2018 ANNUAL REPORT

Delivering Better Mobility Through Smart Management and Innovation.
Dear Customers,

As the Keystone State, Pennsylvania’s transportation network is critical to our quality of life and our economy. As the nation’s fifth-largest state-maintained roadway system and the third-largest state-maintained bridge inventory, safety and the ability to travel are critical to our way of life. We are also helping make possible millions of trips via public transportation and other travel options, getting people to work, appointments, and more.

While we saw another year of investment through our forces and private-sector partners, 2018 also brought some historic challenges. Record-breaking flooding and significant slide damage not only impacted our finances but also impeded travel in many communities. Our public-private partnership for bridges – which is replacing 558 bridges in largely rural areas on an accelerated schedule – was also impacted by this dramatic weather with schedules and bridge damage.

Despite these significant challenges, last year saw continued progress in our ports, aviation, rail freight, and transit services. Our continued technology and facility investments are helping transit providers become more efficient while better serving customers. Our ports continue to modernize and grow, bringing more jobs and economic opportunity to the state. And our non-highway modes continue to provide critical connections and enhanced safety no matter how goods or people travel.

We also keep Pennsylvanians moving through our driver and vehicle services. Our extraordinary teams ensured we hit key federal project milestones, enabling us to offer REAL ID-compliant driver licenses at the customer’s option. Offering REAL IDs to customers who want them in an efficient, convenient manner while complying with federal regulations has been our central focus. Customers can visit any of our 75 driver license centers to apply for REAL ID, and we’ve added four new centers and upgraded eight existing driver license centers that comply with federal regulations to offer REAL IDs over the counter.

While we are delivering value for Pennsylvanians, we believe strongly in transparency and reporting on our progress. That’s why we created two new online resources for the public. You can see monthly updates on how we’re working to make our lives and economy better at www.penndot.gov/results. And we have added state and local bridge-condition information to our projects portal at www.projects.penndot.gov.

With these resources and this report, we reaffirm our commitment to the safety of everyone on Pennsylvania’s transportation networks. Thank you for your interest in transportation.
OUR VISION
A better quality of life built on transportation excellence.

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

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

Modernization – We consistently evaluate our processes and procedures to encourage innovation and remain competitive.

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

Communication – We are committed to effective communication with our customers, employees and the legislature.

Workforce Development – We value and respect one another while promoting teamwork and workforce development.

PENNDOT'S STRATEGIC THEMES
In 2018 PennDOT preserved and improved 747 state-owned bridges, invested $63 million for roadway patching using nearly 187,000 tons of asphalt, and improved more than 5,800 miles of roadway.

With PennDOT directly responsible for approximately 40,000 roadway miles and 25,400 bridges in Pennsylvania, maintaining our transportation network takes strong partnership among the department, federal and local governments, planning partners, the construction industry and our communities.

In addition to the state’s highways and bridges, a robust menu of travel and commerce options such as aviation, transit and rail facilities are also essential to keeping people and goods moving.
This is a multi-year statistical review of reportable motor vehicle crashes in Pennsylvania. A reportable crash is one in which the incident occurs on a highway or traffic way that is open to the public and an injury or a fatality occurs, or at least one of the vehicles involved requires towing from the scene.

In 2018, PennDOT unveiled a revamped, online submission system to report concerns on state-owned roads, construction projects, signs or signals, speed limits, or damage to personal property.

In 2018, PennDOT handled more than 56,615 online submissions to its Customer Care Center from the public. That is an increase from 2017 when we received 34,235 concerns.

Pennsylvania's Municipal Signal Partnership Program, also known as the "Green Light–Go Program," provides state funds for the operation and maintenance of traffic signals along critical and designated corridors.

In 2018, the Green Light-Go Program provided funding for 78 traffic signal projects for 66 municipalities throughout Pennsylvania.
Much of Pennsylvania saw the wettest year on record, resulting in significant amounts of flooding and landslides throughout the state. As a result, there is an estimated $125.7 million in flood and significant slide damage to state-maintained roads and bridges in 2018 - the highest cost in any single year in the past 10 years.

Historically, flooding and landslide costs have been accounted for through our maintenance or construction-project process, except for emergencies or other significant events. The nature of flooding and emergencies in 2018 were beyond our typical practices, so we have had more events warranting emergency assistance.

For comparison, damages from Hurricane Irene in August 2011 amounted to less than $19 million, and Tropical Storm Lee later that year caused just under $68 million in damages.

We anticipate recovering some of these costs through the Federal Emergency Management Association (FEMA), and the Federal Highway Administration and recently announced it is providing $30 million for the U.S. 30 slide and July and August flooding, but all costs will not be covered, and FEMA funding will not come for a couple of years.

To help prepare for future extreme weather, the department conducted an Extreme Weather Vulnerability Study, which analyzed past PennDOT flooding-related data, traffic volumes, federal and national weather and flooding resources, and more. It also identified roadways susceptible to flooding based on that data.

The study also projected potential future flooding vulnerabilities in Allegheny, Delaware, and Lycoming counties. The completed study was shared with planning partners, PEMA, federal highway officials, and department staff for reference in maintenance and project work, and to complement the data PennDOT already uses in planning future projects. The next phase of the study will identify potential mitigation strategies to use on projects in Allegheny and Delaware counties, made possible with state and federal matching funds.
PennDOT Secretary Leslie S. Richards and Governor Tom Wolf survey a section of U.S. 30 in Allegheny County closed April 7, 2018 after a landslide caused the collapse of three lanes, displaced 31 people, and destroyed two apartment buildings and two houses.
An estimated $125.7 million in flood and significant slide damage is roughly equal to the cost to resurface 125 miles of two-lane Interstate and the highest cost in any single year in the past 10 years.

We compiled some of the many stunning images captured by our team members across the state into a summary of this year’s conditions.

### PennDOT Flooding/Slide Damages

#### April to September 2018

<table>
<thead>
<tr>
<th>Storm Date</th>
<th>Event Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>April 8</td>
<td>U.S. 30 slide in Allegheny County</td>
<td>$11.9 million</td>
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<tr>
<td>July 22-26</td>
<td>Flooding involving (17) Counties: Bradford, Columbia, Lycoming, Montour, Northumberland, Snyder, Sullivan, Tioga, Union, Schuylkill, Cumberland, Dauphin, Lancaster, Lebanon, York, Blair, and Huntingdon</td>
<td>$11.8 million</td>
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<tr>
<td>August 1-4</td>
<td>Flooding involving (17) Counties: Bradford, Columbia, Lycoming, Sullivan, Lancaster, York, Blair, Cambria, Fulton, Huntingdon, and Somerset</td>
<td>$2.2 million</td>
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<td>August 7-8</td>
<td>Flooding Event: Sullivan County</td>
<td>$3.1 million</td>
</tr>
<tr>
<td>August 31</td>
<td>Flooding Event involving (4) Counties: Dauphin, Lancaster, Lebanon, and York</td>
<td>$14.2 million</td>
</tr>
<tr>
<td>September 17</td>
<td>April Landslide/Rain Damage (in Allegheny County at the same time as U.S. 30 slide)</td>
<td>$1.2 million</td>
</tr>
</tbody>
</table>
Kreutz Creek Road, York County
Route 3032 Slide, Centre County
Route 3003 (Stenton Ave.) Montgomery County
Interstate 81 South, Ravine, Schuylkill County
Cacoosing Creek, Flooding Fritztown Road, Berks County
In 2018, PennDOT’s Driver and Vehicle Services licensed Pennsylvania’s nearly nine million drivers and 837,000 motorcyclists, while registering nearly 12 million vehicles and close to 400,000 motorcycles.

The Pennsylvania Department of Transportation (PennDOT) is proud to announce that optional REAL ID-compliant driver’s licenses and photo ID cards are now available for Pennsylvania residents who want one.

A federally-accepted form of identification (whether it’s a Pennsylvania REAL ID driver’s license or ID card, a U.S. Passport/Passport Card, a military ID, etc.) must be used as identification to board a commercial flight or visit a secure federal building that requires ID at the door on and after October 1, 2020. There is no requirement that any resident obtain a REAL ID and PennDOT will continue to offer standard-issue driver’s licenses and photo IDs.

Federal REAL ID regulations require that PennDOT verify a customer’s identity, social security number, Pennsylvania residency, and name changes (if applicable), even if a customer already has a PA driver’s license or ID card. More info about document requirements, including a printable document checklist, can be found on the Document Check page of the PennDOT Driver and Vehicle Services website.

Customers have three options for obtaining a REAL ID product: customers may order their REAL ID online if they have been pre-verified; they can visit any PennDOT Driver’s License Center, have their documents verified and imaged, and their REAL ID product will be mailed to them within 15 business days; or they can visit one of twelve REAL ID Centers and receive their REAL ID product over-the-counter at the time of service.

When a customer gets their first REAL ID product, they will pay a one-time fee of $30, plus a renewal fee (current renewal fee is $30.50 for a four-year non-commercial driver’s license or a photo ID). The expiration date of their initial REAL ID product will include any time remaining on their existing non-REAL ID product, plus an additional four years, unless the customer is over 65 and has a two-year license. This expiration date structure means that the customer won’t “lose” time that they’ve already paid for. After the initial REAL ID product expires, the customer will pay no additional fee, beyond regular renewal fees, to renew a REAL ID product.

PennDOT has upgraded seven of its existing driver’s license centers to allow for over-the-counter issuance of REAL ID (Williamsport, Wilkes-Barre, Rockview in Centre County, Erie, Altoona, Norristown and South 70th Street in Philadelphia) and added the following new locations, which are now open for business:

- 1025 Washington Pike, Rt. 50, Bridgeville;
- 143 S. Gulph Road, King of Prussia;
- 1101 MacArthur Road, Allentown;
- 429 North Enola Road, Enola; and
- 2090 Lincoln Highway East., Lancaster.

REAL ID-compliant products are marked with a gold star in the upper right corner, standard-issue (non-compliant) products include the phrase “Not for REAL ID Purposes,” per federal regulations. Sample images can be viewed on PennDOT’s website.

More information about REAL ID in Pennsylvania, including frequently asked questions and information on documents required for REAL ID, can be found at www.penndot.gov/REALID.
PennDOT Driver License Centers are operated by PennDOT employees and offer driver license services. PennDOT’s stand-alone Photo Centers are located throughout Pennsylvania. When you receive a camera card, which is an invitation to our photo license, identification card process, you must appear at a photo center to obtain a photo for driver’s license/identification card.

PennDOT partners with private businesses to provide customers with face-to-face, over-the-counter services. Online indicates that these business partners have a secure, electronic connection to PennDOT and can issue a variety of products on-the-spot. These businesses charge a market-driven fee for their services in addition to applicable PennDOT fees.
The department supports non-highway modes such as public transportation, bicycling, walking, aviation, rail freight, and ports. This includes investments in and support for more than 397 million fixed route bus trips, the state’s 63 operating railroads and 5,600 miles of track, 127 licensed public airports, and more.

HELPING SENIORS ON A DAILY BASIS (FY 17-18)

- **33.7 Million**
  Fixed Route Bus Trips for Seniors

- **3.5 Million**
  Reduced Fare Shared-Ride Trips for Seniors
There are 277 transit vehicles powered by alternative fuels in operation at Pennsylvania transit agencies. In 2018, 311 transit vehicles were replaced throughout Pennsylvania with the help of state funding.

Keystone Corridor passenger trips:
- Keystone – 1,497,904
- Pennsylvanian – 215,607
- TOTAL – 1,713,511
Visit CommuteByRail.com for more information!

Container lifts and containers at the Port of Philadelphia due to PA Intermodal Cargo Growth Incentive Program:
- FY 2017-18 Added Container Lifts – 32,882
- Total Lifts increased since 2015 (through FY 2017-18) – 128,285

Rail freight projects were also a priority in 2018 including the following:
- 26 Rail Freight projects approved in FY 2017-18
- 4 Rail Transportation Assistance Program (RTAP) projects completed in CY 2018, improving or adding approximately 31.5 miles of track
- 15 Rail Freight Assistance Program (RFAP) projects completed in CY 2018, improving or adding 12 miles of track

Designation of U.S. Bicycle Routes 30 and 36
U.S. Bicycle Route 30 extends 46 miles along the shore of Lake Erie, from Ohio to New York, and is locally known as BicyclePA Route Z. Cyclists utilizing USBR 30 will ride along the nationally designated Seaway Trail Scenic Byway and enjoy sandy beaches, historic lighthouses, ecological diversity, and the 3,200-acre National Landmark Presque Isle State Park, which is ranked as the #1 Freshwater Beach in North America.

U.S. Bicycle Route 36 extends 398 miles across the center of Pennsylvania, from Ohio to New York, and is locally known as BicyclePA Route Y. USBR 36 follows much of U.S. Route 6, which was one of the first highways used to move natural resources, people, and products across the country. As such, the route showcases U.S. industrial history, including the first underground mine, the first steam locomotive, and the first lighthouse on the Great Lakes. Cyclists along USBR 36 will also experience the Allegheny National Forest, Lake Erie, and the Pennsylvania Grand Canyon.

73 aviation projects awarded $15.2 million in funding (FY 2017-18).
The State Transportation Innovation Council (STIC) unveiled its **STIC Moving Forward** strategic plan in 2018, aimed at rightsizing the STIC structure and providing more participation opportunities for PennDOT employees and its transportation partners to develop and deploy well-researched, proven and documented innovations across Pennsylvania. The plan also established a process-driven management structure within the STIC to ensure consistent innovation development practices to facilitate the timely movement of more innovations to deployment in Pennsylvania. Under the **STIC Moving Forward** plan, six new innovations were submitted and are currently being developed for possible statewide deployment.

The STIC also supports and promotes Federal Highway Administration (FHWA) Every Day Counts innovations, such as Accelerated Bridge Construction, Roundabouts, Warm Mix Asphalt and High Friction Surface Treatment.

**ACCELERATED BRIDGE CONSTRUCTION**

PennDOT uses numerous Accelerated Bridge Construction (ABC) techniques to build bridges faster and stronger, reducing onsite construction time and improving safety without sacrificing quality. The benefits of ABC include reducing the cost to the department for construction, while at the same time lessening the impact to the traveling public by limiting travel delays and detours.

Three methods of ABC currently institutionalized by PennDOT are Geosynthetic Reinforced Soil-Integrated Bridge Systems (GRS-IBS), Quick Construction Box Culverts (box culverts replaced “start to finish” in 2 weeks or less), and Prefabricated Bridge Elements and Systems (PBES). The PBES connections are typically made with an ABC material, Ultra High Performance Concrete (UHPC). These, plus other ABC techniques such as bridge slides and SPMT’s (Self Propelled Mobile Transports), will be used on PennDOT projects in the future when and where they are appropriate.

**PennDOT utilized ABC construction methods on 87 total bridges, 9 were completed in 2018.**
ROUNDABOUTS

There are 46 roundabouts on state routes in Pennsylvania with another six projected to open in 2019.

Roundabouts provide improved safety and reduced delay over conventional at-grade intersections because roundabouts have fewer conflict points, slower speeds, and continuous flow. A Pennsylvania study of our eleven roundabouts at previous stop or signal controlled intersections with at least three years of before and after crash data showed that they are performing significantly better than the previous intersection type.

- Fatal crashes – reduced by 100% (from 2 to 0)
- Injury crashes – reduced by 96% (from 26 to 1)
- Total crashes – reduced by 47% (from 101 to 54)

Additionally, there have been no reported pedestrian or bicycle crashes at any of our roundabouts since they were built.

WARM MIX ASPHALT

In 2018, 93 percent of the asphalt tonnage used was warm mix asphalt.

HIGH FRICTION SURFACE TREATMENT

Although roadway fatalities are trending downward overall in Pennsylvania, one life lost is too many. With the support of the State Transportation Innovation Council (STIC), PennDOT is deploying High Friction Surface Treatment (HFST), which is proven to reduce roadway departure crashes and fatalities. In fact, PennDOT evaluated the cost-benefit ratio of this product and determined that HFST saves roughly one life each year for every 15 locations where HFST has been installed. There are currently over 300 locations, 51.3 miles total that contain HFST. An additional 67 locations were added in 2018 and 189 locations or 20.4 miles planned.
CONTINUOUS PROCESS IMPROVEMENT REMAINS FOCUS AT PENNDOT

Through quality and process improvement initiatives such as Baldrige, Continuous Process Improvement (CPI), Continuous Quality Improvement (CQI), Quality Circles, and now Governor Wolf’s LeanPA initiative, PENNDOT’s focus on developing innovative and smart approaches to business remains an important focus for PENNDOT leadership. For more than 30 years, organizational improvement employees in PENNDOT’s Bureau of Innovations (BOI) have championed CPI initiatives for the department.

Through BOI, PENNDOT provides process mapping, facilitation, and performance management support across the department, assisting organizations in better understanding the work they do, and the improvements necessary for enhancing the customer experience. BOI guides organizations through identifying processes for improvement, assembling a project team, assessing the challenges and opportunities within the current process, and creating action plans to implement innovative changes.

Process improvement projects across PENNDOT have benefitted our customers, partners, and stakeholders by:

- Creating an Employee Voice Team within PENNDOT’s Construction and Materials Division to gain employee feedback and serve as a catalyst for change inspired by the staff performing the work;
- Enhancing the department’s employee suggestion system, IdeaLink 20/20, to more effectively collect and respond to employees’ innovative ideas; and
- Providing new, virtual opportunities for training and meeting attendance for regional staff, leading to a more efficient delivery of information without travel and wait time.

PENNDOT regularly obtains feedback from its customers through several annual surveys, via its PENNDOT Connects initiative, and through process improvement projects. This input helps PENNDOT better understand its customers’ perspective. Through these feedback forums, PENNDOT can make positive changes to its processes, safe driving campaigns, and training programs based on the challenges and opportunities identified by customers.

Moving into 2019, BOI will be leading or providing guidance for many new process improvement initiatives across the department, including a Lean training plan. With increased awareness of Lean, and employees’ enhanced ability to identify and lead process improvement projects across the department, PENNDOT will continue to pursue new opportunities to provide safe, smart, and effective services to all who travel throughout Pennsylvania.

IDEALINK 20/20

IdeaLink 20/20 is an online suggestion system for PENNDOT employees to submit brand new ideas that could benefit PENNDOT. IdeaLink 20/20 benefits PENNDOT in the areas of cost savings, morale, efficiency, safety, customer service, and revenue generation.
Pennsylvania Welcome Centers Host Safety Days in 2018

Thirteen Pennsylvania Welcome Centers hosted the first-ever PennDOT Safety Days in 2018 to promote safe driving in Pennsylvania. Working with PennDOT’s Safety Press Officers and safety partners from across Pennsylvania, each Welcome Center team planned a unique, safety-focused day, highlighting topics related to work zones, motorcycles, aggressive and impaired driving, car seats, driver safety laws, and fire safety, among others.

The PennDOT Safety Days received positive feedback from travelers and PennDOT’s safety partners alike. Once such safety partner, the Cumberland Valley Volunteer Firefighters Association, expressed their gratitude for being given the opportunity to educate individuals about the importance of fire safety.

The concept of Safety Days at the Welcome Centers originated as a PennDOT IdeaLink 20/20 submission from a Delaware County Welcome Center employee. Plans are already underway for 2019 Welcome Center Safety Days.

Welcome Center Statistics for 2018:
- Nearly 3.5 million customers served.
- More than 7,300 reservations for nearly 13,400 customers.
- Generating nearly $725,000 in tourism revenue.

PennDOT Launches First-Ever Innovations Challenge during 2017-18 School Year

PennDOT launched its first-ever Innovations Challenge during the 2017-18 school year. The challenge asked high school students to look at technologies and innovative methods, aside from traditional paid advertising, marketing and social media channels, that can be developed in the next five to 10 years to curb unsafe teen driving practices. PennDOT received more than 70 innovative solutions from schools across the state. In April 2018, seven regional winners presented their innovative solutions to the Secretary and her panel of judges at a statewide competition in Harrisburg.

The 2018 PennDOT Innovations Challenge winning team from The Haverford School in Montgomery County, developed a concept for a safe-driving mobile application that can detect real-time speed, acceleration and send alerts when unsafe driving practices are detected.
DISTRICT 1
Broadway Avenue Improvement Project is a multi-year project to improve the safety, efficiency, and streetscape on 2.7 miles of Route 718/760 through the communities of Wheatland, Farrell, and Sharon.
Mercer County $28.2 million

DISTRICT 2
When complete, the Route 322 Potters Mills Gap transportation project will alleviate congestion and allow traffic to move more safely and efficiently from the Centre/Mifflin County line to east of Potters Mills.
Centre County $82.5 million

DISTRICT 11
Emergency repair work was completed in 61 days after a landslide closed Route 30 in Allegheny County on April 7, 2018. PennDOT personnel also assisted with the temporary accommodations for residents who were temporarily or permanently displaced due to the slide.
Allegheny County $71.6 million

DISTRICT 10
Cox Corner Roundabout Reconfiguration of an existing intersection on Route 228 and Route 2007.
Butler County $5.6 million

DISTRICT 9
This project is a four lane limited access new alignment for Route 219 between Somerset and Meyersdale and includes approximately 11 miles of earthwork and final grading, six new dual bridges, ITS message boards and cameras, and living snow fence.
Somerset County $23.9 million

DISTRICT 12
This project involves the total reconstruction of Interstate 70 from approximately ¼ mile west of the Ginger Hill interchange (Exit 32-A) extending east approximately ¼ mile west of the Bentleyville interchange (Exit 32-B).
Washington County $75.8 million
**DISTRICT 3**
A new 13-mile, four-lane limited access highway connecting Route 147 in Northumberland County to U.S. 15 in Union County and to U.S. 11/15 in Snyder County. Northumberland, Union and Snyder Counties $865 million

**DISTRICT 4**
By consulting with veteran and historic organizations, PennDOT was able to construct the new Colonel Frank Duffy Memorial Bridge as a modern structure that maintained the look and feel of the old historic bridge. Lackawanna County $30 million

**DISTRICT 5**
U.S. 22/Fullerton Avenue Interchange reconstruction project that included reconstructing the U.S. 22 east and west bridges over the Lehigh River, Lehigh Canal and Norfolk Southern Rail Road, and building a wider and taller Fullerton Avenue Bridge over U.S. 22. Lehigh County $64.7 million

**REGIONAL PROJECTS 2018**

**DISTRICT 8**
I-83 Exit 50 interchange is part of an overall construction contract to replace three bridges that cross over I-83 in Lower Paxton Township – Elmerton Avenue (Route 3026), Route 22 (Jonestown Road) and Union Deposit Road (Route 3020). Dauphin County $34.2 million

**DISTRICT 6**
Replaced seven poor condition bridges over I-676 between 22nd and 18th streets and created enhanced public space. Philadelphia County $65.7 million
## REVENUE SOURCES 2017-18 (IN THOUSANDS)

**State Funding**
- Motor License Fund: Non-Restricted: $2,869,473
- Motor License Fund: Restricted: $2,084,711
- Motor License Fund: Restricted Aviation: $9,051
- Multimodal Fund: $141,063
- Act 44 Public Transportation Trust Fund: $1,416,348
- Act 26 Pennsylvania Transportation Assistance Fund: $226,117
- Pennsylvania Infrastructure Bank: $30,000
- Lottery Fund: $178,882
- Motor License Fund Bonds: $46,204
- General Fund: $109,661
- General Fund Bonds: $175,000
- Unconventional Gas Well Fund: $1,000
**Total State Funding**: $7,287,510

**Federal & Other Funding**
- Federal Funds: Highways: $1,684,310
- Federal Funds: Pass Through: $230,000
- Federal Funds: Public Transportation and Other: $155,498
- Federal & Other: Aviation: $50,289
- Other Funds: Highways: $155,997
- Federal & Other Funds - Rail Freight: $200
**Total Federal & Other**: $2,276,094

**Total Funding**: $9,563,804

## REVENUE USES 2017-18 (IN THOUSANDS)

### Highway Related
- Highway & Bridge Maintenance: $1,746,638
- Highway & Bridge Improvement: $2,858,597
- Driver & Vehicle Services: $197,853
- Payments to Local Government: $950,153
- PennDOT Facilities: $62,204
- General Government Operations: $62,218
- Pennsylvania Infrastructure Bank: $30,000
- Refunds & Other: $26,638
- Welcome Centers: $3,765
**Total Highway Related Uses**: $5,938,066

### Multimodal Related
- Aviation: $69,340
- Rail Freight: $41,200
- Mass Transit: $1,767,465
- Rural & Intercity Transit: $155,498
- Free & Shared Ride Transit: $178,882
- Aviation Grants: $6,363
- Rail Freight Grants (EA): $10,605
- Passenger Rail Grants (EA): $8,484
- Ports & Waterways Grants (EA): $10,605
- Bicycle & Pedestrian Facilities Grants Statewide (EA): $2,121
- Statewide Programs Grants (EA): $40,000
- Multimodal Administration & Oversight (EA): $4,317
- Transfer to Commonwealth Financing Authority (EA): $53,959
- Pennports Regional Port Auth. Debt Service: $4,609
**Total Multimodal Uses**: $2,353,448

### Debt Service & Other Agencies
- Pennsylvania State Police: $748,900
- General Fund Capital Debt: $108,036
- Pennsylvania Turnpike: $169,962
- Motor License Fund Capital Debt: Highway & Bridges: $105,285
- Other Agencies: $131,761
- Tort Payments: $9,000
**Total Debt Service & Other Agencies**: $1,272,290

**Total Revenue Uses**: $9,563,804
2017-18 Motor License Fund Income & Expenditures: State Funds

INCOME
(Dollars in Thousands)

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<thead>
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<th>Source</th>
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<tr>
<td>Licenses &amp; Fees</td>
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<td>Other</td>
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EXPENDITURES
(Dollars in Thousands)

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<td>Driver &amp; Vehicle Services</td>
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Total State Revenue Utilized - $4,853,270

Total State Expenditures - $4,853,270
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 25,400 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.penndot.gov under “About Us.”

**REGIONAL TWITTER HANDLES**

Allentown ...............@511PAAllentown
Altoona ................@511PAAltoona
Erie ....................@511PAErie
Harrisburg .............@511PAHarrisburg
Philadelphia ...........@511PAPhilly

Pittsburgh ...............@511PAPittsburgh
Scranton ...............@511PANortheast
State College ...........@511PAStateColl
Statewide ..............@511PAStatewide
Learn about our executive team at www.penndot.gov under "About Us."

Leslie S. Richards
PennDOT Secretary of Transportation

Leo Bagley
Executive Deputy Secretary

Suzanne H. Itzko
Deputy Secretary, Administration

Jennie Granger
Deputy Secretary, Multimodal Transportation

George W. McAuley Jr., P.E.
Deputy Secretary, Highway Administration

Kurt J. Myers
Deputy Secretary, Driver and Vehicle Services

James D. Ritzman, P.E.
Deputy Secretary, Planning

Pennsylvania Department of Transportation
www.penndot.gov

DEPARTMENT OF TRANSPORTATION
www.dmv.pa.gov

DRIVER & VEHICLE SERVICES
www.instagram.com/pennsylvaniadot

Facebook
www.facebook.com/PennsylvaniaDepartmentofTransportation

YouTube
www.youtube.com/PennsylvaniaDOT

Twitter
www.twitter.com/PennDOTnews

Live Free Ride Alive
www.LiveFreeRideAlive.com

iPhone
Android
In Memoriam
Robert E. Gensimore, Highway Foreman 2
from Blair County in District 9

Bryan T. Chamberlain, Equipment Operator A
from Blair County in District 9