Delivering Better Mobility Through Smart Management and Innovation
In July 2020, PennDOT began observing its 50-year anniversary. This yearlong celebration – 50 Years of Building Communities – highlights decades of milestones in the organization and the state’s transportation system. Visit www.penndot.gov/50years to see these stories.

Our History
The Pennsylvania Department of Transportation was created from the former Department of Highways by Act 120, approved by the legislature on May 6, 1970. The legislation consolidated Department of Highways, Bureau of Motor Vehicles and Traffic Safety, Mass Transit Division, Aeronautics Commission, and the Department of Revenue, which oversaw licensing, registration and inspection of motor vehicles.

The immediate challenge was to consolidate programs from a half dozen agencies into a single PennDOT team. Having developed a high level of engineering expertise, PennDOT continued to move aggressively in the early 1970’s to advance Interstate and other major highway projects. New programs to address the public transit, rail freight, aviation and waterway needs that set the stage for PennDOT’s multimodal future were formed.

During the emergency disaster response to flooding from Hurricanes Agnes in 1972 and Eloise in 1975, PennDOT demonstrated its ability to manage through crisis conditions and to rely on dedicated maintenance workers to restore transportation services. This legacy of admirable performance in battling blizzards and floods, as reported in news articles from all regions of the state, has continued throughout the Department’s 50-year history.

A recurring theme in PennDOT’s history is the reality of limited resources to address the maintenance needs for Pennsylvania’s extensive highway and bridge network. Many attempts to address shortages have been made but with the introduction of highly efficient and electric vehicles, the playing field is changing. One thing that hasn’t changed in 50 years is PennDOT’s commitment to innovation and persistent attention to productivity.

PennDOT’s mission also includes non-highway modes of transportation. The Multimodal Deputate was established by Act 89 in 2013, to better organize those modes of transportation and establish a dedicated fund. The Multimodal Deputate is responsible for all non-highway modes of transportation and freight movement, including Aviation, Public Transportation (local bus, intercity bus, passenger rail, and community/shared-ride transportation), Rail Freight, Ports and Waterways, Bike/Ped, and the new Multimodal Program. The administrative unit is responsible for budget, grant management, procurement, ECMS procurement and contract management, HR, travel, training, and more.

The dedicated Multimodal Transportation Fund stabilizes funding for ports and rail freight, increases aviation investments, establishes dedicated funding for bicycle and pedestrian improvements. A Bicycle and Pedestrian Checklist was created to ensure that appropriate multimodal features are considered during the planning and design process. Act 3 of 2012 advanced bicycle safety by passing the 4-foot law and more clearly defined the rights of the bicyclist while traveling on PA roads.

Driver and Vehicle Services (DVS) achieved significant efficiencies through merging of revenue collection into the registration and licensing process. In January 1993, the official transfer of responsibility for administering the Commonwealth’s Driver License Examination Program from the Pennsylvania State Police to PennDOT. By 1995, as a result of all Driver License Centers being connected to a mainframe system, customers were able to leave with a product in hand.

DVS’ involvement in safety initiatives and human services has been monumental. From specialty plates that raise money for charities, or plates that highlight the service of veterans, to motorcycle safety and organ donation, they support their customers in a variety of ways. Working efficiently, adapting to new legislation and customer needs is their daily challenge, while still providing funds to help meet PennDOT’s needs.

As we’ve gone through this year many stories were shared by employees who were working at PennDOT during much of that 50-year period. Some of the stories along with a historical video series named “PennDOT Presents” can be found on the PennDOT YouTube channel. A timeline was created on the website that tells the PennDOT story since the early 1900’s, and throughout the year, we’ve told our story on our social media platforms, newsletters and the Blog.

See the full timeline at PennDOT.gov/50years to learn more about our history. Check out the videos at: www.youtube.com/user/PennsylvaniaDOT.
Transportation is the backbone of Pennsylvania’s economy and our communities. Goods movement is a necessity, as is people’s ability to commute for work, to access health care, leisure activities, and family. Transportation provides and supports many Pennsylvanians’ jobs.

Pennsylvania’s transportation network is vast and critical to our way of life. In the state-maintained system alone this is roughly 40,000 miles of state-owned roads and roughly 25,000 state-owned bridges, 35 fixed route transit systems, 130 public use airports, 259 private use airports, 277 private-use heliports, three ports and the privately-owned network of more than 5,600 miles of freight railroad lines. Our fuel taxes and various transportation fees support construction and maintenance on another 78,000 miles of municipal and county roads, along with 6,400 local bridges.

In addition to our vast, multimodal responsibility across the state, our Driver and Vehicle Services operation provides online tools and operates 103 facilities for face-to-face customer service, ensuring commercial and personal driver licensing and testing, photo services and vehicle registration and inspection remain current and safe. We provide over-the-counter REAL ID services at 13 facilities, with further expansion planned.

Across our modes and assets, our long-standing needs have come to a head with recent events. We cannot deny the need for and consensus to act on transportation funding solutions.

Like other state agencies, we have had significant challenges from the pandemic but also found innovations. Our team - working at home, on our roadways, and in our driver license centers or offices - has adapted and shown incredible dedication in the face of this emergency. While we have experienced challenges and shown resiliency in our business practices because of the pandemic, this global situation has undoubtedly underscored our transportation revenue challenges.

To address these near- and long-term revenue challenges and to move away from the state’s outdated gas tax, on March 12, 2021, the Governor signed an executive order establishing the Transportation Revenue Options Commission. The commission will develop comprehensive funding recommendations for Pennsylvania’s large and aging infrastructure.

Additionally, the PennDOT Pathways program launched in November 2020 will study and recommend near- and long-term strategies to find reliable options. Find more on these initiatives at www.penndot.gov/funding.

We cannot support our needs and grow to our potential by using last century’s funding tools. We will all benefit from transportation investments and their results in safety and mobility. In exploring these opportunities, we will continue engaging our stakeholders and the public in an educational and receptive dialogue.
OUR MISSION
Enhance, connect and add value to our communities by providing a sustainable, equitable transportation system and quality services for all.

OUR VISION
An enhanced quality of life built on transportation excellence.

OUR VALUES

Safety: We value the safety of our employees, customers and partners in all that we do.

Innovation and Evolution: We pursue and incorporate evolving technologies and innovative practices to improve transportation.

Equity in Mobility: We enhance quality of life through investments in equitable, efficient and safe movement of people and goods.

Customer Experience: We are committed to providing a positive customer experience for all.

Communication: We are committed to effective, transparent, timely communication with our employees, customers and stakeholders.

Inclusive Workforce Investment: We build a strong team by respecting one another, promoting teamwork and seeking to recruit and empower our diverse workforce.

Sustainable Transportation: We connect Pennsylvania to the world’s economy through environmentally and fiscally sustainable, resilient transportation systems.
PennDOT’S STRATEGIC THEMES

SAFETY AT ALL LEVELS
Ensure safety is engrained in the culture of PennDOT to protect our employees, customers, partners and the traveling public as well as our assets.

INNOVATION
Promote creativity and continuous quality improvement at all levels to improve effectiveness and efficiency, and enhance customer service.

MOBILITY AND CONNECTIVITY
Provide access to equitable, affordable, reliable and sustainable transportation options that support quality of life and economic prosperity.

EFFECTIVELY LEVERAGING AVAILABLE RESOURCES BY MODERNIZING TECHNOLOGY AND ASSETS
Assure excellence in productivity, efficiency, sustainability, service quality and resiliency in asset stewardship by leveraging technology and innovation to improve Pennsylvania’s multimodal transportation infrastructure and processes, while maintaining the integrity, confidentiality and protection of customer records and personally identifying information.

COMMUNICATION THAT FOSTERS RELATIONSHIPS AND ENCOURAGES NEW IDEAS
Strengthen internal and external relationships, cultivate employee ideas and engage customers equitably using collaborative, transparent communication tools and services.

RECRUITING, RETAINING AND DEVELOPING A DIVERSE AND INCLUSIVE WORKFORCE
Ensure a flexible work environment that inspires employee development, is strengthened by team diversity, values employee insight and empowers employees to pursue rewarding careers at PennDOT.

CUSTOMER SERVICE
Equitably serve all customers and communities by working to understand and empathetically respond to their unique needs.
In 2020 PennDOT preserved or improved 384 state-owned bridges, invested $48 million for roadway patching using over 108,436 tons of asphalt and improved more than 3,600 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.

PennDOT is committed to making Pennsylvania's roadways safer for travelers of all modes. While fatalities are trending downward over time, we'll continue to work on engineering, education and enforcement initiatives with our many partners because even one fatality is too many.

The public can access commonly requested crash and fatality information as well as create their own custom searches with the Pennsylvania Crash Information Tool at www.crashinfo.penndot.gov.
In 2020, PennDOT handled 32,033 online submissions from the public to its Customer Care Center.

Concerns on state-owned roads related to construction projects, signs or signals, speed limits, or damage to personal property can be reported through the website.
In 2020, PennDOT’s Driver and Vehicle Services licensed Pennsylvania’s nearly 9 million drivers and 810,858 motorcyclists, while registering nearly 12 million vehicles and close to 377,000 motorcycles.
Identity documents are vital to how people navigate the world, and having an affirming and accurate ID is critical for access to employment, healthcare, housing and much more. Offering equitable and inclusive services for all Pennsylvanians is central to PennDOT’s mission, and in July of 2020, PennDOT began offering a non-binary gender designation option for its driver licenses and photo identification cards.

A non-binary designation, which appears on a driver’s license or photo ID card as an “X,” is a third option for individuals who would prefer such a designation where traditionally only “M” (male) or “F” (female) options were available. The designation is offered free-of-charge for identification products. Applicable duplicate fees apply to customers to obtain a duplicate license or photo ID card reflecting the change in designation. Customers who wish to change their gender designation can fill out Form DL-32 and bring it to any PennDOT Driver License Center to complete the process. Individuals seeking to change their gender designation may self-certify their change, and no sign off from a doctor or social worker is needed. A gender designation change must be completed in person at a PennDOT Driver License Center.

Millionth REAL ID Product Issued
Customer service has been at the center of PennDOT’s REAL ID program, and that continues to be our focus as the federal deadline approaches. PennDOT issued its one millionth REAL ID product in 2020, a major milestone in its work to issue REAL ID-compliant products to customers.

Based on data from other states with optional REAL ID programs, PennDOT anticipates that 2.5 million Pennsylvanians will choose to get a REAL ID-compliant driver’s license or ID card, with 1.3 million obtaining them by May 3, 2023. Now that the million-product threshold has been crossed, PennDOT is positioned well to reach this target by the federal enforcement deadline. Obtaining a REAL ID is optional in Pennsylvania – some customers may not need one or may have another acceptable form of ID - like a passport or military ID - that will be acceptable after October 1, 2021. Approximately 5.7 million customers have made a conscious decision about REAL ID - either to obtain one or to use an alternative acceptable form of ID.

Customers have three options for obtaining a REAL ID product: Customers may order their REAL ID online if they have been pre-verified and their REAL ID product will be mailed to them within 15 business days; they can visit any PennDOT driver license center that is open for driver license services, 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 12 REAL ID Centers and receive their REAL ID product over the counter at the time of service.

Free IDs for Homeless Pennsylvanians
A new state law, Act 131 of 2020, which Governor Tom Wolf signed into law in late 2020, has provided the opportunities for Pennsylvanians experiencing homelessness the ability to be issued a free identification card. This new law makes significant changes to increasing many of our residents’ independence, ultimately enhancing their quality of life.

The law covers initial issuance and renewals for photo IDs for those who qualify for free issuance due to their homeless status. The law covers initial issuance and renewals for photo IDs for those who qualify for free issuance due to their homeless status.

Additional information can be found on the Driver and Vehicle Services website, www.dmv.pa.gov.
Looking Forward

Act 131 will also provide opportunities for Pennsylvanians with visual impairments improved access to obtain a driver’s license and will help improve roadway safety through updated commercial driver’s license requirements.

By September 27, 2021, a section of this legislation will be implemented so that a safe program will allow eligible individuals to use bioptic telescope lenses to help them to qualify for and obtain a driver’s license. Bioptic telescope lenses are authorized for use in at least 28 other states and are designed to help individuals meet visual acuity standards who otherwise wouldn’t be able to obtain a license. PennDOT is currently developing the program’s training and licensure process.

Additionally, Act 131 updates the requirements and restrictions for commercial driver’s license (CDL) holders, including reporting requirements for convictions and violations. This law will bring Pennsylvania into compliance with upcoming federal CDL regulations, which will include a lifetime disqualification from operating a commercial motor vehicle for human trafficking convictions. These sections of the law will become effective on various dates starting in early 2021.
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 a driver’s license or an 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.

**DRIVER AND VEHICLE SERVICES STATISTICS**

- 9 Million Licensed Drivers
- 12+ Million Registered Vehicles
- 3,466 Special Fund License Plates Sold Raising $58,342
- 5+ Million People Assisted by the DVS Call Center
- 10.2 Million Online Transactions
- 14,771 Personal License Plates Sold
- 17,607 PA Motorcycle License App Downloads
- 810,858 Licensed Motorcyclists
- 377,147 Registered Motorcycles
- 2,113 Participants in the Safety Course
- 267,659 PA Driver License App Downloads
The Department supports all modes of transportation that includes public transportation, bicycling, walking, aviation, rail freight, passenger rail, and ports. This includes investments in and support for more than 300.3 million fixed route bus trips, the state’s 65 operating railroads and more than 5,600 miles of track, 125 licensed public airports, and more.
HELPING SENIORS ON A DAILY BASIS (FY 19-20)

27.6 Million
Fixed Route Bus Trips for Seniors

2.7 Million
Senior Shared-Ride Program Trips
ACTIVE TRANSPORTATION PLAN

In 2020, PennDOT advanced several Active Transportation Plan priorities to improve conditions for walking and biking across our state.

Department staff presented to local governments and planning organizations, as well as state and federal partners on the health and equity themes of the Active Transportation Plan as part of the educational outreach effort stressing the value of the PennDOT Connects process to identify and support local planning needs.

PennDOT continued coordination with the Department of Health and the Department of Conservation and Natural Resources to fund local planning efforts, improve trail facilities, and educate local communities on the value of active transportation to their citizens through the Walkworks and Local Technical Assistance Program.

For more information on Active Transportation in Pennsylvania see the online resources available for:

- **Walking**: www.penndot.gov/TravelInPA/TakeAWalk/Pages/default.aspx
- **Biking**: www.penndot.gov/TravelInPA/RideaBike/Pages/default.aspx
- **Transportation-Health Connection**: www.penndot.gov/TravelInPA/Pages/Transportation-and-Health.aspx

The Department also succeeded in advocating for a legislative update to Title 75’s definition of a ‘pedestrian’ to include an “individual with a mobility-related disability on a self-propelled wheelchair or an electric mobility device operated by and designated for the exclusive use of an individual with a mobility-related disability.”

The League of American Bicyclists ranks Pennsylvania 11 out of 50 in its annual Bicycle Friendly States ranking.
As of January 2021 there are 534 transit vehicles powered by alternative fuels in operation at Pennsylvania transit agencies. In 2020, 234 transit vehicles were replaced throughout Pennsylvania with the help of state funding.

Container lifts and containers at the Port of Philadelphia due to PA Intermodal Cargo Growth Incentive Program:
- **17,982** Added Container Lifts (FY 19-20)
- **178,798** Total Lifts increased since 2015 (FY 19-20)

Keystone corridor passenger trips:
- Keystone 1,114,788 (FY 19-20)
- Pennsylvanian 159,009 (FY 19-20)
- **TOTAL 1,273,797** (FY 19-20)

Number of aviation projects and funding – Bureau Of Aviation awarded 89 grants totaling **$29.8 million** in FY 2019-20

Licensed public airports:
- **125** public airports/heliports licensed in PA
- **15** Scheduled service airports
- **63** federally sponsored airports

26 Rail Freight Projects (RFAP/RTAP) approved (FY 2019-20)
- **7** Rail Transportation Assistance Program (RTAP) projects completed in CY 2020 totaling approximately 23 miles of track improved/added

5 Rail Freight Assistance Program (RFAP) projects completed in CY 2020 totaling 43 miles of track improved/added

65 operating railroads

More than **5,600** miles of track
Delivering transportation innovations is part of PennDOT’s DNA, and we remain committed by developing smart approaches to doing business through catalysts like State Transportation Innovations Council, to exploring transformational technology like automated vehicles, safety, and continuous quality improvement through employee engagement.
Hot Pour Mastics (HPM) was among several STIC innovations advanced to deployment in 2020. A pourable, self-adhesive asphalt binder that is applied hot, HPM is used for a wide range of applications, such as pavement seams and shoulder joint failures; filling, sealing and repairing pavement distresses; filling potholes; leveling bridge approaches; and making bridge deck repairs.

PennDOT’s New Products Evaluation and Research Section granted conditional approval for HPM in 2020, and four vendors are now listed in PennDOT’s Bulletin 15. There have been 20 projects that have used HPM on state roadways to date. Nineteen have been applied by PennDOT forces and one contractor application. This work has been performed in seven PennDOT Engineering Districts across the state, covering 15 counties.

With an eye on helping to deliver transportation innovations for Pennsylvania, the State Transportation Innovation Council (STIC) pushed through the COVID-19 pandemic challenge in 2020, embraced virtual meeting technology, maintained schedules, and continued moving the development of innovations forward.

The STIC transitioned to virtual business meetings in July and November, and through the efforts of its Technical Advisory Groups (TAGs), several innovations were advanced for deployment. A new innovation, adding cameras to snowplows for 511PA users to see real-time pictures of storm conditions, was introduced in 2020 and is moving through the STIC’s Innovation Development Process.

Members of the STIC Management Team also participated in two virtual STIC Peer Exchanges in 2020 – one hosted by the Utah Department of Transportation and the second hosted by the Michigan Department of Transportation. These peer exchanges provided states with the opportunity to share their innovation successes and glean best practices from one another. To learn more about current STIC innovations, visit the STIC website at: https://www.penndot.gov/stic.
Highly Automated Vehicle (HAV) Advisory Committee

Created through Act 117 of 2018, the Highly Automated Vehicle Advisory Committee is a partnership between public and private key stakeholders to ensure the safe integration of connected and automated vehicles on Pennsylvania’s roads and enhance Pennsylvania’s continued global leadership with this evolving technology. In 2020, the Advisory Committee identified four areas of focus.

- Public and Stakeholder Outreach
- Workforce Development
- Vehicle Code Revisions
- Supplementing Multimodal Services

HAV Testing Guidance 2.0

After seven months of planning and coordination with stakeholders, PennDOT updated the Highly Automated Vehicle Testing Guidance. The Testing Guidance establishes the requirements an automated vehicle developer must complete to receive a letter of authorization from PennDOT. The 2.0 version of the guidance:

- Established the criteria to transition from two safety operators to a single safety operator.
- Requires Testers must provide additional information if they provide rides to members of the general public.
- Requires Testers must report where they are testing by zip code.
- Requires Testers must provide additional information about their Operational Design Domain (ODD).
- Requires Testers must report additional information as part of their semi-annual data collection form.
- Requires Testers must submit an Emergency Service Responders Plan.
- Establishes commercial vehicle restrictions.
- Shortens the report time if a crash were to occur.

Personal Delivery Devices

On November 1, 2020, Act 106 of 2020 was enacted and permitted the operation of Personal Delivery Devices (PDDs) - ground-based delivery devices manufactured for transporting cargo or goods and is operated by a driving system that allows for autonomous and/or remote operations. Act 106 allows for PDD to operate in pedestrian areas, on select shoulders or berms of roadways, and on select roadways.

Prior to operating, an applicant must receive a PDD Authorization from the PennDOT. Per Act 106, PennDOT was charged with establishing policies and guidelines to administer the authorization of PDDs. When developing the policy, PennDOT solicited feedback from over 2,600 organizations/stakeholders including local, state, and federal officials, members of law enforcement, advocacy organizations, and PDD developers.
Smart Belt Coalition Automated Truck Platooning Demonstration

The Smart Belt Coalition (SBC), a tri-state collaboration between five transportation agencies and educational institutions in Michigan, Ohio and Pennsylvania, conducted a demonstration of truck platooning and automated driving system (ADS) technology to test the administrative and procedural requirements necessary for a truck platooning system to operate continuously through a multijurisdictional environment. Through a request for information (RFI) process, the SBC partnered with Locomation, who is developing a trucking technology platform to combine AI-driven autonomy with driver augmentation, for this initiative.

The demonstration took place on October 22, 2020 and traversed over 300 miles across all five agency jurisdictions and transported food between the Greater Pittsburgh Area Food Bank in Pennsylvania, the Toledo NW Ohio Food bank in Ohio, and the Forgotten Harvest Food Rescue Organization in Michigan.

Lessons learned, focusing on multi-state truck platooning and ADS operations, were gathered throughout the planning and operation of the demonstration. SBC working group members, Locomation representatives and agency support staff provided feedback on the demonstration.

The purpose of the demonstration and this document is to identify ways for SBC members to align processes with best practices in supporting truck platooning and ADS operations to the extent allowable by existing individual state regulations and agency policies.

Key takeaways from the lessons learned include:

- Common elements of state regulations and agency policies regarding truck platooning/ADS operations can streamline operations and coordination between agencies.
- Streamlining and coordinating multi-jurisdictional Platoon/ADS Plans can facilitate operations.
- A detailed and standardized list of platooning/ADS data requests from the operator can facilitate agency cooperation and participation.
- A data repository for truck platooning/ADS operators could facilitate operator data requests and agency responses.
- Standardized data elements and formatting would facilitate efficient data sharing between agencies and developers.
- Differing road features and pavement conditions across jurisdictional boundaries could impact use of platooning and ADS systems.
Through quality and process improvement initiatives, such as Governor Wolf’s LeanPA initiative, PennDOT remains committed to developing innovative and smart approaches to doing business. An integral part of those continuous quality improvement efforts is employee engagement at all levels of the organization.

In striving to create a positive work environment, one employee engagement tool PennDOT uses is its Organizational Climate Survey (OCS). This survey, typically conducted every two years, asks employees to share their opinions about their PennDOT employment experience. The survey asks employees questions about their work experience, focusing on communication, supervision, recognition, diversity and inclusion, workload, development opportunities, safety, and innovation.

PennDOT analyzes OCS results and uses the information gleaned from the survey to implement improvement initiatives across the Department. In 2020, PennDOT organizations used the most recent OCS results to develop targeted improvement plans to ensure work is fairly distributed among employees, share career development opportunities, and create tools to support transitions as positions turn over. PennDOT leadership directly relies on this feedback from employees, as well as future OCS results, to help understand if efforts to improve the employee experience have been successful.

Two additional employee engagement tools PennDOT utilizes are its IdeaLink 20/20 and PennDOT WorkSmart systems that provide employees with the opportunity to suggest innovative ideas and smart practices and celebrate innovations that lead to a Lean organization.
In support of Governor Wolf’s LeanPA initiative, PennDOT continued to provide updates to the Governor’s Office of Performance through Excellence (OPE) in 2020 on Lean and process improvement initiatives being advanced across the Department through the coordinated efforts of PennDOT’s Bureau of Innovations and its District Lean Leaders. Lean is a set of tools and strategies aimed at improving performance by making processes simpler, better, faster, and cheaper. Lean focuses on the customer by maximizing customer value and minimizing waste.

Through these efforts, PennDOT organizations reported seven projects with 3,234 hours in time savings and 30 projects with a 35 percent improvement in quality or throughput in 2020 alone. Since PennDOT began reporting Lean metrics in 2018, there have been 79 Lean projects that have reported a total of 9,211 hours in time savings annually, two projects that showed $324,943 in annual cost savings, and 136 projects that improved operations by an average of 27 percent.
PENNDOT VIRTUAL INNOVATION WEEK

With its continued focus on using innovative approaches to run organizations at peak efficiency, PennDOT hosted a first-of-its-kind Virtual Innovation Week in November 2020 for nearly 1,000 federal, state and local government transportation representatives from across Pennsylvania.

The five-day event included 10 sessions with presentations focused on innovative topics, including pavement and bridge preservation; technology and digital project delivery; innovative maintenance techniques, tools, and materials; innovative design approaches; multimodal planning; and traffic and safety planning and management.

The week also included a virtual exhibit hall that featured more than 50 exhibits about innovative equipment, materials, applications, and technologies that can help in performing work safer, better, faster, and save money.

PENNDOT INNOVATIONS CHALLENGE

PennDOT hosted the third annual Innovations Challenge in 2020. The challenge asked students, in ninth through 12th grades, to look at cost-effective technologies and innovative methods, aside from laws and educational campaigns, that can be developed in the next five to 10 years to help PennDOT more efficiently, effectively and safely control litter along roadways.

PennDOT received more than 80 innovative solutions from schools across the state. In May 2020, 11 regional winners had their innovative solutions remotely reviewed by the Secretary and a panel of judges, since an in-person judging event could not occur due to the COVID-19 pandemic.

The 2020 PennDOT Innovations Challenge winning team from Monroe Career and Technical Institute in Monroe County, developed the concept for the “Pennsylvania Trashout” website and mobile application, which looks to motivate and award prizes to individuals who find, report and pick up litter, based on the concepts of POKEMON GO™ and Geocaching.
TOP REGIONAL PROJECTS 2020

DISTRICT 1

The Interstate 90 multi-year project improves nearly 11 miles of the highway in Erie County. The project includes replacement of the Huntley Road (Route 3012) Bridge in Springfield Township, reconstruction of the first 3.5 miles on the interstate, and preservation work of miles 10 to 18. Work is scheduled to be completed in 2021.

Erie County $37.6 million
All four lanes of the new Route 322 alignment were open by mid-October of 2020. Completion work along the local access road (Route 2015) is scheduled for 2021.

A symbolic ribbon-cutting event was held on November 9, 2020, near the new roundabout, with the new Route 322 alignment as a backdrop.

Since its start in 2015, the project has featured three phases.

Phase One of the project constructed the new bridge at Sand Mountain Road.

Phase Two created the new local interchange on Route 322 at Sand Mountain Road.

Phase Three reconstructed Route 322 from Sand Mountain Road to Potters Mills – including a new Route 322/Route 144 intersection. The completed project is expected to alleviate congestion and allow traffic to move more safely and efficiently from the Centre/Mifflin County line to Potters Mills.

Centre County $96 million
Full depth reconstruction of 2.8 miles of Route 147 and Route 11 in Northumberland Borough, Northumberland County, including asphalt and concrete pavements. The project included upgrades to utilities, drainage, traffic signals, sidewalks and ADA ramps. Two intersections were widened to improve the flow of traffic.

**Northumberland County $13.7 million**
Reconstruction of Interstate 84 Eastbound and Westbound from Exit 34 to Mile Marker 40 in Blooming Grove and Dingman Townships, Pike County. This project let October 1, 2015.

Pike County $68 million
PA 191 “Stites Tunnel” Bridge over Paradise Creek in Pocono and Stroud townships.

Project included replacing the PA 191 Bridge over Paradise Creek and bridge roadway approach structures, installing new guide rail and line paint, and concrete repairs to the roadway tunnel under the Delaware Lackawanna Railroad. The old bridge was a steel girder bridge constructed in 1911 and reconstructed in 1941. It was posted with a 9-ton weight restriction (17-tons for combination vehicles). The new bridge is a concrete box culvert with no restrictions. This section of PA 191 has an average daily traffic volume of 5,147 vehicles. Work began in January 2019 and the new bridge opened in July 2020.

**Monroe County $8.4 million**
This project built new, wider bridges to improve travel and carry U.S. 422 motorists over the Schuylkill River, Norfolk Southern Railroad, South Trooper Road and Schuylkill River Trail in West Norriton, Upper Merion and Lower Providence townships, Montgomery County. In addition to replacing four U.S. 422 bridges, this project included widening the expressway between the Route 23 (Valley Forge Road) and Route 363 (Trooper Road) interchanges; upgrading Route 23 (Valley Forge Road) at its interchange with U.S. 422; and improving ramps at the Route 363 (Trooper Road), Route 23 (Valley Forge Road) and First Avenue interchanges.

Montgomery County $97.4 million
Widening and rebuilding a 2.77 mile section of Interstate 83 east of the City of Harrisburg from just south of Exit 48 to Exit 51 for Interstate 81. This is part of the Interstate 83 Capital Beltway Project addressing pavement conditions, congestion and safety in the Interstate 83 corridor.

**Dauphin County $105 million**
This project replaced the existing bridge carrying Route 915 over the Raystown Branch of the Juniata River and realigned Route 26 in Broadtop & Hopewell Townships and Hopewell Borough. In addition, scaling and installation of anchored wire mesh was used to stabilize the mountainside above Route 26.

Bedford County $13.2 million
The Kittanning Elementary Intersection Project was a safety enhancement to Route 422. The road was realigned horizontally and vertically to improve the sight distance and a turn lane was added. It covered approximately one mile of roadway.

Armstrong County $12.5 million
The rehabilitation of the Elizabeth Bridge, which carries Route 51 over the Monongahela River in Allegheny County, was a three year project which included full structure painting, cable replacement, grid deck and expansion dam replacement, and ramp reconstruction work.

Allegheny County $31.3 million
The Ohiopyle Multimodal Gateway Project, located in Ohiopyle Borough, improved the Route 381 (Main Street) corridor by minimizing conflict points to better serve all users and all modes of travel. Key features included new upper parking lot with a pedestrian tunnel connecting the parking lot to the falls area, relocated the Sugarloaf Road intersection with the lower parking lot, widening Route 381, improving pedestrian safety, and the addition of a bike trail along Route 381.

Fayette County $12.4 million
## REVENUE SOURCES 2019-20 (IN THOUSANDS)

### State Funding
- Motor License Fund: Non-Restricted: $2,778,425
- Motor License Fund: Restricted: $2,041,582
- Motor License Fund: Restricted Aviation: $12,978
- Multimodal Fund: $146,839
- Act 44 Public Transportation Trust Fund: $1,513,491
- Act 26 Public Transportation Assistance Fund: $250,808
- Pennsylvania Infrastructure Bank: $39,199
- Lottery Fund: $170,907
- General Fund: $110,004
- General Fund Bonds: $175,000
- Unconventional Gas Well Fund: $1,000
- Organ & Tissue Donation Awareness Fund: $225

**Total State Funding**: $7,240,458

### Federal & Other Funding
- Federal Funds: Highways: $1,603,975
- Federal Funds: Pass Through: $145,650
- Federal Funds: Public Transportation and Other: $284,750
- Federal & Other: Aviation: $42,117
- Other Funds: Highways: $146,194
- Federal & Other Funds – Rail Freight: $0

**Total Federal & Other**: $2,222,686

**Total Funding**: $9,463,144
# REVENUE USES 2019-20 (IN THOUSANDS)

## Highway Related
- Highway & Bridge Maintenance .................................................. $1,715,768
- Highway & Bridge Improvement .................................................. $2,653,385
- Driver & Vehicle Services ......................................................... $253,422
- Payments to Local Government .................................................. $851,804
- PennDOT Facilities ................................................................. $20,100
- General Government Operations .............................................. $58,359
- Pennsylvania Infrastructure Bank ........................................... $39,199
- Refunds & Other ................................................................. $2,900
- Welcome Centers ................................................................. $3,470

**Total Highway Related Uses** .............................................. $5,598,407

## Multimodal Related
- Aviation ................................................................................. $65,095
- Rail Freight ........................................................................... $41,000
- Mass Transit ........................................................................ $1,889,299
- Rural & Intercity Transit ......................................................... $284,750
- Free & Shared Ride Transit ...................................................... $170,907
- Aviation Grants ..................................................................... $6,466
- Rail Freight Grants (EA) ......................................................... $10,775
- Passenger Rail Grants (EA) .................................................... $8,621
- Ports & Waterways Grants (EA) ........................................... $10,775
- Bicycle & Ped. Facilities Grants Statewide (EA) ................ $4,317
- Statewide Program Grants (EA) ............................................ $40,000
- Multimodal Administration & Oversight (EA) ..................... $2,155
- Transfer to Commonwealth Financial Auth. (EA) ............. $59,123
- PennPorts Regional Port Auth. Debt Service .................... $4,607

**Total Multimodal Uses** ......................................................... $2,597,890

## Debt Service & Other Agencies
- Pennsylvania State Police ...................................................... $746,801
- General Fund Capital Debt ..................................................... $106,559
- Pennsylvania Turnpike .......................................................... $167,844
- Motor License Fund Capital Debt: Hwy & Bridges ............ $104,605
- Other Agencies ...................................................................... $132,038
- Tort Payments ...................................................................... $9,000

**Total Debt Service & Other Agencies** ................................ $1,266,847

**Total Revenue Uses** .............................................................. $9,463,144
2019-20 MOTOR LICENSE FUND INCOME

LIQUID FUELS TAX: $3,773,190

LICENSE & FEES: $963,505

OTHER: $997

Total State Revenue Utilized - $4,737,692
(Dollars in Thousands)
## 2019-20 MOTOR LICENSE FUND EXPENDITURES

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditures (Dollars in Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Maintenance</td>
<td>$1,608,339</td>
</tr>
<tr>
<td>Highway &amp; Bridge Improvement</td>
<td>$1,139,071</td>
</tr>
<tr>
<td>State Police</td>
<td>$737,600</td>
</tr>
<tr>
<td>Local Subsidy</td>
<td>$625,025</td>
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<tr>
<td>Driver &amp; Vehicle Services</td>
<td>$204,885</td>
</tr>
<tr>
<td>Other Department</td>
<td>$183,487</td>
</tr>
<tr>
<td>Turnpike</td>
<td>$167,844</td>
</tr>
<tr>
<td>Other PENNDOT</td>
<td>$71,441</td>
</tr>
</tbody>
</table>

**Total State Expenditures - $4,737,692**

(Dollars in Thousands)
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. See or sign up for PennDOT news near you at www.penndot.gov under “Regional Offices.” 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.”

**District 1** - 814-678-7085  
**District 2** - 814-765-0400  
**District 3** - 570-368-8686  
**District 4** - 570-963-4061  
**District 5** - 610-871-4100  
**District 6** - 610-205-6700  
**District 8** - 717-787-6653  
**District 9** - 814-696-7250  
**District 10** - 724-357-2800  
**District 11** - 412-429-5000  
**District 12** - 724-439-7315

**Driver Licensing and Vehicle Registration** - 717-412-5300

**Regional Twitter Handles**
- Allentown ........................................... @511PAAllentown
- Altoona ............................................. @511PAAltoona
- Erie .................................................. @511PAErie
- Harrisburg ....................................... @511PAHarrisburg
- Philadelphia ..................................... @511PAPhilly
- Pittsburgh ........................................... @511PAPittsburgh
- Scranton ............................................ @511PANortheast
- State College ..................................... @511PASStateColl
- Statewide ......................................... @511PASstatewide
PennDOT EXECUTIVES

Learn about our executive team at www.penndot.gov under "About Us."

Secretary
Secretary of Transportation Yassmin Gramian, P.E. oversees programs and policies affecting highways, urban and rural public transportation, airports, railroads, ports, and waterways. She manages PennDOT’s annual budget, which is invested in Pennsylvania’s approximately 120,000 miles of state and local highways and 32,000 state and local bridges. Under her leadership, the department is directly responsible for nearly 40,000 miles of highway and roughly 25,400 bridges.

She also has oversight of the state’s 12 million vehicle registrations and 9 million driver’s licenses and IDs.

Acting Executive Deputy Secretary
Melissa J. Batula, P.E., was appointed PennDOT’s Acting Executive Deputy Secretary in March 2021, after serving as the first female Deputy Secretary for Highway Administration since January 2020.

She is adept at building strong relationships with industry and government partners and is committed to helping to guide the department in successfully carrying out its mission.

Highway Administration
Michael Keiser, was appointed Acting Deputy Secretary for Highway Administration in March 2021. He leads PennDOT’s largest deputate which includes employees in “design, construction, maintenance, materials testing, environmental review, safety, and traffic engineering.

Driver And Vehicle Services
As deputy secretary of Driver & Vehicle Services, Kurt J. Myers and his team oversee the issuances of driver’s licenses, ID cards, motor vehicle registrations, driver license centers and standalone photo license centers, regulatory oversight of statewide driver safety programs, vehicle safety inspection and the enhanced auto emissions program.

Planning
Deputy Secretary for Planning Larry S. Shifflet and his group work with the federal government and local planning organizations to develop the Twelve-Year Transportation Program, which serves as the blueprint for highway, bridge, aviation, rail freight and mass transit improvements.

Multimodal Transportation
Jennie Granger, deputy secretary for Multimodal Transportation, oversees aviation, rail freight, public transportation, ports, pedestrian and bike programs.

Administration
Robert L. Chiappelli heads the Administration deputate which includes the bureaus that oversee fiscal management, computer systems, mobile applications, telecommunications, equal opportunity/equal employment opportunity in contract compliance, training, employee safety programs, human resources, office services, and facilities management.
George W. McAuley Jr., P.E.
Executive Deputy Secretary

In Memoriam: 1962-2021

PennDOT mourned the passing of Executive Deputy Secretary George McAuley in February 2021. Through more than 33 years of service to this department at many levels of the organization, George had a significant impact on all of us and the people of Pennsylvania. He was passionate about our mission, innovation, and about setting us on a positive course during these challenging times with an eye on the future.