goal of $1.25 billion. This is the seventh consecutive year PennDOT has met or exceeded the $1.3 billion level in contract awards. This translates into better mobility for the people of Pennsylvania and injects much needed activity into the economy.

Top Highway Projects Completed in 2004

- I-81 Restoration, Susquehanna River to I-81/I-83 Interchange, Dauphin County, $87.3 M
- US 15, Blossburg Narrows to Mansfield Bypass, Tioga County, $68.8 M
- Turnpike/I-79 Cranberry Township Connector, Butler County, $58.8 M
- US 30 Bedford to Everett, Widening, Bedford County, $42 M
- Fort Pitt Tunnel Rehabilitation Phase C, Allegheny County, $25.7 M
- PA 147 Widening, I-80 to Chillisquaque, Northumberland County, $26.5 M
- East Side Access - Broad Street to McClelland Road, Erie County, $18.7 M
- PA 63 Exppressway, Philadelphia County, $15 M
- US 422/PA 68 Interchange, Butler County, $14.3 M
- PA 56/US 219 Interchange Bridge, Cambria County, $13 M
- US 13 Expressway, Bucks County, $12 M
- River Street Extension, Bradford County, $11.6 M
- PA 3 Corridor Improvements, Chester and Delaware Counties, $11 M
- PA 405 Susquehanna River Bridge, Lycoming County, $10 M

Highway Maintenance Statistics

- Painted 121,000 miles of traffic lines, enough to circle the Earth five times.
- Manufactured 78,000 traffic signs.
- Obtained FHWA approval to use new Clearview font for white legend on highway guide signs, which will improve legibility distance about 20 percent.
- Conducted more nearly 70,500 quality tests on highway construction material such as aggregates, asphalt, concrete, paint, anti-skid and road salt.
- Conducted 950 construction quality project reviews to assure highway construction quality.
- Conducted safety inspections to approximately 12,500 state-owned bridges.
- Paid $310 million to consulting engineering firms through approximately 220 active consultant agreements.
- Initiated a broad-scoped maintenance efficiency and cost effectiveness effort that already redirected $11.4 million to system preservation.

A “Maintenance First” commitment guides the management of our assets and processes with funding and resources prioritized for the preservation and betterment of all systems and services.

Bridge Structural Adequacy

One of our highest priorities is to improve bridge conditions. Our state-owned bridges provide the connection link throughout our highway system. We exceeded our bridge contracting goal by 20 percent in 2004. We awarded contracts for $363 million in improvements to 264 bridges. We are aiming to reduce our percentage of structurally deficient bridges, now roughly 23 percent, to the national average of roughly 10 percent.
PennDOT Crews Dedicated to Storm Cleanup

In 2004, Tropical Storm Frances and Hurricane Ivan left their ugly marks on Pennsylvania’s transportation system. PennDOT worked aggressively across the Commonwealth to restore travel to those areas damaged by heavy flooding and mudslides. PennDOT mobilized Flood Assessment Teams to explore damage to state roads and bridges and dedicated our crews and equipment to the flood restoration effort. In some cases, repairs were as simple as removing mud and debris, while in other cases, significant repairs were needed to restore safe and efficient travel. PennDOT also provided financial assistance to repair damaged rail infrastructure.

Revamping Our Transportation Improvement Programs

PennDOT is working with planning partners across the state to revamp our Transportation Improvement Programs (TIPs) to strengthen our commitment to System Preservation. Presentations have been made to many of the metropolitan and rural planning organizations to inform and educate them on the current conditions of the transportation system and the level of critical deficiencies on the highways and bridges. PennDOT staff continues to work with each region to direct any available resources to preservation projects on the system.

On Oct. 20, 2004, Secretary Allen Biehler and PennDOT’s Executive Team met with representatives from Metropolitan and Rural planning organizations in Williamsport to get their input as PennDOT moves the transportation agenda forward in a cost-effective way that enhances the Commonwealth’s quality of life.

PennDOT People: Flood Water Rescue

Green Garden Bridge in Beaver County after Hurricane Ivan

Thanks to the heroic efforts of a PennDOT District 10 road crew, Carrie Welsh and her three young daughters have quite a story to tell about being rescued from flood waters in September 2004.

PennDOT’s Todd Davis and his crew were assigned to clean up the mud and debris slide on State Route 954 one mile north of Smicksburg, Indiana County. In addition to the road closure and detour signs already in place, Todd stationed a crew member to warn traffic of the slide and high water.

Despite all of the warnings, Ms. Welsh attempted to drive her minivan through the high water, not knowing that higher water was just over the small knoll ahead. A motorcyclist alerted the PennDOT work crew to the stranded motorist. The crew responded immediately, bringing a loader to the area where the vehicle was trapped in flood waters.

Three crew members stood in the bucket of the loader as it made its way to the minivan. Arriving at the vehicle, the water was inside the minivan and the mother and her children were kneeling on the seats. One by one, the mother handed the children to the workers, who placed the youngsters in the bucket and backed out to dry land. After the Welsh family was out of the van, the crew members pushed it out of the water.

PennDOT’s District 10 employees come to the rescue of a local family trapped in Ivan’s flood waters.

Kudos to this PennDOT crew who came to the Welsh family’s rescue: Foreman Todd Davis and equipment operators Rodger Farmery, Sam Whitfield, Todd Knox and Mike Foreback.
PennDOT has an obligation to make sure our resources are used wisely to enhance the quality of life for all Pennsylvanians. That means doing everything we can to improve Pennsylvania’s communities and to protect our environment. That’s why programs like the Great PA Cleanup, Hometown Streets, and Safe Routes to Schools are so important to us.
Home Town Streets and Safe Routes to Schools

Utilizing federal transportation-enhancements funds, PennDOT began a four-year investment of $200 million in the Home Town Streets and Safe Routes to Schools initiatives. This investment will allow communities to enliven and brighten their downtowns, sending a message that our towns are open for business and welcoming people to rediscover the joys of the city experience.

Home Town Streets was established to improve the quality of life in our communities, to promote economic revitalization and to stimulate downtown reinvestment through sidewalk improvements, planters, benches, street lighting, pedestrian crossings, etc.

Safe Routes to Schools will support the growing movement to encourage kids to walk and bike to school through projects such as sidewalks, crosswalks, bike lanes or trails, traffic diversion improvements, curb extensions, traffic circles, raised median islands and walking paths.

A deadline of Aug. 1, 2004 was set for the first round of applications. By that date, 185 Home Town Streets applications seeking $86 million were received; 93 Safe Routes to Schools applications seeking $24 million were received. PennDOT presented a list of projects to the State Transportation Commission for its approval in January 2005.

Social, economical and environmental concerns are balanced in transportation programs and projects that improve the quality of life in Pennsylvania.

Great PA Cleanup

Building on the highly successful Keep Pennsylvania Beautiful program, PennDOT joined forces with the departments of Environmental Protection and Conservation and Natural Resources to launch the Great Pennsylvania Cleanup. The Great PA Cleanup is an ambitious statewide effort in conjunction with Earth Day to remove litter and trash from the state's roadways, parks, river banks and open spaces.

On April 24, 2004, thousands of volunteers from across the state put on their safety vests and protective gloves and went to work cleaning up trash along Pennsylvania's roadways. More than 96,700 people volunteered for the Great PA Cleanup. Together they covered more than 8,700 miles of roadway and picked up more than 183,400 bags of trash.

Without the efforts of volunteers through the Great PA Cleanup, Keep Pennsylvania Beautiful, and Adopt and Sponsor-A-Highway programs, PennDOT would spend three to four times more on roadway litter removal than the $10.1 million currently spent.
Land Use Action Plan

PennDOT, along with DCED, DCNR, DEP and Agriculture, released the Land Use Action Plan in February 2004. The action plan resulted from the Conference on Transportation and Land Use for Economic Development held in 2003. Together, these agencies have been working on implementing the 56 tasks which fall into various categories such as interagency coordination, planning, program and project delivery, investment/leverage, intergovernmental partnerships, and education.

In addition, PennDOT developed model ordinance language for communities to use land-use controls as a means for addressing traffic generated noise. PennDOT provided $600,000 statewide to conduct 11 studies that integrate land use and transportation planning. To date, over $2.5 million of federal transportation planning funds have been provided for transportation and land use coordination studies. Lastly, work commenced on development of “smart transportation” themes and policies, five pilot projects were identified for “right sizing” studies, and presentations were provided at the annual Planning Partners’ Meeting to embrace smart transportation and land use related concepts.

The Land Use Action Plan earned a “Commendable Practice” award in the AASHTO Center for Environmental Excellence Smart Growth Competition.

Rightsizing

PennDOT is taking steps to reduce project delivery times and ensure we deliver the right-sized project to meet our transportation needs across all modes of transportation. Rightsizing is about scaling projects to fit the community fabric and available resources. PennDOT recently revised two planned projects on Interstate 79 in Allegheny County to fit available resources and lower costs. The cost of one project was cut 75 percent, saving $75 million; costs for the other project were cut 12 percent, saving $13 million.

During 2004, PennDOT discontinued 14 projects worth $2 billion and started reevaluation of 12 projects worth $3 billion. If these projects had been allowed to continue through early design phases, these projects would have consumed $500 million to $800 million in planning dollars with no visible result. This approach is a mark of prudent management and reflects our emphasis on maintenance rather than costly new projects that exceed our ability to pay. PennDOT simply is not going to promise what it can’t deliver. And what PennDOT does deliver will be projects of a scale that fits the surrounding community and makes them better places to live.

Vehicle Emissions Inspection & Maintenance Program

In 2004, PennDOT and DEP successfully completed implementation of the expanded Vehicle Emissions Inspection and Maintenance Program. The program, part of a settlement agreement between PennFuture and the Clean Air Council, brings Pennsylvania’s emissions testing program into compliance with federal air quality standards.

Program implementation began in December 2003 and continued throughout June 2004, modifying the existing emissions program in the Philadelphia and Pittsburgh regions and bringing 16 additional counties on board. Additionally, the state’s annual vehicle safety inspection program was modified in the remaining 42 counties to incorporate a visual anti-tampering check of federally required emissions components.

A total of 25 counties throughout the Commonwealth now have an emissions testing program. The collaborative effort was and continues to be extremely successful, and the expanded vehicle emissions program contributes to improved quality of life by making the air we breathe cleaner.
- Project Delivery Streamlining

“Our goal is to improve delivery cycle time and project accountability.”

- Maintenance Efficiency and Cost Effectiveness (MECE)

- Driver License Assessment

- Improved Driver & Vehicle Services Web Site

- ISO 14001 Certification

PennDOT is committed to serving our customers while at the same time, finding the best and smartest use of our resources. Our efforts to save time and money will mean improved products and services for the citizens of Pennsylvania.
Maintenance Efficiency and Cost Effectiveness (MECE)

PennDOT is maximizing available resources. In 2004, we started a maintenance efficiency program in which we are taking better advantage of equipment technology. We are on course to generate $11 million in savings that can be redirected to highway and bridge maintenance.

We continue to work hard to keep our overhead as low as possible. Under Governor Rendell, PennDOT has cut more deeply into its already low overhead to take our road and bridge program even further. We’ve identified ways to save on printing, meetings and other expenses. PennDOT has consistently ranked near the top of state DOTs for keeping overhead low as a percentage of overall budget.

Project Delivery Streamlining

Over the past year, PennDOT taken a critical look at how we plan, program, develop and implement our highway and bridge projects. Ten Work Groups identified more than 100 ways to more effectively and efficiently deliver projects. A report titled “Improving Highway and Bridge Project Delivery in Pennsylvania” was finalized in December 2004. Implementation Teams have been identified to begin implementing the numerous recommendations. Delivering our projects in a more effective and efficient manner is expected to result in time savings, which may ultimately lead to cost savings.

We are taking steps to reduce project delivery times and ensure we deliver the right-sized project to meet our transportation needs. We recently revised two planned projects on Interstate 79 in Allegheny County to fit available resources and lower costs. The cost of one project was cut 75 percent, saving $75 million; costs for the other project were cut 12 percent, saving $13 million.

Driver License Assessment – Saving Time and Money

A comprehensive assessment of PennDOT’s driver-license field operations identified several initiatives to address customer wait times at PennDOT’s Driver License Centers. In order to ensure that customers are served efficiently, PennDOT improved counter processing efficiency through technology improvements, redistribution of staff to the busiest locations, discontinuance of vehicle services at two locations, and the use of seasonal temporary employees during the busiest times of the year.

And the improvements are showing positive results. About 98 percent of our customers at our Drivers License Centers and our central customer location, the Riverfront Office Center in Harrisburg, are served within 30 minutes.

In August 2004, PennDOT opened the new West Oak Lane Drivers License Center in Philadelphia with dramatic effect. Average waiting time at our centers in Philadelphia fell to just under four minutes compared to nearly 40 minutes before the new center opened.
Improved Driver and Vehicle Services Web Site

As the 21st century continues to unfold, doing business via the Internet becomes more and more common. The convenience of being able to complete an online transaction anywhere, at anytime, attracts customers to PennDOT’s Driver and Vehicle Services Web site, www.dmv.state.pa.us. From 2003 to 2004, PennDOT witnessed a 40 percent increase in the number of transactions conducted online. With a few clicks of the mouse, customers can renew a driver’s license, photo ID or vehicle registration; obtain driver histories; change an address; or schedule a driving skills test.

PennDOT aggressively uses the Driver and Vehicle Services Web site to reduce costs and improve efficiency. Printed material has been reduced by placing the majority of forms, fact sheets and publications on the Web site. Nearly all of PennDOT’s vehicle registration and driver licensing forms are in electronic format on the Web site, ready for downloading by customers.

Four Engineering Districts earn ISO 14001 Certification

Four Engineering Districts (District 4-0 in Dunmore, Lackawanna County; District 5-0 in Allentown, Lehigh County; District 11-0 in Bridgeville, Allegheny County; and District 12-0 in Uniontown, Fayette County) earned ISO 14001 certification for their districts’ maintenance operations. The certification means that the road maintenance divisions’ processes meet the highest standard for environmental management. The districts’ road maintenance division received the International Standards Organization (ISO) 14001 registration by documenting their sound environmental programs in three maintenance areas: winter maintenance, stockpile management, and erosion and sedimentation control. District 10-0 in Indiana, Indiana County, earned this distinction in 2003; other districts are currently in pursuit of the same certification.

PennDOT People: Best Practices for Saving Money

Transportation Equipment Operator Carl “Jeff” Metz operates the patch truck in Westmoreland County. Jeff’s productivity over the past four years has been measured the best in the state. Jeff is working and managing his time, cutting costs and getting the most efficient use from equipment. Jeff’s idea to rotate hoses (which lasted only 2 weeks) on trucks has shown 8 to 10 weeks additional use at a cost savings of $200—a practice now used by other counties. Jeff is a conscientious employee who cares for equipment for maximum use. He is an example of the hardworking PennDOT employees aimed at serving our citizens and maintaining Pennsylvania’s transportation system while maximizing our resources, time and money.
Pennsylvania’s highways aren’t the only means for transporting people and goods across the state. Our public transit agencies, railroads, airports, and ports are vital to our mobility, and PennDOT recognizes their importance in the transportation mix.
Innovative management of our transportation system and services improves access and mobility, ensuring that people and goods can move efficiently.

PennDOT will incorporate extensive public outreach as the foundation of the program through the use of focus group discussions, interviews, surveys and other opinion-polling techniques. The Pennsylvania Mobility Plan is slated for completion during the summer of 2006.

Amtrak’s Keystone Corridor

In July 2004, Gov. Rendell and Amtrak’s David Gunn unveiled a reinvigorated plan to bring faster, safer and more frequent passenger train service to the Keystone Corridor between Philadelphia and Harrisburg. Amtrak and the Commonwealth have agreed to a new plan that will accelerate some $100 million worth of infrastructure improvements through the end of 2006. The amended agreement totals $145.5 million with the state and the railroad each sharing half the cost.

Reactivation of Homer City Branch Line

In 2004, the Buffalo & Pittsburgh Railroad purchased the Homer City Branch line from CSX Transportation. The reactivation of this line, which had been out of service since 1993, was critical for the operation of the Edison Mission Coal-Fired Power Plant in Indiana County. Over 6 million tons of coal was being delivered to the plant by trucks due to the lack of rail service. Now, 2 million of those 6 million tons are delivered by rail, eliminating 80,000 trucks from Pennsylvania’s highways each year.

PennDOT delivers transportation across the modes. We assisted Governor Rendell as he developed a stop-gap plan for mass transit. He is providing $18.8 million in emergency aid and is proposing another increase in operating assistance while he and the Legislature work on a longer-term solution to mass transit’s financial crisis. The emergency aid kept severe service cuts and steep fare increases from taking effect in January and February 2005.

During 2004-05, PennDOT awarded over $31 million in state and federal funds to Pennsylvania’s public use airports for economic development and system preservation projects. We performed annual safety inspections at Pennsylvania’s 135 public use airports, ensuring safe facilities for the traveling public. Over the same period, we also funded 49 rail freight projects totaling $22 million, creating 1,187 jobs and removing an estimated 573,000 trucks from the road.

12-Year Transportation Plan Approved

The State Transportation Commission adopted the 2005-2016 Transportation Program that outlines more than $34 billion in highway, bridge, transit, aviation and rail freight spending for 12 years beginning Oct. 1, 2004. The Commission’s update, completed every two years, followed a series of public hearings across the Commonwealth and consultations on every aspect of the program with regional planning partners. PennDOT and its partners agreed on a program that reflects Secretary Biehler’s “right-sizing” approach and looks first to system preservation, especially for bridges.

Pennsylvania Mobility Plan

In December 2004, PennDOT announced plans to develop a long-range “Pennsylvania Mobility Plan,” a blueprint outlining goals, objectives and strategies to guide the future of the state’s transportation system. It will also prioritize needed transportation investments, reflecting our No. 1 priority—system preservation.

The Pennsylvania Mobility Plan is based on Governor Rendell’s aspiration to consider transportation’s role in economic development, community, environmental and quality of life issues. The plan will place an increased focus on alternatives and connections among transportation modes, such as air, highway and rail, and will examine ways to make the best use of limited funds.
Pennsylvania Air Service Assessment

To address rapidly changing air service issues and leverage the economic development potential of effective air service, the state needed to take a focused look at the issues. So in 2004, the Bureau of Aviation completed Phase 1 of the Pennsylvania Air Service Assessment and Strategy Study. The final report was completed in late November 2004. The report recommends dedicated staff to 1) monitor trends in the airline industry and ensure that all affected parties in the state are kept informed; 2) devote special attention to international service; 3) design and manage marketing program for the state; and 4) work with the state’s economic development group on an ongoing basis to ensure that any initiatives are leveraged and coordinated. The Bureau of Aviation is working on finalizing Phase 2 of this study. The result of Phase 2 will be an implementation plan.

Public Transit Web-Based Map

The Bureau of Public Transportation developed an interactive county map of Pennsylvania, identifying public transportation services and programs. The goal of the interactive map is to give the public a tool to locate and contact transportation providers by county. When Web site users click on a county, information specific to that county will appear on the screen, and users will have access to the transit provider’s company name, address, phone number, and Web site (if applicable). In addition, the user will be able to determine the type of subsidized programs available (i.e. senior free transit, ADA complementary, ADA half-fare, Persons with Disabilities, senior discount, and welfare to work). When the Web site is accessed, an explanation of the programs and the service (fixed-route, shared-ride, etc.) is displayed as the cursor is passed over the program/service name.

Pennsylvania Infrastructure Bank

In 2004, PennDOT expanded its Pennsylvania Infrastructure Bank (PIB) program, which provides low-interest loans to help fund transportation projects. Rail projects have been added to the list of eligible construction and capital projects, making Pennsylvania the only state in the country to offer such loans across all modes of transportation.

PennDOT People: Preserving all Modes of Transportation

In the early 1980s, the Commonwealth had the foresight to acquire a number of abandoned rail lines. These lines were important to preserve continued rail-freight service to businesses located along them. Two decades later, these rail lines are now the economic engines fueling economic-development opportunities in many urban and rural areas across the state. PennDOT freight analyst Thomas Stettler was successful in his efforts in returning most of these state-owned lines to the control of private railroads, rail authorities and other entities. Overseeing the sale of 13 of the 16 state-owned properties, Tom recovered state and federal funds previously invested in the original purchase of the lines. As a result, the Commonwealth’s original investment has been recovered, businesses have been stimulated and thousands of new jobs created.

Top Aviation and Rail Freight Projects of 2004

- Harrisburg International Airport - Terminal Area Development & Multi-modal Transportation Facility - $222M
- Bedford County Airport – Extended runway to 5,000 feet - $6.4M
- Rock Airport – Phase I, Site Preparation of the new runway construction – 5.3M
- Lehigh Valley International Airport – Corporate Hangar Development - $2M
- Lehigh Valley Rail Management, Bethlehem Commerce Center Rail Truck Transfer Facility, Northampton County, $1.3M
- St. Mary’s Airport – Hangar Development – $240,000
- Community Area New Development Organization, Humboldt Industrial Park North Expansion Track, Luzerne County, $100,000
People are our No. 1 priority. And protecting the lives of motorists and our own workers is of utmost concern. While highway deaths are down in 2004, our work won’t be done until everyone goes home safely everyday.
Reduce Highway Fatalities

Highway deaths in Pennsylvania dropped to 1,490 in 2004, 87 fewer than 2003 when 1,577 people lost their lives on the Commonwealth's roads. The number of alcohol-related fatalities decreased from 558 in 2003 to 542 in 2004.

The number of motorcyclists killed increased to 158 in 2004 from 156 in 2003. Additionally, the number of pedestrians killed dropped to 151 in 2004 from 175 in 2003. Fatalities that resulted from speeding dropped to 250 in 2004 from 270 in 2003.

Unbuckled fatalities dropped significantly to 578 in 2004 from 623 in 2003. Since 2000, PennDOT has allocated over $14 million in federal funds to state and local police agencies to conduct special enforcement events and education aimed at increasing seat belt use. Pennsylvania's current seat belt use rate stands at 82 percent, compared to roughly 71 percent in 2000.

Heavy truck-related fatalities dropped to 183 in 2004 from 214 in 2003. Also, aggressive driving played a role in 868 fatalities in 2004, up 10 from 2003. Aggressive driving includes factors such as speeding, fleeing police, careless passing and tailgating.

Second Phase of New DUI Law Takes Effect

The second phase of Pennsylvania's DUI Law, which already lowered the legal drunk driving limit from .10 percent to .08 percent in September 2003, went into effect on Feb. 1, 2004. Aimed at improving highway safety by getting more repeat DUI offenders off the road, the new DUI Law carried with it sweeping changes to the way repeat drunk drivers are penalized. The combination of an individual’s Blood Alcohol Content (BAC) and prior offenses determines the licensing requirements and penal-

Highway Safety Statistics

- The number of highway deaths dropped from 1,618 highway fatalities in 2002 to 1,577 in 2003 – a 2.5 percent reduction.
- Installed 1,200 low-cost safety improvements. Samples of these improvements include centerline rumble strips, advance curve warnings and edge line rumble strips.
- Pennsylvania’s seat belt use rate reached almost 82 percent in 2004, the highest rate since the Department began surveying usage in 1988.
- Over 9,000 parents/legal guardians were provided with the correct installation of their car seats.
- Through child passenger safety fine monies, more than 1,200 child safety seats were distributed to over 50 loaner programs.

Highway Safety Corridors

In 2004, PennDOT implemented six pilot Highway Safety Corridors in Dauphin, Cumberland, Luzerne, Lackawanna, Monroe and Westmoreland counties. The pilot project, authorized under Act 229 of 2002, will research and study the effectiveness of doubled fines in the pilot areas.
Actual Transportation Budget Sources & Uses of Funds to Support 03-04 Programs (In Millions)

**Revenue Sources**
- Federal Funds
  - Highways: 1,204.7
  - Aviation: 14.1
  - Non-Highways: 90.5
- MLF
  - Non-Restricted: 2,022.7
- General Fund: 405.9
- Lottery Fund: 115.1
- Other Funds
  - Highways: 274.6
  - Aviation: 0.7
  - Non-Highways: 0.2

**Program Uses**
- PennDOT
  - 4,577.3
  - 88%
- Debt Service & Other Agencies: 651.2
  - 12%

- Highways Related: 3,628.8
  - 79.3%
  - Highway Maintenance: 3,629.3
  - Highway Construction: 1,378.2
  - State Bridge Program: 293.2
  - Safety & Licensing: 176.5
  - Gen Govt Operations: 48.7
  - Welcome Centers: 2.3

- Public Transportation: 887.3
  - 19.4%
  - Mass Transit: 887.3
  - PA Infrastructure Bank: 9.0
  - Highway Systems Technology: 15.2
  - PennDOT Facilities: 18.5
  - Refunds: 3.9
  - Highway Beautification: 0.4

- Aviation: 45.8
  - 1.0%
  - Free & Shared Transit: 137.2

- Rail Freight & Ports: 14.4
  - 0.3%
  - Rural & Intercity Transit: 98.1

- Act 3 (1997) General Fund: 75.6
- General Fund Bonds: 150.9

Note: MLF = Motor License Fund
2003-2004 Motor License Fund, Income & Outgoing Funds (In Millions)

Notes:
Amounts include Motor License Fund (MLF) non-restricted and restricted revenues, excluded are dedicated funds for the PA Infrastructure Bank.
Category of Other consists of: $32 million from Fines and Penalties; $68 million from Interest Earnings; and $29 million from Sales and Miscellaneous revenues.

Category of Other includes:
- $75 million for PA Turnpike
- $50 million for Other Departments
- $48 million General Government Operations
- $20 million for Torts
- $9 million Reinvestments in DOT Facilities
- $4 million in DOT Refunds

Total State Revenue Utilized - $2,705
Total State Expenditures - $2,705
2004 Star of Excellence Recipients

Administration
Christopher J. Norris,
Analyst 5
Human Resources

Carol L. Webb
District Systems Specialist 2
Bureau of Information Services

Aviation – Local & Area Transportation
Thomas H. Stettler
Freight Analyst
Rail Freight, Ports & Waterways

Highway Administration
Leonard C. Else
Storekeeper
Construction and Materials

Planning
Kim M. Ferroni
Transportation Planning Specialist
Bureau of Planning & Research

Safety Administration
Gladys Pereira
Clerk 2
Bureau of Driver Licensing

District 1
Thomas S. Grubbs
Highway Maintenance Foreman 3
Warren County, 1-6

District 2
Andreana “Andi” Fourness
Clerical Supervisor
Potter County, 2-6

District 3
Christopher D. King
Environmental Planner 2
Engineering District 3-0

District 4
Norman J. Oravec, P.E.
Senior Civil Engineer Manager
Engineering District 4-0

District 5
Amanda S. Leindecker
Senior Civil Engineer Supervisor
Engineering District 5-0

District 6
Steven A. Laws, P.E.
Senior Civil Engineer Supervisor
Engineering District 6-0

District 7
Michelle R. Martzall
Highway Maintenance Foreman 2
Lancaster County, 8-7

District 8
John T. Kennedy, P.E.
Civil Engineer Manager
Engineering District 8-0

District 9
Donald E. Schrock
Engineering District 9-0

District 10
Joseph G. Boyer
Highway Equipment Mgr. 2
Engineering District 10-0

District 11
John E. Villella
Trans. Const. Manager 1
Engineering District 11-0

District 12
Jerome F. Bendo
Highway Design Manager
Engineering District 12-0

Edwin B. Robbins
Traffic Control Specialist
Engineering District 12-0
Executive Office and District Awards

**Planning**

The Land Use Action Plan earned a “Commendable Practice” award in the AASHTO Center for Environmental Excellence Smart Growth Competition.

The Program Center’s eSTIP Committee received the AASHTO Trailblazer Award for developing an automated, streamlined time-saving process to replace antiquated procedures for managing and approving amendments to the Metropolitan Planning Organization/Rural Planning Organization (MPO/RPO) Transportation Improvement Program (TIP) and the Commonwealth’s Statewide Transportation Improvement Program (STIP).

Transportation Research Board’s Charley V. Wootan Award for the outstanding paper describing implementation of strategic management as an operating principle at PennDOT was awarded to David Margolis and Douglas Zimmerman of PennDOT and Theodore Poister of Georgia State University.

The Agility Center received a U.S. Marine Corps Reserves Partnership Award plaque recognizing PennDOT Ambassadors for their efforts in successfully filling a PennDOT truck with toys for underprivileged children on December 1, 2004 as a part of the Toys for Tots Program.

PennDOT was awarded the U.S. State Department of Transportation Partnership Award from Keep America Beautiful.

PennDOT’s Bureau of Planning and Research received a Diamond Honor Award with GeoDecisions for the PennDOT GIS Web Portal which includes Interactive Traffic Monitoring, mapping tools and video log. The award was presented by American Council of Engineering Companies of PA.

**Highway Administration**

PennDOT was honored with the Keep America Beautiful/U.S. State Department of Transportation Partner Award as the state transportation agency that best promoted the goals of Keep America Beautiful in 2004.

Computerworld Magazine presented its Honors Laureate Award for visionary use of IT in the category of Government & Non-Profit Organizations to PennDOT. PennDOT received this international award for its Automated Permit Routing Analysis System (APRAS).

Deputy Secretary Gary L. Hoffman, P.E., was inducted into the National Academy of Sciences (NAS) as a Lifetime Associate Member because of his decades of pro bono national service to research and technology implementation in Highways and Bridges.

**Safety Administration**

Recipient of American Association of Motor Vehicle Administrators (AAMVA) 2004 Public Affairs and Consumer Education (PACE) Award/Marketing Campaign Category for our internally produced marketing campaign, Emissions Inspection and Maintenance Program.

PennDOT garnered praise for the Motorcycle Safety Program by receiving a National Motorcycle Safety Foundation Award in 2004. The national foundation is the world leader on motorcycle safety and training and has recognized PennDOT with an award nine of the last 10 years for program quality, efficiency and overall excellence. In 2004, PennDOT’s Motorcycle Safety Program trained 23,402 students, the highest in the program’s history.

**Aviation, Rail Freight and Public Transportation**

The Federal Transit Administration recognized PennDOT’s Bureau of Public Transportation with a first-place award for “Outstanding Achievement for an RTAP State Management Program” for its administration of PennTRAIN’s PennSCORE program.

**Administration**

PennDOT’s Human Resource Director Karen I. Mitchell received the Charles T. Sciotto Award for Excellence in Human Resources for her extraordinary leadership in Human Resources within Pennsylvania state government.
**District 1**

(814) 678-7015

**William G. Petit, P.E., District Executive**

- Crawford - 910 miles/501 bridges  
  John Moyer, Acting Maintenance Manager
- Erie - 779 miles/566 bridges  
  Scott K. Young, Maintenance Manager
- Forest/Warren - 738 miles/340 bridges  
  Terrance C. Keef, Maintenance Manager
- Mercer - 744 miles/423 bridges  
  David B. Bollenbacher, Maintenance Manager
- Venago - 529 miles/220 bridges  
  Mike Hammond, Acting Maintenance Manager

Received the Association for Bridge Construction and Design (ABCD) Award for Wintergreen Gorge Bridge.

Received the Pennsylvania Partnership for Highway Quality (PPHQ) Award for Bayfront Connector Ag1 Project – Highway Support Enhancement Award.

Received the PPHQ Award for Wintergreen Gorge Bridge – Community Support/Customer Focus Award.

Received the PPHQ Award for Wintergreen Gorge Bridge – Environmental Award.

Received the AASHTO Trailblazer Award Team Excellence for Wintergreen Gorge Bridge.

**District 2**

(814) 765-0410

**Kevin Kline, P.E., District Executive**

- Centre - 574 miles/409 bridges  
  Ron Chubb, Maintenance Manager
- Clearfield - 803 miles/393 bridges  
  Kim Reese, P.E. Maintenance Manager
- Clinton - 296 miles/245 bridges  
  Robert Smeltz, Jr., Maintenance Manager
- McKean/Elk - 675 miles/365 bridges  
  Patricia Shinaberger, Maintenance Manager
- Potter/Cameron - 558 miles/323 bridges  
  Susan Hoy, Maintenance Manager
- Mifflin/Juniata - 590 miles/433 bridges  
  Vince Cramer, Maintenance Manager

Bridge on SR 1011 over Knapp Creek in McKean County was awarded the Outstanding New Short Span Bridge Award by the Pittsburgh Chapter of the Association for Bridge Construction and Design (ABCD).

Pennsylvania Partnership for Highway Quality (PPHQ) awarded Value Engineering/Cost Savings award to SR 879/Section 232.

The Department recognized District 2 with Safety Committee recognition as set forth under the PA Worker’s Compensation Act/Article X.

Dave Karp was named Senior Inspector in Charge for 2003.

Dave Okerlund from McKean County took first place in the Loader Competition at the 2004 Statewide Equipment Roadeo.

**District 3**

(570) 368-8686

**Jim Kendter, P.E., District Executive**

- Columbia/Montour - 666 miles/441 bridges  
  Brian Leighow, Acting Maintenance Manager
- Bradford - 897 miles/514 bridges  
  Bob Thorne, Maintenance Manager
- Lycoming/Sullivan - 970 miles/652 bridges  
  Raymond Perrit, Maintenance Manager
- Northumberland - 528 miles/342 bridges  
  Ted Deptula, Maintenance Manager
- Snyder/Union - 585 miles/440 bridges  
  Michale E. Kersetter, P.E., Maintenance Manager
- Tioga - 622 miles/508 bridges  
  Guy Mahosky, Maintenance Manager
The Danville-Riverside Bridge dedication ceremony received the American Road and Transportation Builders Association (ARTBA) Pride Award for Community Relations. Received the PPHQ Bridges (less than 151’ in length) for Knapp’s Covered Bridge in Bradford County.

Route 15 South Welcome Center in Tioga County received the American Council of Engineering Companies (ACEC/PA) Diamond Honor Award for Building Services.

District 4

**Steve Shimko, District Executive**
- Lackawanna - 558 miles/412 bridges
  Dennis Giordano, Acting Maintenance Manager
- Luzerne - 852 miles/563 bridges
  Ted Zurla, Acting Maintenance Manager
- Pike - 328 miles/176 bridges
  Bob Collins, Maintenance Manager
- Wayne - 719 miles/307 bridges
  Kathy O’Neill, Acting Maintenance Manager
- Susquehanna/Wyoming - 1169 miles/616 bridges
  Matt Collura, Maintenance Manager

The District 4 Work Zone Safety Committee was chosen by the Awards Council of the AASHTO Standing Committee on Quality as a winner of the Pathfinder Award.

District 4 received the Pennsylvania Partnership for Highway Quality (PPHQ) Congestion Management Award. The award recognizes the success of the Keyser Avenue Roadway Widening and Bridge Replacement Project in significantly reducing traffic congestion at the intersection of Keyser Avenue and Morgan Highway in the City of Scranton.

David Cooper from Luzerne County took first place in the Truck Competition at the 2004 Statewide Equipment Roadeo.

District 5

**Amar C. Bhajandas, P.E., District Executive**
- Berks - 883 Miles/641 bridges
  Robert T. Evans, Maintenance Manager
- Carbon - 268 miles/136 bridges
  Carlo R. Collevechio, Maintenance Manager
- Lehigh - 530 miles/332 bridges
  James O. Kirkland, Maintenance Manager
- Monroe - 521 miles/366 bridges
  Robert P. Mudrick, Maintenance Manager
- Northampton - 501 miles/309 bridges
  Louis Chunko, Maintenance Manager
- Schuylkill - 598 miles/342 bridges
  Charles C. Sincavage, Acting Maintenance Manager

District 5’s Maintenance Unit was awarded ISO 14001 Registration in April 2004.

District 6

**Andrew L. Warren, District Executive**
- Bucks - 964 miles/645 bridges
  Ed (Wilbur) Aikey, Acting Maintenance Manager
- Chester - 1,027 miles/664 bridges
  Michael Rebert, P.E., Maintenance Manager
- Delaware - 447 miles/367 bridges
  Robert Bansept, Maintenance Manager
- Montgomery - 771 miles/618 bridges
  George J. Cole, Maintenance Manager
- Philadelphia - 360 miles/414 bridges
  Nicholas Martino, Maintenance Manager

District 6 won the 2004 Excellence in Concrete Pavement Award (Traffic Management Category) for the U.S. Route 202, Section 400 Widening and Interchange Improvement Project in Chester and Montgomery counties, presented by the American Concrete Pavement Association and Concrete Construction Magazine.
PennDOT was presented with the AASHTO Legacy Award for the District’s relocation of the King of Prussia Inn in 2000.

The US 202, Section 400 Improvement Project won the Pennsylvania Partnership for Highway Quality (PPHQ) Project Recognition Award.

The US 202, Section 400 Improvement Project won the American Council of Engineering Companies of PA honor award for transportation.

The US 202, Section 405 Norfolk Southern Railroad Bridge over I-76 won the PPHQ Award for the Structure over 150 Feet or Greater.

The US 202, Section 404 Project won the PPHQ Award for Maintenance and Protection of Traffic.

District 8 (717) 772-0778

Barry G. Hoffman, P.E., District Executive

• Adams - 545 miles/385 bridges
  Dan Storm, Maintenance Manager

• Cumberland - 556 miles/362 bridges
  Philip Brush, Maintenance Manager

• Dauphin - 557 miles/438 bridges
  Richard J. Garchinsky, Maintenance Manager

• Franklin - 614 miles/325 bridges
  Dave Rock, Maintenance Manager

• Lancaster - 1,064 miles/739 bridges
  Charles P. Enoch, Maintenance Manager

• Lebanon - 374 miles/223 bridges
  John Smith, Maintenance Manager

• Perry - 420 miles/272 bridges
  Randy Tressler, Maintenance Manager

• York - 1,137 miles/659 bridges
  Charles L. Webb, Maintenance Manager

District 9 (814) 696-7100

Tom Prestash, P.E., District Executive

• Bedford/Fulton - 1,137 miles/637 bridges
  Mark Yeckley, Maintenance Manager

• Blair - 457 miles/314 bridges
  Thomas A. Hofer, Maintenance Manager

• Cambria - 673 miles/335 bridges
  Mark K. Pardoe, Maintenance Manager

• Huntingdon - 599 miles/322 bridges
  Warren W. Rourke, Maintenance Manager

• Somerset - 883 miles/475 bridges
  Joseph A. Kelemen II, Maintenance Manager

The American Concrete Pavement Association 2004 Lifetime Pavement Achievement Awards for Highways was awarded to District 9 for the U.S Route 522, Huntingdon County.

Pennsylvania Partnership for Highway Quality (PPHQ) winner for the Asphalt Pavement Award for SR 0219-023 Mid-Somerset Resurfacing, Somerset County.

PPHQ winner for the Pennsylvania Excellence in Project Partnering Award for SR 0219-023 Mid-Somerset Resurfacing, Somerset County.

District 10 (724) 357-2800

Richard H. Hogg, P.E., District Executive

• Armstrong - 658 miles/373 bridges
  Lee Goehring, Maintenance Manager

• Butler - 655 miles/355 bridges
  Jeff Hartzell, Acting Maintenance Manager

• Clarion - 470 miles/206 bridges
  Martin J. Ferguson, Maintenance Manager

• Indiana - 801 miles/429 bridges
  Robert J. Dill, Acting Maintenance Manager

• Jefferson - 552 miles/261 bridges
  Steve Williams, Maintenance Manager
Received the Pennsylvania Partnership for Highway Quality (PPHQ) Choice Award for International Organization for Standardization (ISO) 9001:2000 Certification, construction.

Received PPHQ Safety Award for Route 38 Crash Avoidance System, Butler County.

Received American Road and Transportation Builders Association (ARTBA) Work Zone Safety Award for Route 119 South Education Outreach, Indiana County.

Received Federal Highway Administration (FHWA) Excellence in Highway Design Award for ITS - Route 38 Crash Avoidance System, Butler County.

Received Welcome to Indiana Image Award for Gateway Garden, District Office, Indiana County.

Received American Council of Engineering Companies – Pennsylvania (ACEC/PA) Diamond Award for Engineering Excellence for Interstate 79 Cranberry Connector, Butler County.

**District 11**  
(412) 429-5001

**Karl D. Ishman, P.E., District Executive**

- Allegheny - 1,176 miles/1,157 bridges  
  Anthony Perrotta, Maintenance Manager
- Beaver/Lawrence - 992 miles/625 bridges  
  Phillip Yannotti, Maintenance Manager
- Tunnels  
  Tom Diddle, Manager

Received American Concrete Pavement Association and Concrete Construction Magazine Winner in the Divided Highways-Urban Category, 2004 National Pavement Awards Program for Excellence in Concrete Pavement for Cargo Road Interchange Project.

Received Pennsylvania Partnership for Highway Quality Award, for Cargo Road Interchange Project.

2004 Transportation and Historic Preservation Excellence Award, Senator John Heinz History Center formed a partner-ship between PennDOT and the Greater Pittsburgh Council of the Boy Scouts of America to restore the Washington Crossing Bridge (40th Street Bridge), including the state seals decorating the handrails of this national landmark.

Received 2004 Freedoms Foundation at Valley Forge Award and 2004 George Washington Honor Medal for Washington Crossing Bridge Rehabilitation (40th Street Bridge Project).

Received American Society of Highway Engineers/Pittsburgh Chapter 2004 Outstanding Highway Engineering Award for Fort Pitt Project.

Received American Society of Civil Engineers Award of Merit for quality design and contract execution for Fort Pitt Project.

Received Pennsylvania Partnership for Highway Quality’s Design Award for Fort Pitt Bridge Project.

Received ACES Diamond Award Certificate for Route 19 bridge replacement.

Received American Council of Engineering Companies of PA’s Grand Conceptor Award (Diamond Awards) in Engineering Excellence for Fort Pitt Bridge and Tunnel Rehabilitation.

Received Engineers’ Society of Western Pennsylvania’s 2004 Project of the Year Award/Transportation for Fort Pitt Bridge and Tunnel Rehabilitation.

Received the Association for Bridge Construction and Design/Pittsburgh Chapter’s 2004 Outstanding Rehabilitated Bridge for Fort Pitt Bridge project.

The U.S. Department of Education appointed William Adams, P.E., P.G., Ph.D., assistant construction engineering, to the Mid Atlantic Regional Committee. Dr. Adams will access the region’s educational technical assistance needs in support of the No Child Left Behind Act.
District 12 (724) 439-7340

Joseph J. Szczur, P.E., District Executive

- Fayette - 757 miles/437 bridges
  Merle G. Bolen, Acting Maintenance Manager
- Greene - 572 miles/400 bridges
  Lanny Hewitt, Maintenance Manager
- Washington - 1,096 miles/790 bridges
  Jeffrey W. Breen, Maintenance Manager
- Westmoreland - 1,201 miles/730 bridges
  David L. Enick, Maintenance Manager


Received the PIHB Helping Hands Award for employing people with disabilities at PennDOT’s Welcome Centers.

Received ISO 14001 Registration and Surveillance Audit.

Association for Bridge Construction and Design Award, New Multi-Span Bridge, Cozy Inn Bridge, Route 22, Westmoreland County.

2004 Pavement Reclamation Project Award, Greene County.

District 12’s Roadside Specialist Mike Maurer was presented the 2004 Dow Agro Sciences Roadside Achievement Award for his innovation and commitment to integrated vegetation management in his roadside safety efforts.
The State Transportation Commission evaluates the Commonwealth’s transportation system, determines needs and resources, helps set Department priorities and recommends the Twelve-Year program of transportation projects. Members are:

Allen D. Biehler, Chairman
Secretary of Transportation

Robert B. Pease
Vice Chairman, Allegheny
National Development Center

Gene G. Smith, Mercer
Secretary, Retired, PennDOT

Jacob R. Bowers, Berks
Berks Area Reading Transportation Authority

Robert P. Daday, Northampton
PPL

Galen E. Dreibelbis, Centre
Retired, State Representative

Ronald D. Ertley, Luzerne
Chairman, Tech Aviation

Richard A. Geist, Blair
Chairman, House Transportation Committee

John P. Kazmaier, Blair
Allegheny Heritage Development Corporation

Sharon L. Knoll, Erie
Sharon L. Knoll Associates

Roger A. Madigan, Tioga
Chairman, Senate Transportation Committee

Thane C. Martin, Philadelphia
Paramount Financial Advisors

Keith R. McCall, Carbon/Luzerne
House Transportation Committee

J. Barry Stout, Washington
Senate Transportation Committee

Frederic M. Wentz, Esq., Montgomery
McGrory, Wentz, LLP

The Transportation Advisory Committee (TAC) consults with and advises the Transportation Commission on highway and mass transit issues and conducts studies at the Commission’s request. Members are:

H. Michael Liptak, Chairman
Highway Equipment and Supply Company

Allen D. Biehler, P.E.
Secretary, Department of Transportation

Francis Barnes
Secretary, Department of Education

Dr. Roy E. Brandt, Ph.D.
Retired Professor, Edinboro University

Brad Cober
Commissioner, Somerset County

Donna Cooper
Secretary, Office of Policy and Planning

Dr. Marion B. Fox, Ph.D.
Independent Consultant

Anthony V. Herzog
Commissioner, Wayne County

Wendell F. Holland
Pennsylvania Public Utility Commission

Richard A. Kasunic
Senate of Pennsylvania

Joseph Mangarella
Retired, Carol Ann Fashions

Kathleen McGinty
Secretary, Department of Environmental Protection

Anthony J. Melio
House of Representatives

John D. Payne
House of Representatives

Anthony J. Ross
Ross Development

John P. Rutter
IA Construction Corporation

Richard L. Shaw
Michael Baker Corporation

David C. Sims, P.E.
PennDOT, Retired

Ronald G. Wagenmann
Manager, Upper Merion Township

Donald White
Senate of Pennsylvania

Glenn E. Wolgemuth
President, Sheridan Supply Co., Inc.

Dennis Wolff
Secretary, Department of Agriculture

Mary Worthington
Wellsboro Chamber of Commerce

Dennis Yablonsky
Secretary, Department of Community and Economic Development