Delivering Better Mobility Through Smart Management and Innovation.
We continue our mission of maintaining and improving the network of roughly 40,000 miles of state-owned roads and roughly 25,000 state-owned bridges, 34 fixed route transit systems, 125 public use airports, 243 private use airports, 284 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.

Last year PennDOT made progress on even more bridge and roadway projects while also investing in safety and growth for other modes. Our expansive network – with more than 73 percent of our highway and bridge funding currently going to the private sector – illustrates that an investment in PennDOT is an investment in business and improving our infrastructure.

In connecting Pennsylvania to the global economy, as well as improving our quality of life, investing in all modes is critical. This Annual Report outlines our continued efforts. However, based on projected revenues, revenue losses from increased fuel efficiency as well as inflation, the growing impacts of climate change, and fiscal management of our large program, we are at a turning point in our ability to meet infrastructure needs. Act 89 of 2013 did not meet the amount of need identified in 2011. And we can no longer rely on the gas tax to meet our highway and bridge needs. As vehicles become more efficient and even stop using motor fuels, we need to move to a truly sustainable revenue source. On top of these market realities, the federal government hasn’t taken meaningful action on transportation funding in years.

Recognizing the need to explore all funding options, PennDOT is embarking on an extensive study to examine possible road user fee strategies and how they could potentially work in Pennsylvania. We are looking at a host of tools – and it may be a package of different solutions such as tolling and congestion pricing – that could help Pennsylvania’s critical investment revenue while achieving multiple goals. In addition to sustainable funding, these options could reduce congestion and improve travel reliability and air quality. This path will improve Pennsylvanians’ quality of life with better infrastructure and connectivity.

Every community, whether rural or urban, will benefit from fewer detours, longer-lasting road surfaces, more transportation options and more travel predictability. PennDOT takes its responsibility as stewards of mobility in Pennsylvania very seriously, which is why we must explore all of our options. As we evaluate potential funding tools, a dialogue with Pennsylvanians is critical, and we will engage our stakeholders throughout the process.
MISSION, VISION & VALUES

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

OUR VISION
A better quality of life built on transportation excellence.

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
• Invest taxpayer money into smart, environmentally sustainable transportation infrastructure in which community benefits and impacts are sought before dollars are allocated
• Maintain proactive, consistent, transparent, and open(two-way) communications with the public, employees, and transportation stakeholders
• Proactively and innovatively manage resources
• Be, at all levels, a consistent resource partner to intra-agency offices, outside partners, stakeholders and our customers
• Nurture a diverse organization and workforce by encouraging innovative thinking, process improvement, job-specific training, minority opportunities, and sound technology investments
• Sustain the resources to build a safety culture for employees, contractors, and our customers
In 2019 PennDOT preserved or improved 505 state-owned bridges, invested $65 million for roadway patching using over 256,000 tons of asphalt and improved more than 5,400 miles of roadway.

CONSTRUCTION LETTINGS

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 2019, PennDOT handled 53,171 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.

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 2019, the Green Light-Go Program provided funding for 25 traffic signal projects for 24 municipalities throughout Pennsylvania.
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, 2021. Due to the COVID-19 pandemic and the national emergency declaration, the deadline was postponed a year from Oct. 1, 2020. Out of extreme caution to help mitigate the spread of COVID-19, PennDOT has paused the issuance of REAL ID until late summer 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 preverified; 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 Noncommercial 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.

More information about REAL ID in Pennsylvania, including frequently asked questions, information on documents required for REAL ID, and operational changes to for when PennDOT resumes issuing REAL IDs, 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, passenger rail, and ports. This includes investments in and support for more than 420.4 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 18-19)**

- **33.8 Million** Fixed Route Bus Trips for Seniors
- **3.3 Million** Senior Shared-Ride Program Trips
The 2019 Active Transportation Plan sets the stage for the Department of Transportation, along with our state agency partners, local and regional planning organizations, and advocacy groups, to improve conditions for walking and biking across our state. It moves beyond a traditional focus on strictly roadway safety to also explore challenges and opportunities related to health, equity, connectivity, climate change, and economic development in communities across Pennsylvania.

For more information on Active Transportation in Pennsylvania see the online resources available at www.penndot.gov:

Walking: PennDOT > Travel in PA > Take a Walk
Biking: PennDOT > Travel in PA > Ride a Bike
Transportation-Health Connection: PennDOT > Travel in PA > Transportation and Health

The League of American Bicyclists ranks Pennsylvania 11 out of 50 in its annual Bicycle Friendly States ranking.

As of January 2020 there are 434 transit vehicles powered by alternative fuels in operation at Pennsylvania transit agencies. In 2019, 481 transit vehicles were replaced throughout Pennsylvania with the help of state funding.

Keystone Corridor passenger trips:
- Keystone – 1,567,697
- Pennsylvanian – 213,666
- TOTAL – 1,781,363 (FY 2018-19)

Rail freight projects were also a priority in 2019 including the following:
- 26 Rail Freight Projects (RFAP/RTAP) approved (FY 2018-19)
- 10 Rail Transportation Assistance Program (RTAP) projects completed in CY 2019 totaling approximately 61 miles of track improved/added
- 25 Rail Freight Assistance Program (RFAP) projects completed in CY 2019 totaling 65 miles of track improved/added

Container lifts and containers at the Port of Philadelphia due to PA Intermodal Cargo Growth Incentive Program:
- FY 2018-19 Added Container Lifts – 31,704
- Total Lifts increased since 2015 (through FY 2018-19) – 160,816

106 aviation grants awarded $32.4 million in funding (FY 2018-19)
The State Transportation Innovation Council (STIC) received the 2019 STIC Excellence Award from Federal Highway Administration’s Center for Accelerating Innovation and the American Association of State Highway Transportation Officials’ (AASHTO) Innovation Initiative. The 2019 STIC Excellence Award was based on the development and deployment of the STIC Moving Forward strategic plan, which provided the framework to reorganize, reenergize and rightsize the STIC to increase participation opportunities for PennDOT employees and its transportation partners to develop and deploy well-researched, proven, and documented innovations across Pennsylvania. In 2019, three new innovations were submitted to the STIC, bringing the total number of innovations being developed for deployment to nine. To learn more about current STIC innovations, visit the STIC Year-End Report on the STIC website.

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.

PennDOT utilizes ABC construction methods on 105 total bridges, with 16 completed between September 2018 and September 2019.

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.

Since last year’s report, two new ABC techniques have been used by PennDOT on projects with very positive results: Bridge Slide and a Self-Propelled Mobile Transport (SPMT). For the Bridge Slide project, the new superstructure was built next to the existing bridge. When the time came for replacement, the old bridge was removed and the new structure was pulled into place onto the existing abutments using hydraulic jacks and other equipment. For the SPMT, the bridge superstructure was again built off-line. However, in this case, it was built farther away from the proposed location. Specialized equipment was used to pick up the entire superstructure and carry it to the existing site. Once there, the bridge was lifted to its final location on top of the new abutments and piers. PennDOT was happy with the results of these new technologies and they will each become another ABC “tool in the toolbox”.

Self-Propelled Mobile Transport (SPMT) moves the entire superstructure into place.
Pennsylvania’s first roundabout was built in 2005. There are now 53 roundabouts on state routes with seven more projected to open in 2020.

Roundabouts provide improved safety and reduced delay over conventional at-grade intersections because roundabouts have fewer conflict points, slower speeds, and continuous flow.

A study of our 19 roundabouts built at previous stop or signal controlled intersections with at least three years of before and after crash data showed they are performing significantly better than the previous intersection type.

- Fatal crashes – reduced by 100% (from 2 to 0)
- Serious Injury crashes – reduced by 90% (from 10 to 1)
- Other Injury crashes – reduced by 81% (from 94 to 18)
- Total crashes – reduced by 34% (from 138 to 91)

The implementation of roundabouts is encouraged by the FHWA and they have been being built throughout the country since the mid-1990s.

PennDOT strives to deploy innovations across Pennsylvania to improve the quality and safety on our construction projects. One such innovation is Tybot, developed by Advanced Construction Robotics Inc.; a robot that ties reinforcing steel in bridge decks. The benefits of Tybot include speed of construction, reliability, quality by reducing human error, and improving safety of the workforce by reducing construction related injuries.

Since its initial use on the Freedom Road bridge it has been used on several other PennDOT bridges including a PA Turnpike bridge. Additionally, this technology has started to spread beyond Pennsylvania and has been used on bridges in New Hampshire, Florida, and Virginia.

PennDOT has deployed High Friction Surface Treatment (HFST) at more than 500 roadway locations since 2007. This safety innovation has proven to reduce roadway departure crashes and fatalities. In fact, Pennsylvania was part of a six-state study completed by the Federal Highway Administration that shows HSFT works even better than previous studies have shown. Initial findings from those states show that where HFST is deployed total crashes are reduced by 57 percent; injury crashes are reduced by 48.5 percent; run-off-road crashes were reduced by 72.1 percent; wet road crashes are reduced by 83.2 percent, and head-on or opposing-direction side swipe crashes were reduced by 30.9 percent.
CONTINUOUS PROCESS IMPROVEMENT REMAINS FOCUS AT PENNDOT

Through quality and process improvement initiatives such as Baldrige, Continuous Process Improvement (CPI), Continuous Quality Improvement, 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 opportunities for field employees in PennDOT’s District 3 counties to provide suggestions to improve their daily 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 2020, BOI will be leading or providing guidance for many new process improvement initiatives across the department, including enhancements to idea and smart practice sharing systems. 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.

During 2019, a total of 234 ideas were submitted into the IdeaLink 20/20 system from PennDOT employees. Of those submissions, 132 of the ideas, or 56 percent, came from county and district employees, and 30 ideas, almost 13 percent, are being implemented or considered for implementation.
**REGIONAL INNOVATION DAY**

With a focus on using innovative approaches to run organizations at peak efficiency, PennDOT hosted the first-of-its kind Regional Innovation Day in November 2019 at the Pennsylvania Farm Show Complex in Harrisburg. More than 500 attendees, primarily from PennDOT Districts 5, 6 and 8, along with local government representatives from municipalities in those same districts, attended the event. Nearly 70 speakers presented as part of 20 different breakout sessions focusing on innovations in the areas of bridge and roadway design, construction and maintenance, and safety and traffic operations that can be implemented across Pennsylvania. Event attendees also had the opportunity to visit an Innovation Fair where PennDOT and local government representatives displayed innovative ways they are doing their jobs better, faster, cheaper, and safer.

**INNOVATIONS CHALLENGE**

PennDOT hosted the second annual Innovations Challenge in 2019. The challenge asked students 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 get drivers to slow down in work zones. PennDOT received more than 120 innovative solutions from schools across the state. In April 2019, 11 regional winners presented their innovative solutions to the Secretary and a panel of judges at a statewide competition in Harrisburg.

The 2019 PennDOT Innovations Challenge winning team from North Allegheny Senior High School in Allegheny County, developed a "Safe Drive" app, which would allow users to see their work zone violations in real time. The app’s interface would reward drivers with points for good behavior and penalize drivers for violations.

Winner: North Allegheny High School
DISTRICT 1
The District’s first multi-lane, hybrid roundabout was built at the intersection of Routes 6/322, 19, and 98 in Vernon Township. Designed to address safety and congestion issues and provide improved pedestrian amenities. Crawford County $6.1 million

DISTRICT 2
Route 322 Potters Mills Gap alignment opening before the end of 2020. Once complete, there will be less congestion and traffic will move more efficiently and safely from the Mifflin/Centre County line to west of Potters Mills. Centre County $83 million

DISTRICT 11
The I-79 Parkway North Improvement Project located in Pittsburgh included preservation work on over 100 sign structures, walls and bridges, concrete patching and resurfacing of nearly 14 miles of interstate, and upgrades to the High Occupancy Vehicle lane operation system. Allegheny County $90 million

DISTRICT 9
This project re-aligned six intersections to create three new intersections, replaced two existing structures, constructed two new structures and extended the Lower trail from the South side of U.S. 22 to the North side of U.S. 22 the Lower trail utilizing a box culvert pedestrian tunnel. Blair County $10.2 million

DISTRICT 12
This roundabout involved the reconstruction of approximately 1 ½ miles of Interstate 70 at the Bentleyville Interchange. Included was a roundabout connecting the interstate to Bentleyville and safety improvements along Route 2040. Washington County $75.8 million

DISTRICT 10
The Margiotti Bridge won an award from the Pittsburgh Chapter of the Association for Bridge Construction and Design due to the complexity of its design and coordination between PennDOT, the municipality, B&P Railroad and the U.S. Army Corps of Engineers. Jefferson County $12.6 million
**REGIONAL PROJECTS 2019**

**DISTRICT 3**
Resurfacing of 7.2 miles of Route 6 in Troy and West Burlington Townships and Burlington Borough, Bradford County. The project also included shoulder widening to better accommodate cyclists as Route 6 is also Bicycle PA Route Y. Bradford County $13.8 million

**DISTRICT 4**
Dallas Five-Leg Intersection Improvement Project and the Upper Demunds/ Hildebrandt Road Realignment Project known as the Dallas Roundabouts reconfigured the intersection of Route 415, Main Street, Lake Street, Church Street and Machell Ave., and eliminated 5 traffic signals. Luzerne County $10 million

**DISTRICT 5**
The Historic 27-span Penn Street Bridge over the Schuylkill River was rehabilitated over a three-year time-frame. Work included concrete repairs, superstructure replacement, ramp work at the interchange of Penn Street and U.S. 422/West Shore Bypass, ornamental lighting, traffic signal work, new signs, new pavement markings and other miscellaneous construction. Berks County $42.6 million

**DISTRICT 6**
U.S. 422 reconstruction project near Stowe improved 1.2 miles of the expressway from just east of the Schuylkill River Bridge to just west of the Montgomery County line. Chester County, Montgomery County & Berks County $35.7 million

**DISTRICT 8**
Interstate 83, 2.77-mile reconstruction and widening east of the City of Harrisburg from just south of Union Deposit Road to Interstate 81. This project is part of the I-83 Capital Beltway Project addressing pavement conditions, congestion, and safety in the I-83 corridor. Dauphin County $104.7 million
REVENUE SOURCES 2018-19 (IN THOUSANDS)

State Funding
Motor License Fund: Non-Restricted $3,075,777
Motor License Fund: Restricted $2,074,909
Motor License Fund: Restricted Aviation $9,688
Multimodal Fund $150,862
Act 44 Public Transportation Trust Fund $1,566,352
Act 26 Public Transportation Assistance Fund $244,343
Pennsylvania Infrastructure Bank $60,000
Lottery Fund $165,429
General Fund $114,288
General Fund Bonds $175,000
Unconventional Gas Well Fund $1,000
Total State Funding $7,637,648

Federal & Other Funding
Federal Funds: Highways $1,690,545
Federal Funds: Pass Through $200,749
Federal Funds: Public Transportation and Other $204,500
Federal & Other: Aviation $40,835
Other Funds: Highways $150,802
Other Funds – Rail Freight $0
Total Federal & Other $2,287,431

Total Funding $9,925,079

REVENUE USES 2018-19 (IN THOUSANDS)

Highway Related
Highway & Bridge Maintenance $1,783,173
Highway & Bridge Improvement $3,082,353
Driver & Vehicle Services $245,936
Payments to Local Government $969,958
PennDOT Facilities $21,000
General Government Operations $62,460
Pennsylvania Infrastructure Bank $30,000
Refunds & Other $2,979
Welcome Centers $3,815
Total Highway Related Uses $6,201,674

Multimodal Related
Aviation $60,523
Rail Freight $41,200
Mass Transit $1,952,042
Rural & Intercity Transit $173,600
Free & Shared Ride Transit $165,429
Aviation Grants $6,238
Rail Freight Grants (EA) $10,396
Passenger Rail Grants (EA) $8,317
Ports & Waterways Grants (EA) $10,396
Bicycle & Ped. Facilities Grants Statewide (EA) $2,079
Statewide Program Grants (EA) $40,000
Multimodal Administration & Oversight (EA) $4,317
Transfer to Commonwealth Financial Auth. (EA) $59,752
PennPorts Regional Port Auth. Debt Service $4,606
Total Multimodal Uses $2,538,895

Debt Service & Other Agencies
Pennsylvania State Police $770,254
General Fund Capital Debt Hwy & Bridges $112,670
Pennsylvania Turnpike $171,761
Motor License Fund Capital Debt: Hwy & Bridges $104,539
Other Agencies $129,857
Tort Payments $9,000
Total Debt Service & Other Agencies $1,298,081

Total Revenue Uses $10,038,650
2018-19 Motor License Fund Income & Expenditures: State Funds

INCOME
(Dollars in Thousands)

- Liquid Fuels Tax - $4,047,582
- Licenses & Fees - $1,004,139
- Other - $19,679

EXPENDITURES
(Dollars in Thousands)

- Total State Revenue Utilized - $5,071,400
- Total State Expenditures - $5,071,400
- Highway Maintenance - $1,690,140
- State Police - $769,669
- Turnpike - $170,949
- Local Subsidy - $669,804
- Highway & Bridge Improvement - $1,317,848
- Other Dept. - $182,322
- Other PennDOT - $77,486
- Driver & Vehicle Services - $193,182

Total State Expenditures - $5,071,400
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.”

**REGIONAL TWITTER HANDLES**

- Allentown .................@511PAAllentown
- Altoona ....................@511PAAltoona
- Erie .........................@511PAerie
- Harrisburg ................@511PAHarrisburg
- Philadelphia .............@511PAPhilly
- Pittsburgh ..................@511PAPittsburgh
- Scranton .....................@511PANortheast
- State College .............@511PAStateColl
- Statewide ..................@511PAStatewide
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 11.8 million vehicle registrations and 10.3 million driver’s licenses and IDs.

EXECUTIVE DEPUTY
Executive Deputy Secretary George W. McAuley Jr., P.E. was previously Deputy Secretary for Highway Administration. His 30-plus-year career includes engineering position progression in PennDOT’s District 10 in Indiana, Pa., holding the title of Assistant District Executive for Construction, and for the past 10 years as Assistant District Executive for Maintenance.

HIGHWAY ADMINISTRATION
Melissa J. Batula, P.E., leads Highway Administration, 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.