

KEEPING YOU UP
TO DATE WITH ALL
OF PENNDOT'S
PROJECTS AND
INNOVATIONS
THROUGHOUT
THE YEAR



PennDOT Manages Papal Visit - Related Travel to Philadelphia



Join Us in Getting
Ready for Winter!

Natural Beauty of Benezette
Highlighted on New Bridge

Ceremony Highlights
International Agreement

PennDOT Manages Papal Visit - Related Travel to Philadelphia

By Charles Metzger, Community Relations Coordinator and Gene Blaum, Assistant Press Secretary, PennDOT District 6



1

Pope Francis' visit to Philadelphia in late September was a historic and immensely successful event marking the pope's initial trip to the United States and first papal stop in the City of Brotherly Love since Pope John Paul II in 1979.

The announcement that Pope Francis would travel to Philadelphia for the World Meeting of Families ignited detailed planning to prepare for a momentous event that would attract hundreds of thousands of spectators, many from around the globe. PennDOT staff worked in concert with federal, state, and municipal agencies, plus transportation organizations throughout the mid-Atlantic region, to develop a Traffic Management Plan designed to maintain public safety and serve the travel demands of law enforcement and emergency vehicles.

District Executive Kenneth McClain said the successful execution of the plan marked the culmination of more than five months of planning and preparation with external

partners, which included the United States Secret Service; Pennsylvania State Police; City of Philadelphia; Federal Highway Administration; World Meeting of Families; Pennsylvania Turnpike Commission; Pennsylvania Emergency Management Agency; Pennsylvania National Guard; Federal Emergency Management Agency; Delaware Valley Regional Planning Commission; SEPTA; Port Authority Transit Corporation (PATCO); Delaware River Port Authority; Delaware River Joint Toll Bridge Commission; New Jersey DOT; New Jersey Turnpike; Delaware DOT; Maryland Department of Highways; Engineering Districts 4, 5 and 8; and the emergency operation centers in the five counties in District 6.

"The enormity of Pope Francis' visit required high-level, multi-jurisdictional coordination to produce a comprehensive plan to move travelers through the region, divert through traffic to highways outside Philadelphia, and provide law enforcement and emergency

responders with unrestricted access for the safety of everyone involved," McClain added.

The operation began in the spring under the direction of then-Acting District Executive Christine Reilly. The District 6 team, led by Acting Assistant District Executive for Services Lou Belmonte and Traffic Operations Manager Manny Anastasiadis, worked in close coordination with Secretary Richards, Special Assistant to the Secretary Leo Bagley, Emergency/Incident Management Section Chief Jon Fleming, ADE-Maintenance John Krafczyk, Highway Maintenance Manager Lorraine Ryan, and key Department staff to coordinate the traffic, emergency management, and maintenance details.

District 6 also worked closely with the Delaware Valley Regional Planning Commission, which developed detailed traffic models and traffic projections on regional highways to assist in the planning for the papal visit.



As a result of requests from local governments and law enforcement, weekend-long closures of Interstate 76, Interstate 676 and U.S. 1/City Avenue were instituted due to street restrictions in Philadelphia, anticipated large crowds, and the necessity for law enforcement and first responders to move quickly within the city. Interstate 95 remained open throughout the weekend.

To orchestrate the closing of two major interstates, PennDOT maintenance personnel and equipment were stationed at 37 closure points to ensure traffic could not enter the highways. Municipal and Pennsylvania National Guard staff coordinated the closure of U.S. 1/City Avenue, where St. Charles Borromeo Seminary is located in Lower Merion Township, Montgomery County. The seminary hosted Pope Francis during his stay in Philadelphia.

For citizens traveling to Philadelphia, PennDOT and the Pennsylvania Turnpike Commission launched a detailed travelers' website for the papal weekend. In addition,

PennDOT and neighboring Mid-Atlantic states deployed a cohesive, long-distance travel advisory and diversion plan utilizing 335 electronic Highway Message Signs to inform Philadelphia-bound travelers of highway restrictions, and provide alternative routes. A special service-plaza poster also was produced and placed in Welcome Centers and service plazas throughout the Mid-Atlantic region to inform motorists of papal weekend travel information.

McClain thanked PennDOT's Central Office and Engineering Districts for their assistance, including their role in helping to inform travelers by way of posting papal travel messages on Highway Message Signs, and providing District 6 with additional assets to safely execute expressway closures, including 25 portable electronic message boards, 1,000 cones, 55 barricades, and six portable lights.

To handle unexpected incidents, District 6 deployed its 13 State Farm Safety Patrol tow trucks throughout the weekend to keep travel lanes open, and PEMA and Pennsylvania State Police response teams

were at the ready to assist motorists if necessary.

The District 6 maintenance team made sure regional highways were in fine shape for the Pope's arrival by clearing brush, sweeping expressways, and performing additional duties to ensure pumps, emergency swing gates, and other highway equipment worked properly. District 6 also made special provisions to accommodate the many customers who were anticipated to stop at the I-95 Welcome Center in Delaware County and I-95 Rest Area in Bucks County while traveling through the region.

"A special thank you to all our employees who spent their time planning and executing the Transportation Management Plan in support of the papal visit," McCain said. "The plan was carried out without a major incident, and I'm proud to say District 6 met its obligation of closing two critical interstate highways and reopening them well ahead of schedule. This event was unprecedented and our plan can serve as a model for managing future special events."

Join Us in Getting Ready For Winter!

As winter readies itself to settle into Pennsylvania, PennDOT urges motorists to join the department's 4,800 operators and roughly 2,200 trucks in preparing for the season.

"PennDOT's staff and equipment are working hard to be ready for winter's arrival, and drivers are a huge part of our mission to keep roads as safe as possible this winter," PennDOT Secretary Leslie S. Richards said. "Motorists should prepare themselves and their vehicles now, before winter weather hits."

If motorists encounter snow or ice-covered roads, they should slow down, increase their following distance and avoid distractions. Last winter, there were 552 crashes resulting in four fatalities and 279 injuries on snowy, slushy or ice-covered roadways where aggressive-driving behaviors such as speeding or making careless lane changes were factors in the crash.

When winter weather hits, PennDOT's primary focus is on interstates and expressways, and equipment may be redirected to these routes

during significant winter events. The more traffic a roadway has, the more attention it will receive from plows, so motorists may find deeper accumulations on less-traveled routes and should adjust their driving for those conditions.

Last winter, PennDOT used nearly 1.2 million tons of salt on state-owned roads. PennDOT has more than 667,000 tons of salt stockpiled and will continue to take salt deliveries throughout the winter.

We remind you that that you can personally monitor more than 40,000 roadway miles, including color-coded winter conditions on 2,900 miles, by visiting www.511PA.com. 511PA, which is free and available 24 hours a day, provides traffic delay warnings, weather forecasts, traffic speed information and access to more than 770 traffic cameras.

We've made a page devoted to winter on www.PennDOT.gov with much more information. Visit www.PennDOT.gov/winter.

During winter weather, PennDOT's primary goal is to keep roads **passable and as safe as possible**. Roads **will not be free of ice and snow** while precipitation is falling.

Storm Management

- Each storm is different, and varies even from region to region. PennDOT staff review weather reports and on-the-ground conditions to plan how to manage each storm.

In a non-freezing-rain storm, department crews may pretreat with salt brine, essentially a mix of water and salt, from the backs of anti-icing trucks before frozen precipitation starts to fall. While **salt brine isn't needed for every storm**, when it's used it helps PennDOT get a jump start on removing ice and snow. Examples of when crews will

not pretreat include when a storm is **forecast to start as rain** (rain will wash the material away) or when **there is enough salt residue** from a previous storm.

In addition to storm preparation, how PennDOT uses winter materials during storms **varies by roadway and precipitation type**. On higher-volume roadways, salt is the primary winter material used through a storm, **especially during rush hours and on bridges, hills, curves and intersections**. On lower-volume roadways the amount of salt will be reduced and anti-skid will be used more because **salt is most effective with higher traffic volumes**.



Our Plow Trucks Follow Specific Routes



The Average PennDOT Plow Route = 40 Miles

Average Plow Times During Winter Weather Events

The time it takes for a plow truck to pass by the same point on the route depends on how heavy precipitation is, and how much traffic is on the roadway.

Interstates and expressways are PennDOT's primary focus. In fact, equipment may be redirected to these roads during significant storms.

Under Ideal Conditions in a Low-Accumulation Storm

INTERSTATES & EXPRESSWAYS

Interstates and expressways will see a plow route completed in roughly two hours.

OTHER MAJOR ROUTES

Other major routes or less-traveled state roads may see a plow every three hours.



SECONDARY STATE ROADS

Because trucks are often redirected to higher-priority roads, it can take several hours to complete a route on the lowest-volume roadways.

The **heavier** the traffic or precipitation on a roadway, the **longer** these routes will take.

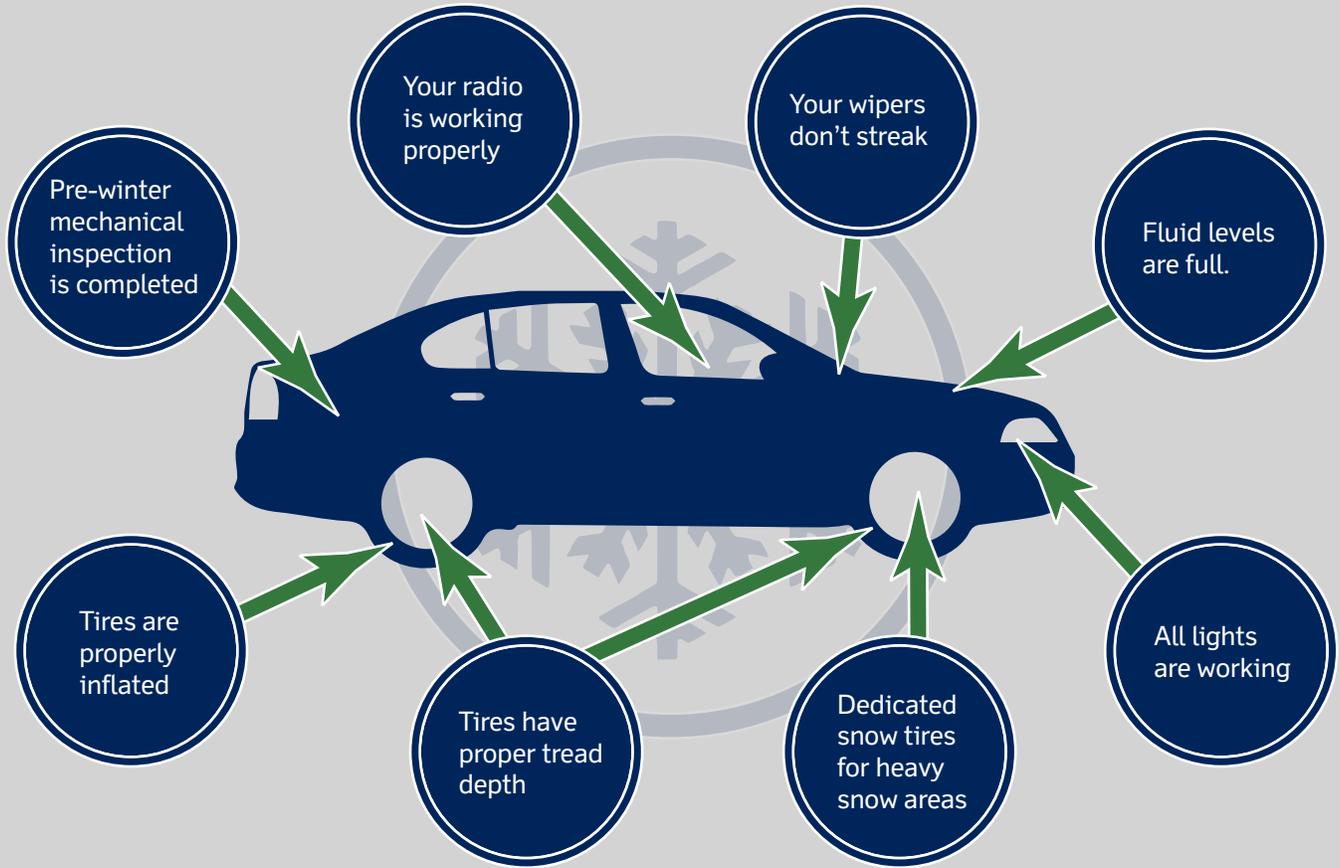
PENNDOT'S WINTER
RESPONSIBILITY
=96,000 SNOW-LANE MILES

ENOUGH TO CIRCLE THE
GLOBE NEARLY 4 TIMES!



PennDOT is responsible for more than 40,000 miles of state-maintained roadway or 96,000 snow-lane miles - enough miles to circle the globe nearly four times, and all of New England, New York and New Jersey combined! A snow-lane is calculated as the miles of road multiplied by the number of lanes, which means a one-mile section of four-lane roadway would equal four snow-lane miles.

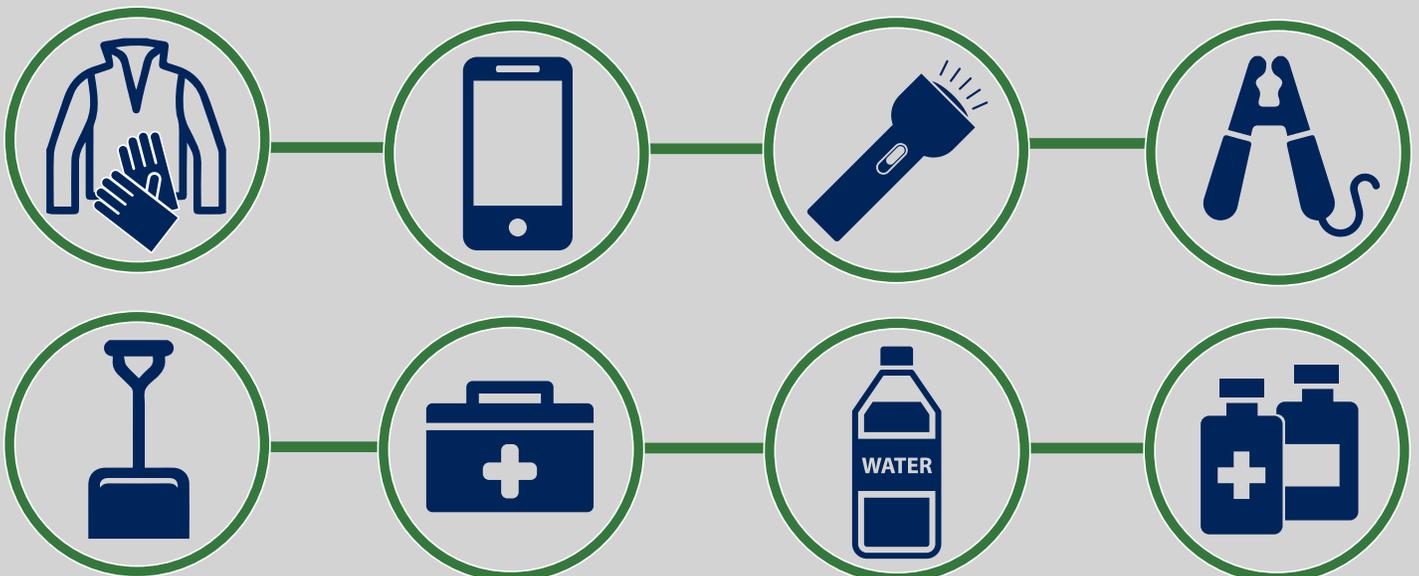
Getting Your Vehicle Ready For Winter! - Motorists should ensure that.....



5

To prepare for winter driving, especially if long-distance travel is planned, motorists should carry an emergency kit including items such as non-perishable food, water, first-aid supplies, warm clothes, a blanket, cell phone charger and a small snow shovel. However, motorists should tailor their kits to any specific needs that they or their families may have. Consider adding such items as baby supplies, extra medication, pet supplies, or even children's games.

Emergency Travel Kit...Don't Leave Home Without It!



Gov. Wolf Announces Expanded PennDOT Technology Pilot to Track Over 700 Plow Trucks



Governor Tom Wolf and PennDOT Secretary Leslie Richards announced that more than 700 plow trucks covering interstates and expressways statewide will be outfitted with technology to improve location and operations information through a Pennsylvania Department of Transportation (PennDOT) pilot program, this winter season. Joining the Governor and Secretary at the announcement was Rich Roman, director of the Bureau of Maintenance and Operations.



This year, more than 700 plow trucks covering interstates and expressways statewide will be outfitted with technology to improve location and operations information through a pilot program announced by Governor Wolf.

“This system will allow PennDOT to see operations and conditions on the ground in real-time, helping them to better analyze how they do their jobs and get the best investment out of every dollar,” Governor Wolf said. “A government that works is also a transparent one and this pilot is a perfect example of maximizing efficiency and modernizing operations.”

The governor joined PennDOT Secretary Leslie S. Richards at the department’s District 8 headquarters in Harrisburg to explain how the Automated Vehicle Location (AVL) system will help improve the department’s real-time information on vehicle movement, plow-route coverage and usage of materials such as salt and anti-skid.

“We expect that this technology will not only help us review truck movement and material usage after a storm, but it should also help us while storms are occurring,” Richards said. “Interstates and expressways are our top priority during

winter weather, and this system will help us identify and respond to real-time conditions even better than we do today.”

The AVL system pilot is part of Governor Wolf’s GO-TIME initiative that leverages inter-agency coordination and collaboration to maximize efficiency, modernize state government operations, and provide the highest quality services. The pilot, as one of seven GO-TIME projects identified by PennDOT in 2016-2017, is expected to realize a cost savings of \$1.4 million over the next four to six years based on a combination of reduced salt usage and better use of department equipment, Richards said.

In total, 516 PennDOT plow trucks and 212 contracted rental trucks servicing interstates and expressways across the state will have AVL installed. Statewide, PennDOT has 2,200 total department-force trucks and also rents approximately 270 trucks and their operators to maintain the more than 40,000 miles of roadway for which PennDOT is responsible.

PennDOT plans to make the system’s real-time location data available to the public later this year through its traveler information website, www.511PA.com.

AVL Goes “Live at Five!”

By Ron Young, Community Relations Coordinator District 5-0



The heart of the AVL System installed on a PennDOT plow truck

Last winter, Engineering District 5 participated in a pilot program to test the recently announced Automated Vehicle Location (AVL) system in plow trucks. The system uses in-truck technology to log and share data in real-time for that truck. The AVL unit in each truck sends a cellular signal through the system showing where a truck is located and whether or how much material is being spread from the truck.

“This is a valuable tool for situational awareness,” Assistant District Executive for Maintenance Jill Krause said. “It allows the staff in the Command Center to see where a truck is located and gather data to help track and manage the material that is being spread from the truck. This eliminates having to radio the operator in the middle of storm operations for this information.”

Last winter, District 5 had 13 trucks outfitted with the AVL system, patrolling sections of Interstates 78, 80, 81, 176 and 380, as well as Routes 22, 33, 222 and 422. The AVL provided District 5 staff with information such as real time locations of the trucks, air and road temperatures, type of materials being spread (salt, anti-skid, mixtures), and material application rates.

This winter, District 5 will have 75 Department trucks and 25 rental trucks outfitted with AVL throughout the six-county region.

Winter Media Requests Taken in Stride

By Fritzi Schreffler, Safety Press Officer District 8



Winter is looming and at PennDOT, that means we have already begun preparing for another year of what many call our “other” season besides construction season.

Our county crews head out before, during, and after each winter event, doing their best to keep roads passable and motorists safe. As a press officer, I must make sure those motorists know the road conditions and what they can expect during commuting hours. They need to know what our crews are doing, and how to be safe around our plows.

7 Press officers do not have “normal business hours,” especially during a winter event. We are the voice of our district and need to be 24/7 to keep the public notified. Our phones stay by us at all times in case the media calls and need information. I get up early, am available on the weekends, and have even walked out during my husband’s sermons to do a quick interview outside or at the nearby stockpile. Good thing I read his sermons the night before! (Plus he kinda likes me!)

A typical winter storm goes like this for me: “Hi, this is FOX 43 calling. Can we set up a phone interview starting at 4 a.m.? You will be on every half-hour, if that works.” Or “Hi, it’s Nate calling from CBS 21. Can we get you live starting at 4:30 a.m. at your Carlisle stockpile?”

Sometimes I’m juggling two stations at the same time, with the one that called first getting the first shot during the morning show. Yes, that means getting up at 3:15 to check reports, call into the Incident Command Center (ICC) and get an update, then “putting on the face” to go live.

It can mean being home during a weekend storm and having my dear husband shovel out the driveway so the TV station can pull in and get a live update or record footage for later on in their evening news show. During this past winter’s snow squalls, my husband

even pulled out my car so that we could shoot the story inside the garage with the squalls in the background.

I am very lucky to have a good working relationship with the district’s TV affiliates. They are willing to come to my house to make it as convenient as possible for me while still getting the story they need. I have also recorded myself on my cell phone and sent it to a media outlet at their request for them to post on their Facebook page as an update!

As situations warrant, I may be doing the interviews myself, or setting the stations up with my co-workers or our county managers. The stations love to interview Cumberland County Maintenance Manager Dan Storm; mostly for his name. You know, someone has to crack a joke at some point about interviewing Dan Storm during a snow storm.

It is great for all concerned to have county managers and assistants who are willing to take a few minutes of their time to help our press office ensure that the public knows that we are out there and what we are doing.

I have to say that although I truly love my job, it is not always fun getting up that early and there are inherent dangers. Last winter, I fell on black ice, receiving a concussion and sprain right after I’d warned motorists about black ice! It was not one of my finest moments, but thank goodness it was not on camera! I still managed to do the final live shot...although I admit the details are a bit fuzzy!

Some may question why I am always available and my answer is always the same. I have a job to do for PennDOT and for the public. My thought has always been that if I am available when the media needs me, they will be available for me when I need them. So far, so good!

Winter Readiness a Year-Round Effort in District 4

By James May, Community Relations Coordinator, District 4

Most of us adopt an “out of sight, out of mind” approach to winter weather. As soon as the ground thaws, the snow melts and the flowers begin to bloom, we avoid the thought of winter snow until the flakes begin to fall the following year. The hope, it often seems, is that if we only avoid the thought of snow, then maybe – just maybe – one year it’ll stay warm all year long.

For PennDOT, however, the end of one snow season signals the beginning of preparation for the next.

As soon as the snow plows were taken off the trucks last spring, PennDOT District 4 conducted an in-depth After Action Review to determine what could be done better this year. We looked for areas to improve customer service and for places that we can effectively cut costs. With the cost of salt approximately 12 percent higher statewide than last year, and the cost of anti-skid doubling in certain regions, this was a critical step in ensuring that we continue to provide the highest level of customer service along the 8,500 snow lane miles that we are responsible to maintain here in northeastern Pennsylvania.

One of the improvements we were able to make is in our truck routes. By utilizing the latest technology and applying a Geographic Information System (GIS) platform to every single truck on every single route, we were able to uncover areas that we can improve. We were able to minimize redundancy of routes and eliminate unnecessary back hauling of materials. This year, we will also be able to utilize the Department’s recently launched Automated Vehicle Locator (AVL) system to reduce downtime in waiting for materials. By tracking the exact location of all the trucks on interstates and interstate lookalikes, we will be able to greatly reduce backlogs of trucks in the shed waiting to be filled with materials.

Even with the latest in technology, the key to an efficient operation is personnel. District 4 begins to hire excellent temporary operators and mechanics in August to augment our fulltime staff. They report to their winter assignments in the middle of November in order to become familiar with their truck and route. Responsibilities include inspecting their truck, running their route and noting any hazards that may impede winter operations or provide an unsafe condition. They will then supplement our fulltime staff as soon as the weather requires us to move into dual shift operations.

Paint the Plow” Program Turns Plows into Art!

By Tara Callahan-Henry, Community Relations Coordinator District 9



PennDOT District 9’s “Paint the Plow” program began as an idea last winter thanks to Cambria County Maintenance Manager Jeffrey Mitchell. The Ohio Department of Transportation had done a similar program and posted some of the photos and information on their Facebook page, which caught Mitchell’s attention. After discussions with the Ohio DOT, it was decided that PennDOT District 9 would pilot the program in Cambria County in order to see if school districts and the public would get behind the idea. Once the logistical information was figured out, requests to join the program were sent to all Cambria County high schools in order to gauge their interest.

Eight schools responded favorably: Cambria Heights High School, Central Cambria High School, Forest Hills High School, Greater Johnstown Career and Technology Center, Greater Johnstown High School, Northern Cambria High School, Portage Area High School, and the Westmont Hilltop High School. Nine plows were delivered to each of the eight schools, two of which went to the Greater Johnstown Career and Technology Center so that a variety of students from different technical classes would have a shot at painting a plow. The students were given approximately one month to create their best work of art before the judging process began. The plows were delivered to the students in early September with a pick-up date of early-October. A few minor “speed bumps,” which included inclement

weather, pushed back the pickup of some of the plows by several weeks. Once the plows were picked up, photos were taken of each plow and the contest began!

A panel of judges from various walks of life in Cambria County along with PennDOT representatives were selected to participate in picking the winner. Also, photos of each completed plow were posted on the PennDOT statewide Facebook page where users had the opportunity to vote for the “Fan Favorite” of the contest. Facebook voting was open to the public for two weeks so that fans had an ample opportunity to vote for their favorite plow. The program received great media coverage via local newspapers and television stations. At noon on Friday, Oct. 23, Facebook voting ended and the “Fan-Favorite” was chosen! The “Fan-Favorite” contest winner and the Overall Contest Winner were announced during a press conference held at the Cambria County Maintenance Facility on Tuesday, Oct. 27.

Representatives from PennDOT, the Pennsylvania State Police, and Cambria County gathered at the event to honor the students’ work and also to offer a safety message for the upcoming winter season. At this event, the “Fan-Favorite” was awarded to Cambria Heights High School and the Overall winner went to Central Cambria High School! The schools were presented a trophy, which was crafted by County Welder Pat Wagner and Roadway Programs

Technician 2 Bonnie Emigh. All schools that participated in the program were also presented with a certificate of recognition for the hard work that the students put into their creations.

“This program has brought a great interest to the Cambria County region this year,” said PennDOT District Executive Thomas A. Prestash. “This has truly been a project that involved the entire community, from the schools, the judges and the Facebook voters. It got people thinking about winter and safety early this year.”

The project took a lot of effort to coordinate, but was well received by students, teachers, and most importantly, the Cambria County community, which got behind the project 100% and were proud of the hard work and talent displayed by the local youth. Teachers have already been asking if the county will be doing it in the future and are ready to participate, according to Tara Williams, art teacher at Portage Area High School

“This has been so much fun and I would love to be included in the next year’s contest if you choose to continue this for years to come,” she said. “My students had to learn to work together in creating a design that they all could live with and work on together, real world skills that every child needs to experience.”

Natural Beauty of Benezette Highlighted on New Bridge

By Marla Fannin, Community Relations Coordinator District 2



Pennsylvania is a state blessed with many locations that are historic, special and beautiful. Every one of our 67 counties has at least one place that can fit that bill. From the tranquility and peace of Fallingwater to the breathtaking vistas of the Pennsylvania Grand Canyon, each of us can think of numerous Pennsylvania locations that we hold close to our hearts and think of fondly.

In Elk County, the Benezette area is one of those places. Benezette is nestled in rural Bennetts Valley, serving as home to hundreds of elk that roam the area and fascinate visitors. Since its opening in September 2010, the Elk Visitor's Center on Winslow Hill has welcomed approximately 1.3 million visitors, demonstrating the popularity of this magical place. As plans evolved to replace a bridge on Route 555 in the middle of the village of Benezette, local residents had many valid concerns. They included maintaining traffic flow safely, sticking to a mid-August completion date prior to the heavy traffic volumes of the Elk Expo and Elk Hunt lottery license drawing, and getting a finished bridge that looked as though it belonged in this wooded, natural setting.

Rawley Cogan of the Keystone Elk Country Alliance shared those concerns. He understands the area and has a deep appreciation for the beauty of the Pennsylvania Wilds. In a phone interview, Cogan noted that the contractor and PennDOT shared the Alliance's concerns and worked diligently to ensure that the bridge opened ahead of the special events.

The \$1.8 million project got underway in late March 2015, and a temporary bridge that carried traffic around the construction site was in use by late April, upstream from the old one. With the temporary bridge carrying traffic, work began to demolish the old bridge and build the new one. The project

proceeded through the spring and into the summer without incidents or setbacks. The original design for the bridge included an architectural surface treatment on the outside face of the bridge barriers (parapets), but the inside face of the barriers was not included. Because of the location of this bridge, in the heart of the Pennsylvania Wilds, and the high exposure to tourists from all over the country, PennDOT's project inspector, Lon Baird, and staff from L.C. Whitford (project contractor) began discussing the potential for doing something to make the inside face more attractive.

Cogan pointed out that other states have used similar techniques to incorporate wildlife into bridge projects. With that in mind, using treatments that help the new bridge fit naturally and seamlessly into its surroundings made perfect sense.

With the contractor agreeing to shoulder the cost, Lon contacted local artist, Annette Rupprecht. She owns Monarch Designs, lives in Elk County, and has designed murals, billboards, and other media pieces while working in the Benezette area over her more than 30-year career. The team discussed the options for the inside parapets, and Rupprecht developed a conceptual drawing. She made silhouette stencils of mountains, trees, and elk, with the stencil constructed by hand-work and computer graphics and made from a special material that adheres to concrete. Once the images were adhered to the bridge, a salt and weather resistant stain/sealer was applied in three layers and three different shades. L.C. Whitford supplied the stain.

Rupprecht's enthusiasm about the project is evident. "The stencil application was a great idea," she said. "I really enjoyed the whole process and loved 'giving back' to the Benezette community in this unique way."

Annette also shared that during the application process she and the stencil crew gained a renewed respect for the dangers faced by road construction crews. Project Inspector Baird played a key role in this effort. He loves the Benezette area, and recognized the opportunity to do something special on the project. Benezette is a tourist attraction with hundreds of thousands of visitors each year. Coordinating the partnership effort on the appearance of the bridge helps to show that the Department appreciates the area as much as the residents and tourists do. Baird offers special thanks to the contractor, the L.C. Whitford Co., Inc., for covering the cost associated with the stenciling. They were extremely proud to be associated with this project and were enthusiastic about the finished appearance of the bridge.

"Without L.C. Whitford's cooperation and generosity, this would not have been possible," Baird said. "I've received nothing but positive feedback about the new bridge. I've worked for the Department 31 years and I knew this was a unique opportunity to make a statement within the community."

That positive feedback extends to the Keystone Elk Country Alliance and local businesses. District 2 has received numerous "Kudos" for a job well done—including comments about the contractor's excellent performance.

Replacing the bridge has allowed us to remove it from Elk County's structurally deficient list but it's the attractive faux stone finish and the beautiful stencils that visitors will marvel at as they cross Trout Run. As the photos show, the bridge easily melds with its surrounding and stands as proof that PennDOT cares about the Elk viewing area.

Ceremony Highlights International Agreement



10

Secretary Richards signs a ceremonial copy of the new driver's license reciprocity agreement with Taiwan, Republic of China, at the Capitol in October. Next to her is Ambassador Wen-Liang Chang of the Taipei Economic and Cultural Office in New York, who signed on behalf of Taiwan. To his left is Pennsylvania Secretary of State Pedro Cortez. Standing behind the Ambassador and Secretary are Sen. Andrew Dinniman of Chester County, who assisted with Taiwan's request for the agreement, and Joseph Burke, acting deputy secretary for the Office of International Business Development in the Department of Community and Economic Development.

Taiwanese government officials, State Senator Andrew Dinniman of Chester County, and PennDOT Secretary Leslie Richards presided over a ceremonial signing of a reciprocal driver license agreement between PennDOT and Taiwan in October. The agreement acknowledges that Taiwan and Pennsylvania share comparable knowledge and driving skills requirements for non-commercial drivers. This streamlines the process for the exchange of valid, non-commercial driver's licenses for applicants from Taiwan living in Pennsylvania and applicants from Pennsylvania living in Taiwan.

Pennsylvania's exports to Taiwan totaled \$409 million in 2014 and imports totaled \$771 million. There are six Taiwanese companies located in Pennsylvania, and since 2003, 12 Pennsylvania companies have located in Taiwan.



USA Little League World Series Champion Has Strong PennDOT Roots



From Left to Right - (L-R) Steve Whitebread, Jody Henline (Dad) Stephanie Henline, Jaden Henline, Secretary Leslie Richards



Another source of PennDOT Pride, the USA Little League World Series Champion Red Land All-Stars! The reason? Look no further than #12, the team's shortstop and pitcher, Jaden Henline. Jaden has two relatives here at PennDOT: his mother, Stephanie Henline, budget analyst in Information Technology Project Development and Delivery, and his uncle, Steve Whitebread, who is a budget analyst in Fiscal Management. Jaden stopped by the PennDOT Executive Offices to present an autographed baseball to one of his biggest fans, Transportation Secretary Richards!

Meet PennDOT's new Bicycle/Pedestrian Coordinator, Roy Gothie



Roy Gothie is responsible for managing the Department's statewide Bicycle/Pedestrian program. He'll serve on statewide, regional, and national committees and task forces, and will interact with municipal officials, legislators, transit agencies, and professional and advocacy Bicycle/Pedestrian organizations. Send your bicycle/pedestrian concerns and comments to BikePedPA@pa.gov.