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TO DATE WITH ALL
OF PENNDOT'S
PROJECTS AND
INNOVATIONS
THROUGHOUT
THE YEAR.

WINTER 2018 EDITION



DELIVERING SERVICE IN WINTER AND YEAR-ROUND



DRIVING PENNDOT SNOW PLOWS ISN'T JUST A MAN'S JOB

By: Mark Hofmann, Herald-Standard - *Editor's Note: This article was originally published by the Uniontown Herald-Standard on Jan. 21, 2018. Reprinted with the permission from The Herald-Standard.*

Two former bus drivers have shifted gears to drive and operate snowplow trucks for PennDOT.

Krisa Walls of Georges Township was looking for a job to bring a second income into her home when she decided to apply. The stay-at-home mom raised three children over 20 years, and her last job was driving a school bus.

"I wanted something with steady pay and benefits, and I couldn't really find anything around here," Walls said.

Browsing online, she saw the state Department of Transportation was looking for snowplow operators.

Since she already had a CDL license from her bus-driving days, Walls applied, but found she was filled with self-doubt about the job, even when the instructor had her sit behind the wheel of one of the plow trucks.

"I said I didn't know how to do it," Walls said, but after driving one and two gears for her job interview, the interviewer said he believed she could do it. After driving the truck around 119 as part of the September interview, she received

a call that night saying she landed the job and would receive training and start in October.

Tish Libertino of Uniontown, a friend of Walls who also had her CDL license from driving a bus for 10 years, was also looking for a better job with better pay and benefits. After seeing signs about the need for snowplow operators and knowing Walls was a successful applicant, she decided to apply in November.

"I was hired and started in the beginning of December," Libertino said.

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WELCOME TO THE DOTcom!

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FROM THE
secretary

Dear Colleagues,

Each of us, as members of the traveling public and department employees alike, can sometimes take for granted the expectation of workplace safety. We all deserve to get home safely at the end of the day, but sometimes our worst fears come true and someone on our team does not return home.

On February 17, Blair County Foreman Robert Gensimore was struck while placing flares on Interstate 99 to warn motorists of a crash and did not survive. We mourn his loss and his family is in our thoughts.

Not a day goes by that I don't think about the hazards our front-line staff face each day as they work tirelessly to keep the people of Pennsylvania safe and mobile. Robert was the 88th PennDOT employee killed in the line of duty since the agency was created in 1970. This is the kind of tragedy we pray does not happen, and we are devastated when it does happen.

I urge everyone to drive safely whenever they're on our roadways. Human lives are more important than schedules.

Our prayer is that this kind of heartbreak never visits the PennDOT team, nor the homes of other Pennsylvanians.

Sincerely,

Secretary of Transportation

This quarterly newsletter highlights our latest efforts to improve mobility and quality of life in Pennsylvania.

This issue features spotlights on PennDOT engineers, our focus on lower-traffic roadways and local bridges, P3 Natural Gas fueling stations, REAL ID and more!

As always, feel free to send story ideas or requests for information you want to see. If you're involved in an interesting or innovative project or initiative, have ever wondered about other parts of PennDOT's operations or have other suggestions, email the Press Office at ra-pennidotpress@pa.gov.

We hope you enjoy this latest issue!

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DEPARTMENT FOCUS ON LOWER-TRAFFIC ROADWAYS, LOCAL BRIDGES ENHANCED WITH ADDITIONAL RESOURCES

The Rural Commercial Routes program will invest \$200 million over the five-year period on roadways seeing, on average, fewer than 3,000 vehicles daily.

In early February, Governor Tom Wolf outlined Pennsylvania Department of Transportation (PennDOT) plans to fix more locally owned bridges and improve more than 1,100 miles of rural and low-volume roadway through multi-year investments.

The department is implementing five-year investment programs including a Rural Commercial Routes program that will improve low-volume roads through industry partnerships and with cost-effective treatments like Recycled Asphalt Paving (RAP); and rehabilitating or replacing at least 85 municipally owned bridges over five years.

These investments build on the department's Road Maintenance and Preservation Program (Road MaP) started last year to increase effort on not only major routes, but also lower traffic roadways across the state. Road MaP information is available on the "Act 89 Transportation Plan" page at www.penndot.gov.

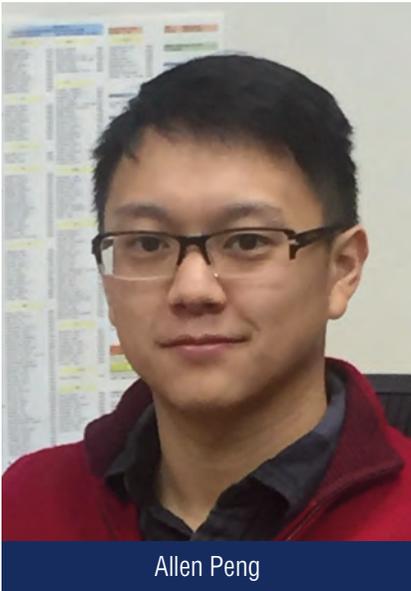
The Rural Commercial Routes program will invest \$200 million

over the five-year period on roadways seeing, on average, fewer than 3,000 vehicles daily. More than 360 miles will be improved in 2018-19 alone, including roadways posted with weight restrictions as well as an estimated 260 miles to be improved with lower-cost pavement treatments such as RAP.

The program will also expand cost-sharing partnerships with heavy hauling industries to improve roadways not originally designed to handle heavy vehicles, many of which are posted with weight restrictions. Examples of industries that have previously taken part in the 50-percent cost-sharing partnership include timber, aggregate haulers, Unconventional Oil and Gas and Natural Gas, and more.

Approximately 85 to 100 locally owned bridges will be rehabilitated or replaced over five years through a \$50 million program that will add bridges to the department's Twelve Year Transportation Program, requires no local match, and will bundle bridges for savings and efficiency wherever feasible.

PENNDOT ENGINEERS ARE HELPING BUILD PENNSYLVANIA'S TRANSPORTATION FUTURE



Allen Peng

When thinking about working at PennDOT, many people likely picture our team of thousands of construction and maintenance workers out in the field. Those road warriors are crucial members of the team, but the department has nearly 12,000 employees, many of whom work behind the scenes to make Pennsylvania's roads and bridges safer for future generations. PennDOT's ranks include Engineers of all kinds who play an important part in the world of transportation.

As part of National Engineers Week (Feb. 18-24), we spotlighted just a few of the engineers doing amazing work throughout the state.

When asked how they got into engineering as a career, many of our engineers said they enjoyed the challenge of solving a problem. As Stephen King, a civil engineer in PennDOT's Harrisburg-based District 8, puts it, engineering is "the scientifically supported artistry of problem solving." He says his curiosity started at a young age.

"My parents would buy me building block sets and science kits, then add in the fact that I was interested in shows



Stephen King

like 'Bill Nye the Science Guy,'" he explains. "As I continued to grow, I was focused on understanding how things are assembled and how each individual item works together to create something new."

Allen Peng, who works in the bridge engineering unit for PennDOT's Pittsburgh-area District 11, offered a similar explanation of his love for engineering: "When I see something, I'm always thinking, 'How can I make it better? How can we make it more efficient? What tools do we have to fix the issues?'"

PennDOT engineers solve transportation problems of all kinds — working in construction, maintenance, and design divisions. Paul Manyisha, a project manager in District 11, worked his way through the department, starting as an engineering intern (PDF) in 2010.

"It's funny because I didn't know anything about PennDOT outside of the driver's license center, so it was a shock to me that they had an Engineering District," Manyisha said. "A friend of mine was an intern with the department and told me that I should consider applying."

He started in the construction unit, where he worked in the labor compliance field and as an inspector on a construction project. The next summer, he returned as an intern in the design unit. "It was nice because I was able to see both sides of the project, from design to completion."

In 2012, a week before he graduated from the University of Pittsburgh, Manyisha was hired as a full-time employee. After a year, he was promoted to a civil engineer in the maintenance unit, responsible for designing roadway resurfacing projects. He rotated to the bridge unit in 2015, and then was promoted to his current role as a project manager in the project delivery unit in 2017. He currently oversees the design of bridge, roadway, and drainage improvement projects in the district.

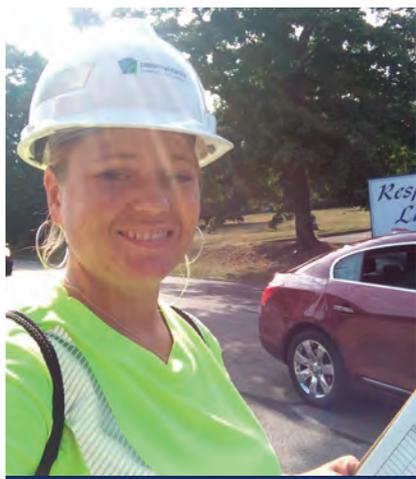
Similarly, Rodney Hill, a permit design reviewer in Hollidaysburg-based District 9, has spent his seven years as a PennDOT employee working in the construction, design, and maintenance divisions. He says he gets great satisfaction knowing the work he does as an engineer impacts the everyday lives of Pennsylvanians.



Rodney Hill

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PENNDOT ENGINEER REFLECTS DRIVE TO ATTRACT MORE WOMEN TO TECHNICAL CAREERS



Brandy Miller

As kids, we're often told that we can do anything if we work hard enough. And yet, representation of women is still sorely lacking in STEM-related fields. In fact, roughly 15 percent of the 9.1 million people working in transportation and material-moving occupations are women, according to the Bureau of Labor Statistics.

That's why PennDOT takes recruitment of diverse candidates very seriously, and celebrated Introduce a Girl to Engineering Day (February 22), part of National Engineers Week.

"A career in engineering is the most rewarding career I could have chosen," explained Brandy Miller, a civil engineer of transportation in PennDOT's Pittsburgh-area District 11.

Miller is a perfect example of how you can achieve anything if you put in the hard work and dedication. She says she started to formulate her path toward engineering in high school on a trip to Kennywood amusement park for Physics Day.

"(I enjoyed) analyzing how a roller coaster can be pulled up the first hill and then see how the engineers designed the track to maximize the amount of kinetic energy it needs to coast the rest of the ride."

In 11th grade, a representative from the Pittsburgh Job Corps Center came to talk to Miller's school about the opportunities the program offered — including sponsoring a career as a civil engineer.

"I knew that was what I wanted to be — someone who contributed to my community and utilized my abilities in math and science," Miller said. "Little did I realize then that this position would also open me up to experiencing new technologies and tapping into my creativity."

After finishing the program with the Pittsburgh Job Corps, Miller had three associate degrees — in civil engineering technology, computer aided drafting and design, and architectural drafting and design. That's when her career at PennDOT started.

"As I was studying at college, I heard a lot of talk about the community of PennDOT and how becoming a state employee has so many benefits," she said. "People talked of how PennDOT has great competitive pay, health benefits, retirement, job security, and worked directly for the community. Hearing all of these wonderful things inspired me to apply at PennDOT as an engineering technician."

She has now been with the department for 13 years.

But Miller wasn't finished with her education yet. She says her job with PennDOT provided her with the stability and support she needed to pursue a bachelor's degree in civil engineering.

"Obtaining my bachelor's degree was so fulfilling," she said. "It opened up the next level of learning and exposed me to the different types of engineering. So many interesting things are involved in creating that roller coaster, or a roadway, like the type of soil that the structure is sitting on, and what types of software are used to create it."

The road to her bachelor's degree wasn't easy, however. After two years in the program, her father passed away — something that affected Miller greatly. She decided to pause her education to grieve and pursue her own family. She got married and gave birth to a little girl. Once her daughter was 4 years old, Miller returned to school and graduated in 2013.

"Being able to finish school while having a family is definitely achievable, though some of homework was colored on by little hands with crayons," she said. "This made the completion of the degree so much more valuable to me."

Miller still wasn't done, though.

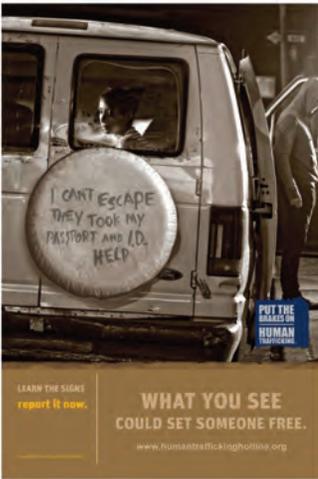
"Being a woman in a predominately male field made me realize that people think differently, whether they are culturally different or gender different or whatever their diversity," she explained. "It took me a while to realize that if I wanted to collaborate with my co-workers, I needed to understand them."

So, Miller took online courses and obtained a master's degree in engineering management. She also joined PennDOT's inaugural mentoring program, where she was paired with a senior employee who shared his experiences to help guide Miller along her career path. The program also offered seminars that covered skills like persuasion and influence, building a reputation, and organizational processes.

"Having a mentor through your career is one of the No. 1 things an employee can do," Miller said. "PennDOT heard me when I started asking questions about how to be a better employee and develop into a future leader."

Miller never let being a woman in a predominantly male field stop her from achieving her dreams. She worked hard and persevered: "Working for your community, creating sustainable projects, and maintaining the existing infrastructure is a rewarding career for a woman."

GOVERNOR WOLF ISSUES PROCLAMATION, PENNDOT UNDERSCORES COMMITMENT TO COMBATING HUMAN TRAFFICKING



Governor Tom Wolf issued a proclamation noting January 11, 2018, as the National Day of Human Trafficking Awareness he noted that human trafficking is a form of slavery that severely victimizes vulnerable populations, including women, children, and impoverished individuals; and that instances have been reported in all 50 states.

Through the department's Governor's Office of Transformation, Innovation,

Management and Efficiency (Go-Time) project to modernize driver and vehicle services operations, PennDOT has trained 500 of its front-line Driver License Center employees to notice signs of a potential trafficking situation. PennDOT's 64 Welcome Center employees also have been trained.

In addition, through a partnership with the Pennsylvania Public Transportation Association, every transit agency director in the state has been trained and the aim is to have all of the nearly 15,000 transit agency employees statewide trained by July 1, 2018.

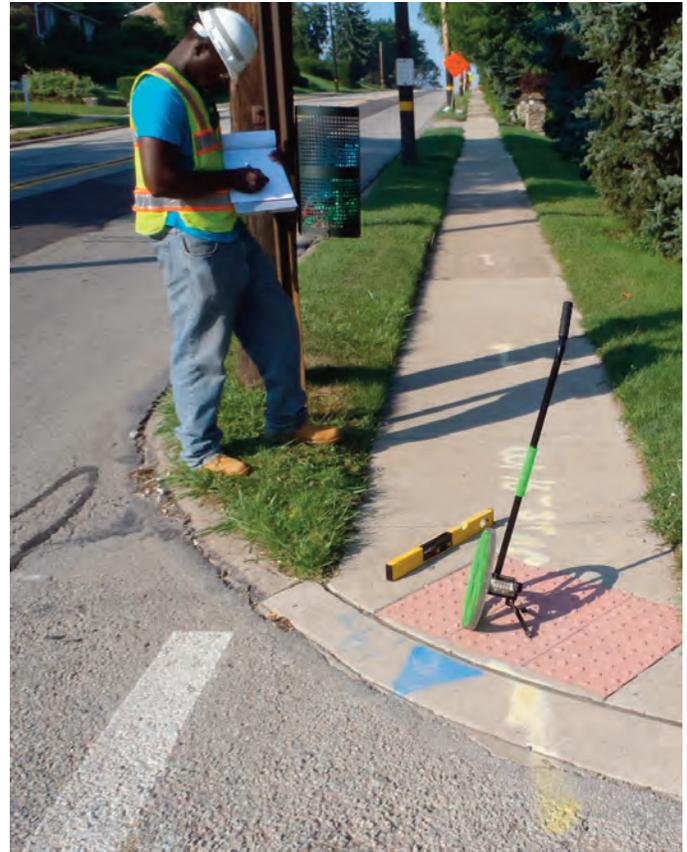
The training was developed by PennDOT in partnership with the Villanova Law Institute to Address Commercial Sexual Exploitation, and Truckers against Trafficking. The web-based training is also available to the rest of PennDOT's employees.

Additionally, PennDOT is now distributing wallet cards to Welcome Center visitors as well as CDL holders and applicants at its Driver License Centers, which contain information regarding how to report a tip to law enforcement when suspecting human trafficking activities.

Pennsylvania enacted Act 105 in 2014 to define human trafficking and give law enforcement tools needed to go after traffickers. Instances of human trafficking can be reported to the National Human Trafficking Resource Center at 1-888-373-7888 or the U.S. Department of Homeland Security at 1-866-347-2423.

More information on human trafficking, including signs to look for and various partner resources, are available on the department's blog on the topic at www.penndot.gov/blog.

PennDOT Engineers... (Continued from page 4)



Paul Manyisha

Both Hill and Manyisha were also part of PennDOT's inaugural mentoring program, where they were paired with senior individuals and attended various programs that aimed to teach them career skills to help them become future supervisors and leaders within the department.

Peng, though still relatively new to the department at just shy of five years, takes part in the other side of mentoring – reaching out to students all the way from grade school to high school.

"One of the best parts of my role at PennDOT is being able to participate in volunteering and outreach programs for grade school to high school students," he said. "It's one thing to be doing work that benefits the traveling public, but it's another thing to dedicate our time to inspiring the youth to become passionate about the jobs that we do here at PennDOT."

It's that dedication to not only empowering themselves through career development, but instilling a love of STEM-based knowledge in students, that makes PennDOT engineers so great.

"I had no idea what bearings or diaphragms meant when I was in high school, but middle schoolers are already being exposed to those terms," Peng said. "I will admit it can be intimidating to see how much they know already, but in another sense, it's refreshing knowing that our futures are in capable hands."

LESSER-KNOWN PA LAWS: DO YOU KNOW THESE RULES OF THE ROAD?

Highway Safety Law Awareness Week, which ran Feb. 18-24, is a joint effort between PennDOT and the Pennsylvania State Police to highlight a few lesser-known driver safety laws.

Here are the laws highlighted for 2018 and their common-sense explanations:

Title 75, Section 3549 — Blind Pedestrians:

“The driver of a vehicle shall yield the right-of-way to any totally or partially blind pedestrian carrying a clearly visible white cane or accompanied by a guide dog and shall take such precautions as may be necessary to avoid injuring or endangering the pedestrian and, if necessary, shall stop the vehicle to prevent injury or danger to the pedestrian.”

Simply put, be aware of your surroundings always. If you see a pedestrian with a white cane or guide dog, slow down or stop — especially if you see them approaching an intersection. Usually, the rule is to yield to pedestrians only when they are in the crosswalk, but blind pedestrians require extra caution.

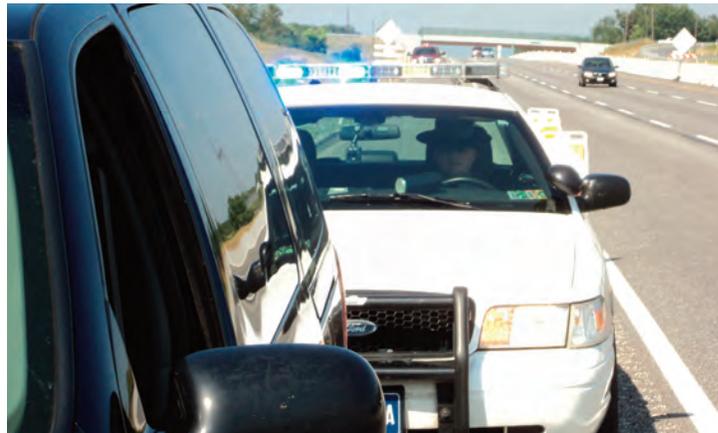
Title 75, Section 3314 — Prohibiting Use of Hearing Impairment Devices:

“No driver shall operate a vehicle while wearing or using one or more headphones or earphones. Exception: This section does not prohibit the use of hearing aids or other devices for improving the hearing of the driver, nor does it prohibit the use of a headset in conjunction with a cellular telephone that only provides sound through one ear and allows surrounding sounds to be heard with the other ear...”

This means you may not have both ears covered, or two earbuds in, when operating a vehicle. Having both ears covered prevents you from hearing your surroundings. Driving is just as much about hearing what’s going on around you as it is seeing — especially when it comes to approaching emergency vehicles. However, drivers may use Bluetooth headsets in conjunction with their cellphone as long as it covers only one ear, leaving the other to hear surrounding sounds.

Title 75, Section 3112(c) — Inoperable or Malfunctioning Signal:

“If a traffic-control signal is out of operation or is not functioning properly, including, but not limited to, a signal that uses inductive loop sensors or other automated technology to detect the presence of vehicles that fails to detect a vehicle, vehicular traffic facing a: (1) Green or yellow signal may



proceed with caution as indicated in subsection (a)(1) and (2). (2) Red or completely unlighted signal shall stop in the same manner as at a stop sign, and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign as provided in section 3323 (relating to stop signs and yield signs).”

Commonly referred to as the “Ride on Red” law, this rule was put into place specifically with motorcycle riders in mind, though it does pertain to all vehicles. Sometimes lighter-weight motorcycles won’t trigger a traffic signal’s sensor and the light will remain red no matter what. In any scenario, if the signal cycles through longer than 4 minutes and does not give you a green light, the driver may treat the light as a stop sign and proceed with caution.

Title 75, Section 3701 — Unattended Motor Vehicle:

“No person driving or in charge of a motor vehicle shall permit the vehicle to stand unattended without placing the gear shift lever in a position which under the circumstances impedes the movement of the vehicle, stopping the engine, locking the ignition in vehicles so equipped, removing the key from the ignition and, when standing upon any grade, turning the front wheels to the curb or side of the highway and effectively setting the brake.”

The unattended motor vehicle law is a popular one during the winter months when drivers might want to run their car to warm it up while they wait comfortably inside. This is perfectly OK ... as long as the vehicle is in your private driveway. If you don’t have a driveway, or your vehicle is parked on public property, leaving it running and unattended is illegal. Even if you do leave it unattended in your driveway, make sure it’s locked. The state police have had multiple reports across the state of vehicles being stolen while left idling.

For more information on highway safety, visit www.PennDOT.gov/safety.

Driving PennDOT Snow Plows... (Continued from Inside Cover)



“You have cars that come up alongside of you when you’re trying to work,” *Libertino said, adding there are times where they can hear salt bouncing off passing vehicles from their trucks that take up large portions of the roadway. “The public should know to keep their distance from plow trucks.”*

- Krisa Walls

Both women went into the training with different mindsets. Libertino was confident; Walls was doubtful.

“It was rough at first,” Walls said. “In the back of my mind, I didn’t want to do it.”

Walls and Libertino said they had great trainers to identify strengths and weaknesses in the new recruits and get them ready for the road.

“I like doing it,” Libertino said, adding that while some challenges came with the job, she said she was comfortable in control of the truck. “I like being on my own, and I like driving.”

“I was scared to death,” Walls said about her first time going out during the first snowfall, saying she was panicking on the inside, but stayed composed and did her job as her foreman drove behind her and gave her pointers until she went back to reload. Then she was on her own and got used to the job. “In the end, I wondered how I did it.”

Both Walls and Libertino said working for PennDOT opened their eyes to many things the public doesn’t see or know about snow removal from the roadways.

“It’s not as easy as everyone thinks,” Libertino said. “There’s a lot of things going on.”

The two said they have a newfound respect for that job as it’s not just driving a truck. They need to know when to use salt, brine or anti-skid materials and how much of it to use in conditions that are always changing, attaching 70-pound chains on their tires, cleaning out the back of the trucks. When there’s no snow, they shovel, flag, perform maintenance work and any other jobs that need to be done.

“There’s no favoritism,” Libertino said of the fact that she and Walls are women in what’s considered by many to be a man’s world. “We are right there with them — we can do what they can do.”

In fact, Valerie Petersen, the community relations coordinator with PennDOT District 12, said District 12, which covers Fayette, Greene, Washington and Westmoreland counties, is the district with the second-highest number of female employees.

Walls said being a woman surrounded by many men at the job made her want to prove herself, and she has.

“The guys see we can do it,” Walls said, adding that people have taken notice when she’s out in her truck and other women give her a thumbs up or ask how did she does it. “If I can do it, anyone can do it.”

Both Walls and Libertino want motorists to know that safety is a top priority.

“You have cars that come up alongside of you when you’re trying to work,” Libertino said, adding there are times where they can hear salt bouncing off passing vehicles from their trucks that take up large portions of the roadway. “The public should know to keep their distance from plow trucks.”

Walls said such actions from motorists have caused them to turn off their salt spreaders, which makes it more difficult for them to do their work.

“Their job is to make the roads safe for motorists,” Petersen said, adding if the weather conditions are bad, motorists are asked to not go out unless they have to.

Petersen said there is always a need for such jobs, and those interested can look into applying by visiting www.employment.pa.gov and follow the link to PennDOT.

“If I knew about this job a long time ago, I would have applied,” Libertino said of the benefits available including retirement. “Lord knows, this county needs jobs.”

PROGRESS CONTINUES ON PUBLIC-PRIVATE PARTNERSHIP FOR BRIDGES



Through the end of 2017, PennDOT’s Rapid Bridge Replacement Project had roughly 390 out of the 558 bridges in the project open to traffic. The project is a Public-Private Partnership (P3) that is allowing the department to remove these bridges from its structurally deficient list, improving safety for the largely rural communities served by these bridges.

The department’s private-sector partner on the project is Plenary Walsh Keystone Partners (PWKP), and as part of the agreement, PWKP is financing, designing, and constructing the bridges, and is responsible for the maintenance of each bridge for 25 years after its completion. PennDOT is responsible for routine maintenance such as snow plowing, debris removal and incident first response.

The Rapid Bridge Replacement Project originated in 2013, when PennDOT was challenged by an aging, structurally deficient bridge inventory and limited funding and resources. The P3 approach allows PennDOT to replace 558 of its roughly 3,100 structurally deficient bridges more quickly while minimizing impact on motorists.



PUBLIC-PRIVATE PARTNERSHIP FOR COMPRESSED NATURAL GAS FUELING STATIONS OPENS MORE SITES

PennDOT’s Pennsylvania’s Public-Private Partnership (P3) adding and enhancing Compressed Natural Gas (CNG) fueling stations across the state continues making progress due to department transit and P3 Office staff.

Through the \$84.5 million statewide P3 project, Trillium CNG is designing, building, financing and will operate and maintain CNG fueling stations at 29 public transit agency sites through a 20-year P3 agreement. Ten stations will be opened before March.

Additional stations will be constructed over the next five years, and Trillium is also making CNG-related upgrades to existing transit maintenance facilities.

PennDOT's overall P3 project includes CNG fueling accessible to the public at six transit agency sites, with the option to add to sites in the future. PennDOT will receive a 15 percent royalty, excluding taxes and commodity costs, for each gallon of fuel sold to the public at public sites, which will be used to support the cost of the project.

Using the P3 procurement mechanism allows PennDOT to install the fueling stations faster than if a traditional procurement mechanism were used for each site, resulting in significant estimated capital cost savings of more than \$46 million.

When the project is completed, the fueling stations will supply gas to more than 1,600 CNG buses at transit agencies across the state. To learn more about this and other P3 projects visit www.P3forPA.pa.gov.

Examples of savings for two new facilities include:

CNG Fueling Stations	Beaver County	Westmoreland County
Diesel buses converted	23	25
Paratransit buses converted	28	16
Diesel gas estimated savings	\$400,000	\$400,000
Diesel and gas usage	450,000	415,000

PENNDOT EMPLOYEES HONORED FOR INNOVATIVE IDEAS



In late 2017, PennDOT honored 13 employees for their transformative ideas to improve efficiency, safety, customer service, cost savings, and revenue generation. The employees shared their ideas through IdeaLink 20/20, PennDOT's online suggestion system, which empowers employees to share ideas.

Developed in-house, this bottom-up approach engages employees at all levels and provides PennDOT leadership with timely input from staff on how the agency can operate more effectively and efficiently, and helps to make PennDOT a better business partner and employer.

To date, IdeaLink has captured over 900 employee ideas, of which 280 have been implemented or are being considered for implementation.

The employees receiving awards represent organizations across the state and were among the more than 250 ideas submitted by employees in 2017 including:

- A map of PennDOT-maintained park and ride locations was created based on an idea from Raymond Boronyak in the department's Allentown-based region.
- The department's interactive Posted & Bonded Roads map now has additional haulers listed based on an idea from Jill Byrne in PennDOT's Clearfield-based region.
- An idea from Justin Cambric in PennDOT's central office resulted in the creation of a "Transportation Programs and Projects Guidebook," which will allow users to quickly access regulations, guidance, and transportation-funding program information when completed later this year.
- Based on an idea from James Griffin in central office, county maintenance organizations were notified of the option to enhance employee safety by purchasing disposal kits for hazardous materials such as discarded needles found along state roadways.
- Posters providing resources for people who are or who know victims of domestic violence, child abuse, or human trafficking were added in all bathrooms in all 71 driver's license centers due to Harrisburg driver license employee Elizabeth Marie Hack's idea.
- An idea from Nancy Lee Hart in the department's Motor Vehicle Bureau resulted in car seat safety information being displayed on digital signage in all driver license centers.
- Based on Interstate 95 Welcome Center employee Anne Horosky's idea, each of PennDOT's 14 Welcome Centers will begin hosting safety days in 2018 to educate the public on topics such as work zones, car seats, motorcycles, and more.
- An idea from Robert Lamendola in Monroe County resulted in a "Segment Offset Locator" website which uses the on-board GPS of mobile devices to calculate and display county, route, segment, and offset for PennDOT roadway programming purposes.
- A salutation on a PennDOT form was changed to be gender neutral and the department will make similar updates moving forward as needed based on an idea from Jason Kowalczyk in the department's Uniontown-based region.
- On November 3, 2016, PennDOT held a dedication ceremony at the department memorial on Front Street in Harrisburg due to an idea from Glenn Rowe in central office.
- Gerald Wertz in PennDOT's Montoursville-based region suggested additional guidance to enhance employee safety when carrying heavy aggregate samples for testing.
- Improvements were made to the department's online ePermitting system based on suggestions from Michael Slope in PennDOT's Uniontown-based region.
- Additional guidance and documentation via department "strike-off letters" will be added to the department's Electronic Construction Management System based on an idea from Shaun Werner in the department's Bridgeville-based region.

LOCALLY OWNED BRIDGES BENEFITTING FROM WOLF ADMINISTRATION'S 'ROAD MAP' INITIATIVE



Ash Street over Solomon Run in Cambria County

A local bridge improvement program, part of the Wolf Administration's Road Maintenance and Preservation, or Road MaP initiative, is making county-owned bridge rehabilitations and replacements possible in Cambria, Chester, Montgomery, Berks, Schuylkill, Bucks, York and Cumberland counties.

Through Road MaP, PennDOT is making opportunities available for counties who have taken steps to enhance their transportation networks by collecting the \$5 vehicle registration fee enabled by Act 89 of 2013, the state transportation plan. The partnership makes available up to \$2 million in federal funding for each county that has passed a fee resolution, with a 50-percent local match commitment required to secure the program funding.

This component of Road MaP is aimed at addressing the needs of Pennsylvania's 6,543 locally owned bridges, of which 2,010 – or 30.7 percent – are structurally deficient. The need to improve local bridges was underscored when the biennial Transportation Performance Report, assembled by PennDOT, the State Transportation Commission, and the Transportation Advisory Committee and viewable at www.TalkPATransportation.com, identified local bridges as the only category receiving a "low" performance rating.

PENNDOT, DCED UPDATE PUBLIC ON HIGHLY AUTOMATED VEHICLES IN PENNSYLVANIA, HIGHLIGHTING SAFETY MEASURES AND ECONOMIC IMPACT

PennDOT and the state Department of Community and Economic Development hosted a webcast outlining the steps taken to continue the progression of Automated Vehicles (AV) innovation, highlighting safety measures and economic impact potential statewide.

The "Connected and Automated Vehicles in Pennsylvania" webcast took place in February and can be viewed at www.penndot.gov by clicking on "Autonomous Vehicles."

The public was invited to watch the webcast and some of the subject-matter experts working to make Pennsylvania a leader in both the testing and eventual deployment of HAVs, with an analysis of the resulting potential for economic growth and job creation.

The panelists who participated:

- Kurt Myers, Deputy PennDOT Secretary for Driver and Vehicle Services and Pennsylvania Autonomous Vehicle Task Force Co-chair;
- Roger Cohen, Senior Advisor to Secretary Richards and Pennsylvania Autonomous Vehicle Task force Co-chair;
- Steve D'Ettorre, DCED Policy Director and Pennsylvania Autonomous Vehicle Task Force Member;
- Jason Sharp, PennDOT Acting Chief Counsel;
- Kara Templeton, PennDOT Director, Bureau of Driver Licensing; and
- Mark Kopko, PennDOT Senior Civil Engineer, Traffic Operations Planning.

WHAT YOU SHOULD KNOW ABOUT REAL ID



The PennDOT team is hard at work to make Pennsylvania REAL-ID compliant, though many customers and employees may have questions. Can I use my Pennsylvania license to fly? Does the new driver license design mean it's REAL ID-compliant? What IS REAL ID anyway?

We've summarized some key information you should know about REAL ID, and you can find this and much more at www.penndot.gov/REALID.

First of all, you may recall an original deadline of January 22, 2018, for Pennsylvania to be compliant in order for our residents to board domestic flights. But don't worry — Pennsylvania has been granted an extension until October 10, 2018. That means you can continue to use your current Pennsylvania driver license or ID to board domestic flights and visit military bases or installations and federal facilities that require ID for entrance until at least that date.

But, wait. PennDOT just changed the licenses last summer; wasn't that to make them REAL ID-compliant? No, those changes were in development for nearly two years before PennDOT was even legally allowed to work toward REAL ID compliance. The new license and ID design provides enhanced security features that improve fraud prevention and help protect from counterfeiting and alteration. Once REAL IDs are available, they will look exactly the same as the new license, except a compliant product will be marked with a gold star.

Why aren't we compliant already? Well, PennDOT wasn't even allowed to start working toward compliance until May 2017, when Governor Tom Wolf signed Senate Bill 133, which repealed prior legislation that barred the governor or PennDOT from participating and authorized Pennsylvania to become compliant with REAL ID.

PennDOT got to work immediately and expects to have compliant licenses and IDs available in spring 2019.

Once REAL ID-compliant licenses are available, you DO NOT have to get one. In fact, if you don't plan on flying or visiting a federal facility or military base, you may not need one at all. Answer a few questions using our REAL ID wizard to determine whether you'll need a REAL ID.

If you do decide to upgrade to a REAL ID, but your current license or ID isn't expired yet, you'll pay a one-time fee of \$30 and a renewal fee (which is currently \$30.50 for a standard, non-commercial driver's license), but the expiration date on your new REAL ID-compliant product will include any time left on your current product, PLUS another four years. So, if your license is set to expire in October 2020, but you upgrade to a REAL ID in October 2019, your new REAL ID-compliant license won't expire until October 2024.

At this point, the best thing you can do to prepare for REAL ID is to get your documents together. Federal regulations require that PennDOT must verify the following documents for a customer before issuing a REAL ID-compliant product:

- Proof of Identity (Original or certified copy of a birth certificate with a raised seal or valid U.S. Passport)
- Proof of Social Security Number (Social security card)
- Proof of all Legal Name Changes (Marriage certificate or court order issued by your county's family court)
- Two Proofs of Current, Physical PA Address (Current, unexpired PA license or ID and a no more than 90-day-old bank statement or utility bill with the same name and address)

If you've gotten your initial Pennsylvania license or ID since September 2003, it's possible that PennDOT already has your verified documents on file and you will not need to present them again. Most of PennDOT's customers, however, received their initial product BEFORE September 2003.

More questions and answers about REAL ID in Pennsylvania can be found at www.penndot.gov/REALID. Or you can call the driver and vehicle services call center at 717-412-5300.

Do you think you will need a REAL ID?

The best thing you can do to prepare is to gather necessary identity and residency documents now and keep them in a safe place.

You will need

Choose 1 Choose 2

PennDOT.gov/REALID

MAINTAINING ROADS AND SAVING LIVES

By Chelsea Lacey-Mabe, Digital Community Relations Coordinator, District 6



From left to right: Julio Torres, Gregory Lynch, Andre Coles and Barry Sanders. Not pictured: William Howell and Angelo Hernandez

PennDOT maintenance crews are tasked with taking care of our state highways, from bridge and base repairs to plowing, paving, and sweeping. But Philadelphia County foreman Julio Torres and his crew's biggest achievement may have been saving a young man's life from a drug overdose.

It was just another day on the job for Julio Torres, Gregory Lynch, Andre Coles, Barry Sanders, William Howell, and Angelo Hernandez. They were on their way to a job site, driving on a ramp to Interstate 95 when they noticed a young man parked on the shoulder with his windows rolled down and loud music playing.

"We were always taught to check for unusual things so I told one of my guys to do me a favor and knock on the man's window to make sure he was alright," Torres said. "When there was no response from the young man, we dialed 911."

Once a state trooper arrived, Torres and his team assisted him in searching the man's car for anything that might help identify him and came across a folder. Inside was a telephone number. He decided to call.

"A woman answered and I informed her that I work for the state and explained I had a young man here, I don't know if you might know him," Torres recalled. He then proceeded to describe the man. "She said, that's my son."

Torres explained to the woman what was happening. By that time, paramedics had arrived at the scene and injected the young man with Narcan, upon finding illegal substances on him. Before hanging up, Torres gave the woman all the information he could, including which hospital they were taking her son.

Later that afternoon, Torres got a call from the woman, asking him and the others to come down to the hospital. She wanted to thank the men who helped save her son's life.

"The doctors said if we hadn't called 911 when we did, the young man would have died," Torres said. "We learned the man was just 21 years old and we gave him a little counseling. We said listen, you got your whole life ahead of you and you're putting your mom through something you shouldn't be doing. You got a second chance here."

Looking back, Torres says he believes God put him in the right place at the right time. He and the guys were supposed to take a different route to the job site that day but switched last minute to avoid a few traffic lights.

Every now and then, Torres receives an update from the man's mother about her son's recovery. Most recently, she told him that her son is doing great and encouraged Torres to visit him sometime at his work.

Torres changed her son's life that day, but in many ways, the ordeal changed his as well. After saving the 21-year-old man's life, Torres and his crew found themselves in a similar situation just a few months later when they saw a young man driving erratically upon returning to their job site after a lunch break. The man motioned to them for help and the crew quickly drove over to the man to assist. By the time they made it to the other side of the highway, a state trooper was already there assisting the driver. Torres and the others provided a safety barrier to protect the trooper from traffic and one of the PennDOT workers performed CPR on the driver, reviving him. The driver was another young man who had overdosed.

When asked if these two situations have changed him, Torres said it made him realize just how bad the drug epidemic is getting.

"As construction workers, we're trained to keep our eyes open for anything unusual at our job site," Torres explained. "Now, I'm kind of expecting something like this to happen; I'm on the lookout. Anything I see, I want to stop and see if everything's OK."

For their efforts, Torres, Lynch, Coles, Sanders, Howell, and Hernandez have each been nominated for a Workplace Hero award that recognizes PennDOT employees who have saved a co-worker or member of the public's life during work hours.

PENNDOT EMPLOYEE RECOGNIZED AS PERSON OF THE YEAR BY ITS PENNSYLVANIA

Nothing is more rewarding than being recognized by your peers for hard work and dedication to your profession.

Dan Farley, from the Bureau of Maintenance and Operations' Highway Safety and Traffic Operations Division, was recently recognized by the Intelligent Transportation Society of Pennsylvania as Person of the Year for his role in championing and advancing transportation operations in Pennsylvania. As the department evolves and elevates the importance of traffic operations, Farley's responsibilities play a key role in its growth. Programs under his purview include Green Light-Go and Automated Red Light Enforcement (ARLE) programs, which have a dramatic impact on distributing millions of dollars to PennDOT districts and local municipalities for improved efficiency and safety, primarily at signalized intersections.

Farley also plays a key role in the department's Connected and Automated Vehicles Program, I-76 Multi-Modal Corridor Management Project, Traffic Signal Asset Management System, Traffic Signal Performance Metrics Research, and work zones.

He was presented with the award in front of over 700 of his peers at the Penn State Traffic and Engineering Safety Conference in December.



Dan Farley (left) receiving his award at the Penn State Traffic and Engineering Safety Conference

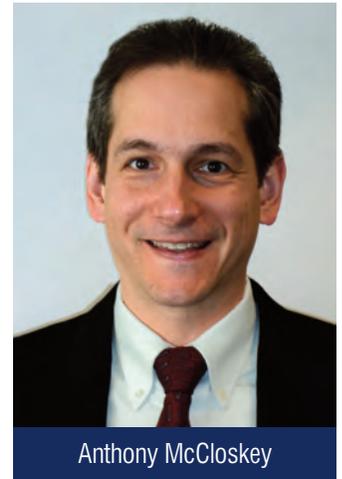
BUREAU OF AVIATION DIRECTOR SELECTED FOR AIRPORT COOPERATIVE RESEARCH PROGRAM PANEL

Anthony J. McCloskey, P.E., PennDOT's Bureau of Aviation director, was recently named to the panel for the Aviation Cooperative Research Program (ACRP) Project 01-37, which will look at performance measures for state aviation agencies.

"In everything we do as a public servant, we must be held accountable for all decisions made using the taxpayer money," McCloskey said. "Our actions must be transparent, too. This guide will provide each state agency a toolbox that could be used to demonstrate their value to elected officials, regulators, and stakeholders."

The ACRP, which began in 2006, is an industry-driven applied research program that develops near-term, practical solutions to problems faced by airport operators. The program is sponsored by the Federal Aviation Administration. Research topics are selected by an independent governing board appointed by the U.S. Secretary of Transportation that includes individuals from airports, universities, FAA, and the aviation industry.

The Request for Proposal was posted on December 4, 2017, and closed January 16, 2018. The entire project will take approximately 15 months, resulting in a publication.



Anthony McCloskey

SECRETARY RICHARDS JOINS CABINET IN YOUR COMMUNITY EVENTS

PennDOT Secretary Leslie S. Richards has taken part in five Cabinet in Your Community events at which she and various other department secretaries provide region-specific updates on major projects, accomplishments, and answered impromptu questions from the audience.

The Cabinet in Your Community initiative is a series of town hall-like events in which members of the community are given the opportunity to interact with cabinet secretaries and talk about the issues important to each region.



PENNDOT'S KEN BAIR AN ASSET TO DISTRICT 3 AND HIS COMMUNITY

By David Thompson, Community Relations Coordinator, District 3

Ken Bair, a maintenance services engineer in PennDOT District 3, has shown his commitment to excellence after 17 years with the department, and through his countless hours of community service.

Bair was instrumental in modernizing district maintenance operations by regionalizing seal coat and paving crews. Previously, each of the district's nine (Bradford, Columbia, Lycoming, Montour, Northumberland, Snyder, Sullivan, Tioga, and Union) counties would complete its own program. By regionalizing the process, the department has increased production and quality, while freeing existing county staff to perform other maintenance activities.

Quiet and modest on the job, Bair's actions at home in Mifflinburg, Union County, and in his community speak volumes about the kind of person he is. Faith and family are his top priorities.

He coaches youth football, baseball, and basketball, and serves as a youth leader at his church.

"I enjoy working with kids," he said, "helping them with their problems and teaching them about my faith."

He and his wife Megan attend Harvest Bible Chapel of Union County. They have three children: daughter Ainsley, 15, and sons Jake, 13 and Reid, 10. Reid was adopted from Bulgaria when he was 2 years old. Ken and Megan are in the process of adopting another child.

Bair also recently spent two weeks in Kyampisis, Uganda, with a group of adults and teenagers from his church, assisting with a youth retreat.

"It was rewarding getting to know people from a different country, learning their culture and showing them that we care about them," he said. "It also gave me a new appreciation for the freedoms we enjoy here at home."



"I enjoy working with kids," he said, "helping them with their problems and teaching them about my faith."

