

Pennsylvania
Department of
Transportation
2023
ANNUAL REPORT



Cover photo of the \$65.8 million project that replaced seven poor condition bridges over I-676 between 22nd Street and 18th Street, and completed hardscaping, landscaping and streetscape improvements above the expressway in Center City Philadelphia.



Mike Carroll

Secretary of Transportation

Transportation is the backbone of our society and is central to our quality of life.

And Pennsylvania's transportation network is vast. The state-maintained system alone is roughly 40,000 miles of state-owned roads and more than 25,000 state-owned bridges, 32 fixed-route transit systems, 121 public-use airports, 259 private-use airports, 277 private-use heliports, three ports and the privately-owned network of more than 5,600 miles of freight railroad lines. Our fuel taxes and various transportation fees support construction and maintenance on another 78,000 miles of municipal and county roads, along with 6,400 local bridges.

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

As demonstrated by our swift, collaborative response to reopen I-95 in only 12 days after a tanker fire caused the collapse of a section of the highway in Philadelphia last year, or our efforts to quickly reopen roadways after catastrophic flooding in Bucks, Northampton and Lackawanna counties, we are committed to keeping people and goods moving safely and reliably through Pennsylvania.

Supporting a transportation network of this size requires investment, and there are significant needs across all modes. We're grateful for the historic Bipartisan Infrastructure Law, which will bring \$4 billion in new federal funds to Pennsylvania over five years.

The PennDOT team is making improvements, enhancing equity in our organization and in transportation systems for all people, and – as always – aiming at a safer, more connected Pennsylvania.

OUR PHILOSOPHY



OUR VISION

An enhanced quality of life built on transportation excellence.

OUR MISSION

Enhance, connect and add value to our communities by providing a sustainable, equitable transportation system and quality services for all

OUR VALUES

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

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

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

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

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

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

Sustainable Transportation: We connect Pennsylvania to the world's economy through environmentally and fiscally sustainable, resilient transportation systems.

PENNDOT'S STRATEGIC THEMES



SAFETY AT ALL LEVELS

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



INNOVATION

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



COMMUNICATION THAT FOSTERS RELATIONSHIPS AND ENCOURAGES NEW IDEAS

Strengthen internal and external relationships, cultivate employee ideas and engage customers equitably using collaborative, transparent communication tools and services.



RECRUITING, RETAINING AND DEVELOPING A DIVERSE AND INCLUSIVE WORKFORCE

Ensure a flexible work environment that inspires employee development, is strengthened by team diversity, values employee insight and empowers employees to pursue rewarding careers at PennDOT.



MOBILITY AND CONNECTIVITY

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



CUSTOMER SERVICE

Equitably serve all customers and communities by working to understand and empathetically respond to their unique needs.



EFFECTIVELY LEVERAGING AVAILABLE RESOURCES BY MODERNIZING TECHNOLOGY AND ASSETS

Assure excellence in productivity, efficiency, sustainability, service quality and resiliency in asset stewardship by leveraging technology and innovation to improve Pennsylvania's multimodal transportation infrastructure and processes, while maintaining the integrity, confidentiality and protection of customer records and personally identifying information.

HIGHWAYS & BRIDGES

2023 PennDOT Highlights

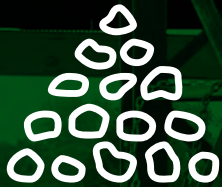


653 State-Owned Bridges Preserved or Improved.

31 Local-Owned Bridges Preserved or Improved.



\$56.7 Million For Roadway Patching



158,741 Tons of Asphalt Used

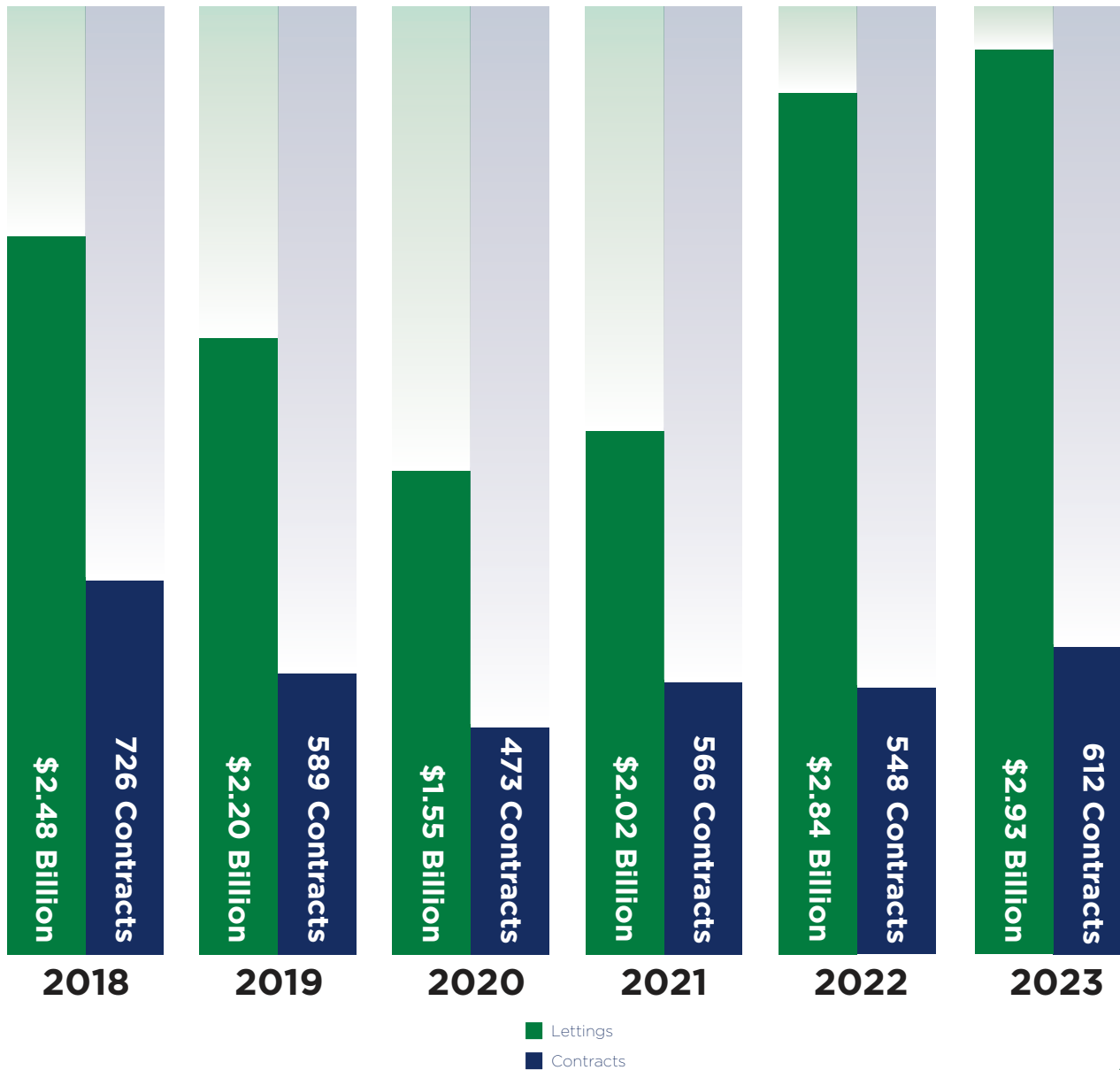


7,012 Miles of Improved Roadway



Photo: Dave Thompson

CONSTRUCTION LETTINGS

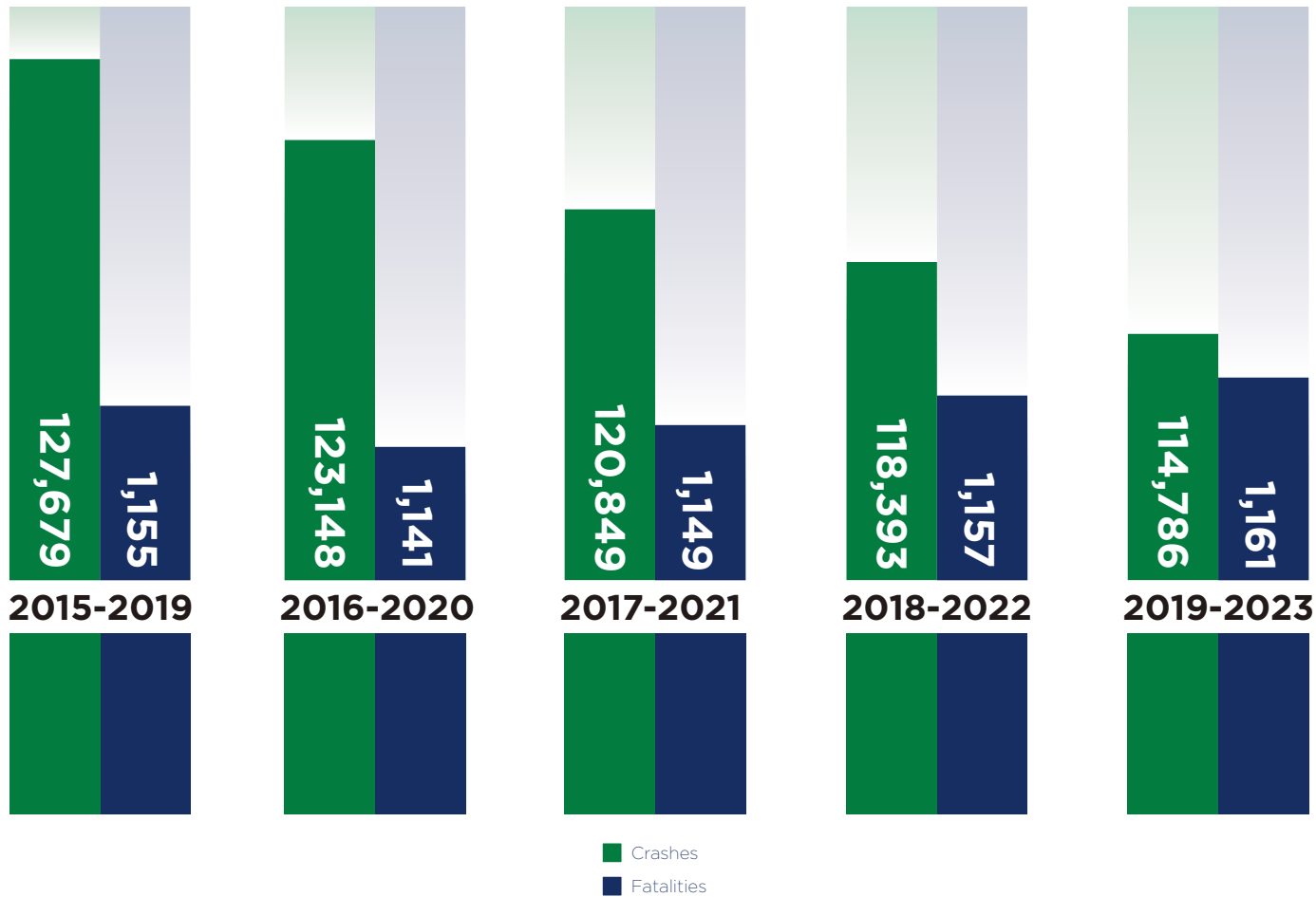


With PennDOT directly responsible for approximately **40,000** roadway miles and **25,400** bridges in Pennsylvania, maintaining our transportation network takes strong partnership among the department, federal and local governments, planning partners, the construction industry and our communities.

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.

HIGHWAYS & PENNSYLVANIA HIGHWAY FATALITIES & CRASHES

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.



5-YEAR AVERAGE

As the five-year crash fatality average has begun to level out, PennDOT is more committed than ever to making Pennsylvania's roadways safer for travelers of all modes. PennDOT's 2023 Strategic Highway Safety Plan, found online at [PennDOT.pa.gov/Safety](https://www.pennDOT.pa.gov/Safety), outlines our strategy to decrease, and eventually eliminate, crash fatalities in Pennsylvania. Additionally, the public can access commonly requested crash and fatality information, as well as create their own custom searches with the Pennsylvania Crash Information Tool online at crashinfo.penndot.pa.gov.

DRIVER AND VEHICLE SERVICES

In 2023, PennDOT's Driver and Vehicle Services licensed Pennsylvania's nearly **9.1 million** drivers and **794,100** motorcyclists, while registering nearly **11.8 million** vehicles and close to **354,866** motorcycles.

TRANCE

PennDOT
LICENSE CENTER

EXIT ONLY

DRIVER AND VEHICLE SERVICES 2023 MILESTONES

PennDOT Modernizes the Commercial Driver's Skills Test and Addresses the School Bus Driver Shortage

PennDOT implemented a new, modernized commercial driver's license (CDL) skills test at all PennDOT Driver License Centers that offer CDL skills tests and at all third-party CDL driving skill testers on August 28, 2023. The modernized CDL skills test ensures that CDL drivers have the knowledge and skills to drive safely on the road while waiving outdated requirements that have held workers back.

As always, the CDL skills test examines an applicant's knowledge based on vehicle features and focuses on key skills needed to safely operate a commercial vehicle. Applicants must pass the full CDL Skills Test - which includes pre-trip inspection, basic control and a road test - to receive their CDL.

Both the Vehicle Inspection (VI) test and the Basic Control Skills (BCS) test were updated during the modernization process. CDL applicants may be asked to identify up to 90 different components on the vehicle and describe what they are looking for to ensure it is safe and ready for use compared to the current requirement of more than 100 items. In addition, a checklist is now authorized to be used as a memory aid for this segment.

The BCS Test requires CDL applicants to demonstrate four maneuvers to demonstrate control:

- Forward Stop to demonstrate an applicant's ability to judge the front of the vehicle;
- Straight-Line Backing to demonstrate the applicant's ability to back the vehicle in a straight line;
- Forward Offset Tracking to demonstrate an applicant's ability to maneuver the vehicle around other objects while moving forward; and
- Reverse Offset Backing to demonstrate an applicant's ability to offset reverse and park the vehicle.

In addition, PennDOT began waiving the "Under the Hood requirement" for school bus drivers on August 28, 2023. Now, potential school bus drivers no longer need to take the portion of the CDL test that requires them to identify engine components. This effort helps school districts that have been dealing with the school bus driver shortage since the COVID-19 pandemic recruit drivers as school bus engines have become more complex and modern. Under the current federal waiver, the "under the hood" portion of the test may be waived for school bus driver applicants through November 27, 2024.



DRIVER AND VEHICLE SERVICES 2023 MILESTONES



PennDOT Implements Multiple New License Plates

PennDOT introduced several new license plates in 2023. Two of these new plates - the Air Medal license plate and the Afghanistan and Iraq Veterans license plate - recognize veterans' special contributions during their service.

The Air Medal license plate contains the standard Pennsylvania license plate colors of blue, white, and gold and depicts an image of the Air Medal.

The Afghanistan and Iraq Veterans license plate contains the standard Pennsylvania license plate colors of blue, white, and gold and depicts images of both the Afghanistan Campaign Medal and the Operation Iraqi Freedom Medal. Only veterans who served in both theaters of operation are eligible to apply for this plate.

A third design, the Blue Star Family license plate, was also introduced. The license plate contains the standard Pennsylvania license plate colors of blue, white, and gold and depicts an image of the Blue Star Family flag which has a red border around a white background with a blue star in the center.

PennDOT also launched the Eastern Hellbender license plate, which honors the state amphibian and supports the Wild Resource Conservation Fund. The Eastern Hellbender is the third Wild Resources Conservation Fund Plate and joins the River Otter Plate as the official plate for the fund.

In addition, PennDOT also introduced the 'Pollinator' license plate. Sixty-five percent of the proceeds from the license plate are deposited into the Pollinator Habitat Program Fund. The Pollinator Habitat Program Fund is dedicated to supporting ongoing efforts to reinvigorate the populations of insects which pollinate plant life. The license plate contains the standard Pennsylvania license plate colors of blue, white, and gold and depicts an image of a monarch butterfly, honeybee, and green sweat bee visiting a flower.

More information, including eligibility requirements, fees and images of the license plates, is available on the [Registration Plates](#) page on PennDOT's Driver and Vehicle Services [website](#).

More Than 40 Commonly Used Driver Licensing and Motor Vehicle Forms Can Now Be Submitted Online

PennDOT, in coordination with the Commonwealth Office of Digital Experience (CODE PA), continues its focus on providing innovative and inclusive services to meet the needs of its customers. Customers can now choose to fill out, sign and submit many driver licensing and motor vehicle forms online through their computer or smartphone.

There are more than 40 forms that can be filled out, signed and submitted online, with more to be added in the future. As customers complete and sign their forms online, the forms are delivered directly to the correct department for processing. This eco-friendly delivery method reduces customer wait times and cuts down on mailing expenses for both customers and PennDOT.

While many forms are available to complete entirely online, customers who prefer to use printable copies of the forms are still able to view and print them online as normal. All forms are available on [PennDOT's Driver and Vehicle Services](#) website under the 'Forms and Publications' tab. Forms that are available for online completion are marked with "Electronic Submission" after the form name.

Many other common services and resources, like driver's license and vehicle registration renewals, address changes, and much more, are also available online through PennDOT's [Driver and Vehicle Services](#) website. Online services are available 24 hours a day, seven days a week. There are no additional fees for using online services. The use of online services continues to grow as customers save time and effort with no additional cost.



DRIVER AND VEHICLE SERVICES STATISTICS

PennDOT Driver License Centers are operated by PennDOT employees and offer driver license services.

PennDOT's stand-alone Photo Centers are located throughout Pennsylvania. When you receive a camera card, which is an invitation to our photo license, identification card process, you must appear at a photo center to obtain a photo for a driver's license or an identification card.

PennDOT partners with private businesses to provide customers with face-to-face, over-the-counter services. Online indicates that these business partners have a secure, electronic connection to PennDOT and can issue a variety of products on-the-spot. These businesses charge a market-driven fee for their services in addition to applicable PennDOT fees.



9.1 Million
Licensed Drivers



11.8 Million
Registered Vehicles



4,315
Special Fund License
Plates Sold Raising
\$71,697



3.5 Million
People Assisted by
the DVS Call Center



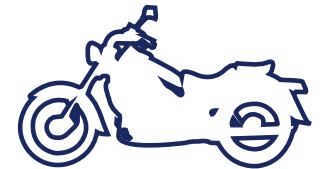
**5,179,348
Million**
Online Transactions



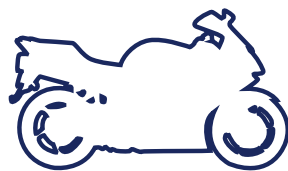
14,361
Personal License
Plates Sold



18,111
PA Motorcycle License
App Downloads



794,100
Licensed
Motorcyclists



354,866
Registered
Motorcycles



15,523
Participants in the
Safety Course



61,794
EV: Electric Vehicles
35,575
PHEV: Plug-in Hybrid
Electric Vehicles



232,430
PA Driver License
App Downloads

MULTIMODAL

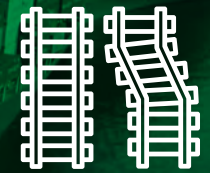
2023 PennDOT Highlights



231.6 Million Fixed
Route Bus Trips



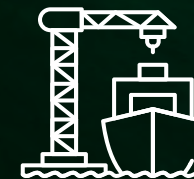
65 Operating Railroads



5,900 Miles of
Railroad Tracks



120 Public Airports/Heliports
Licensed in PA



More than **225** private port terminals
and waterborne businesses



HELPING SENIORS ON A DAILY BASIS (FY 22-23)



23.8 MILLION FIXED ROUTE BUS TRIPS FOR SENIORS



4.5 MILLION SENIOR SHARED-RIDE PROGRAM TRIPS. SENIOR REDUCED FARE TRIPS FUNDED BY THE LOTTERY

Active Transportation Plan

In 2023, PennDOT advanced several Active Transportation Plan priorities to improve opportunities for walking and biking through coordination efforts with planning regions across the state.

The department is finalizing a Midblock Crosswalk and Trail Crossing Policy for inclusion in Pub 46 (Traffic Engineering Manual). The purpose of this policy is to provide a standard practice and approach for evaluating and/or establishing midblock crosswalks and trail crossings in Pennsylvania.

The department continues to make updates to Pub 13 (Design Manual 2) to provide design flexibility for all modes of transportation.

PennDOT continues to coordinate with local and state partners to prioritize and fund local planning efforts, improve trail facilities, and educate local communities on the value of active transportation.

Department staff continue outreach to all partners on the Active Transportation Plan as part of education and awareness and to emphasize the importance of the PennDOT Connects process to identify and support local planning needs.

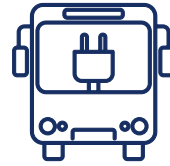
Find My Ride Connects People to Public Transit Services

The Find My Ride initiative offers several online services intended to improve the accessibility of transit services using technology. Today, these services include:

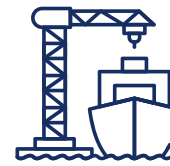
- Find My Ride Education – This provides a high-level overview of transit services and programs that discount transit fares for eligible populations. The site includes a directory of all the transit providers in Pennsylvania by county.
- Find My Ride Apply – This allows people to apply online for discounted fare transit programs.
- Find My Ride Schedule – This allows people to book and manage their shared-ride trips online.
- The department plans to add more services to Find My Ride over time.
- Number of subsidized transit program applications submitted online through Find My Ride Apply – 19,335 (FY 22-23)
- Number of individuals approved for subsidized transit service through Find My Ride Apply – 11,900 (FY 22-23)
- Number of shared-ride trips booked online through Find My Ride Schedule – 64,108 (FY 22-23)



INNOVATIONS & TOP PROJECTS



As of December 2023 there are **664** transit vehicles powered by alternative fuels in operation at Pennsylvania transit agencies. In 2023, **352** transit vehicles were replaced throughout Pennsylvania with the help of state funding.



Container lifts and containers at the Port of Philadelphia due to PA Intermodal Cargo Growth Incentive Program:

- **24,567** Added Container Lifts (FY 22-23)
- **261,226** Total Lifts increased since 2015 (FY 22-23)

Three privately owned ports were awarded grants totaling \$5,617,215 utilizing Port funds through the PennDOT Multimodal Transportation Fund application process.



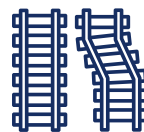
Keystone corridor passenger trips:

- **Keystone: 1,065,459** (FY 22-23)
- **Pennsylvanian: 193,181** (FY 22-23)
- **TOTAL: 1,258,640** (FY 22-23)



Bureau Of Aviation awarded **95** grants totaling **\$56.5** million in FY 2022-23:

- **120** public airports/heliports licensed in PA
- **16** Scheduled service airports
- **16** commercial airports
- **63** federally sponsored airports



- **24** Rail Freight Projects (RFAP/RTAP) approved (FY 2022-23)
- **20** Rail Transportation Assistance Program (RTAP)/ Rail Freight Assistance Program (RFAP) projects completed in CY 2023 totaling approximately **187** miles of track improved/added; **0** railroad tunnel rehabilitated; **10** railroad bridges rehabilitated/replaced
- **65** operating railroads
- More than **5,900** miles of track

INNOVATIONS & TOP PROJECTS



Delivering transportation innovations is part of PennDOT's DNA, and we remain committed to making these advancements by developing smart approaches to doing business through catalysts, like the State Transportation Innovation Council, and the Federal Highway Administration (FHWA) Every Day Counts (EDC) program, to exploring transformational technology like automated and electric vehicles, safety, and continuous process and quality improvements through employee engagement and recognition.

STIC AND EDC INNOVATION SPOTLIGHTS



The Pennsylvania State Transportation Innovation Council (STIC) continues to be a vital and collaborative entity that remains focused on advancing proven innovations to improve transportation for the people of Pennsylvania.

Significant progress was made on several FHWA Every Day Counts (EDC) and STIC innovations as well as FHWA STIC Incentive Program funding projects in 2023.

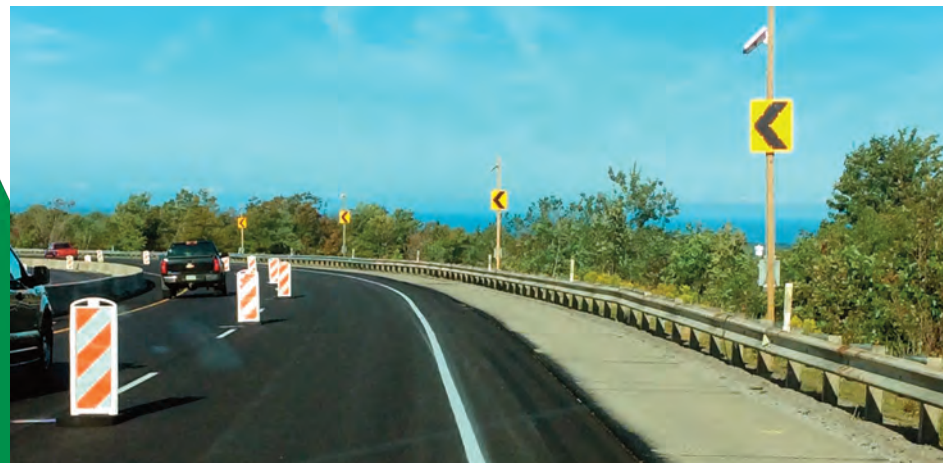
Two new STIC innovations were introduced in 2023, including Cold Central Plant Recycle of Asphalt Flexible Pavements and Highly Modified Fuel Resistant (FR) Asphalt for use in Combatting Amish Buggy Pavement Damage innovation. This brought the total number of STIC innovations currently in development to 12. Two additional innovations – the Vegetation Management Equipment Catalog and the Sequential Dynamic Lighting Curve Warning Systems were fully deployed in 2023.

The Vegetation Management Equipment Catalog innovation reached an important milestone in January 2023 when PennDOT added the catalog to its list of publications. The catalog provides maintenance personnel with information about the different vegetation management equipment and attachments owned by PennDOT as well as raise awareness of potential equipment and attachments available for future purchase or rental by the Department. This allows for easier equipment sharing and knowledge transfer between districts.

The Sequential Dynamic Lighting Curve Warning Systems innovation focuses on using LED enhanced solar or electric powered signs and wireless controllers along with ultra-low power radar to detect and flash a series of chevron-shaped signs in sequential order to warn and guide drivers through an upcoming horizontal curve. The network connecting the signs is constantly communicating and providing a synchronization pulse through the connection to ensure the signs are flashing in proper order through the curve. Following pilots in Districts 1, 10 and 11, a lessons learned and best practices document was published to provide guidance to others looking to implement the lighting curve warning system.

PennDOT selected five innovations to pursue as part of FHWA's [Every Day Counts Round 7 \(EDC-7\)](#) in 2023, including Nighttime Visibility for Safety, Next Generation TIM: Technology for Saving Lives, Enhancing Performance with Internally Cured Concrete (EPIC2),

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STIC AND EDC INNOVATION SPOTLIGHTS

Continued from Page 16

Environmental Product Declarations (EPDs) for Sustainable Project Delivery and Strategic Workforce Development.

Work also continued on the innovations that Pennsylvania pursued as part of FHWA EDC-6, including Targeted Overlay Pavement Solutions (TOPS). TOPS builds on conventional overlay methods and includes new overlay materials and techniques. In August 2023, PennDOT received a \$700,000 grant from FHWA's Accelerated Innovation Deployment (AID) Demonstration program to improve the long-term resiliency of pavement on roads throughout the state. The funding will be used to deploy solutions like Stone Matrix Asphalt and Highly Modified Asphalt in several PennDOT districts. These pavement solutions are more durable and cost-effective than traditional overlay methods and extend the lifespan of a roadway in a relatively short timeframe. This reduces the need for long-term lane closures and continuous roadway reconstruction projects. These solutions also increase skid resistance.

As part of the EDC-6 Crowdsourcing for Advancing Operations innovation, PennDOT expanded its partnership with Waze to improve the quality of data being provided. A resource email account was established to provide key information, such as start and end dates for projects, planned lane shifts or turning restrictions, complicated traffic control plans and detours, and emergency closures to Waze's



Pennsylvania map editing team. The first uses of this partnership occurred in the response to the I-95 bridge collapse in June. The objective is to use the available data to provide actionable information to those who make decisions that improve mobility and safety on Pennsylvania's roads.

PennDOT also expanded on the queue and other data-driven protection corridors across the state. Nearly 30 corridors are in operation today, providing motorists with the accurate, timely notification that they need to slow down as they approach a queue. PennDOT piloted the first virtual queue protection corridor using INRIX crowdsourced speed data in the nation in 2021. The system can dynamically calculate how far ahead the stopped or slow traffic is and post automatic data-driven messages to changeable message signs (CMS) in predefined corridors. Unlike traditional queue detection systems, which are costly and require the deployment of physical detectors, virtual corridors can be deployed anywhere in the state where CMS are present.

Along with championing various EDC innovations, Pennsylvania also continues its effective use of FHWA STIC Incentive Program funding to assist with the implementation of innovations across the state. In 2023, funding was awarded to two projects, including the development and implementation of a Pennsylvania-specific Teen Driver Work Zone Safety

Course and Construction CMS Queue Protection Corridor Integration, which will purchase and install PennDOT-network 4G cell modems and/or SIM cards into contractor project work zone Portable Changeable Message Signs (PCMS). This will allow Regional Traffic Management Centers to view and change the work zone signs, and the work zone signs to be added to the corridor management tool in PennDOT's Advanced Transportation Management System (ATMS). Signs can then be set up to operate as a queue detection system.

The 2022 STIC Incentive Program funding recipient, the Radio-Frequency Identification (RFID) Tags project, made significant progress toward statewide implementation this year. The goal of the project is to investigate the potential use of RFID tags for various PennDOT assets. By scanning an RFID tag, limitless data about the product to which it is attached becomes accessible. For example, a precast concrete tag can display the manufacturer, date cast, test results, material certification, etc. Onsite material samples can be tagged and sent for testing where the tag is scanned to receive details about the sample. Once completed, data can be deleted, and the tag sent back out for use. Tags can also be used by maintenance forces when permanent items, such as signs, structures, guiderail, etc., are tagged.

The project team has been testing RFID tags under several conditions to determine the best use and fit for PennDOT operations. The next steps with this project include determining where to store the data being collected as well as a software application that translates the unique identifier to the asset and all the information that's included. The STIC Incentive Program funding will also be used to purchase two RFID readers for each PennDOT district. Along with the readers, each district will receive a handful of RFID tags and guidance on how to connect the reader to Bluetooth.

TRANSFORMATIONAL TECHNOLOGIES



National Electric Vehicle Infrastructure (NEVI) Funds Being Deployed

Signed by President Joe Biden in November 2021, the Bipartisan Infrastructure Law (BIL) created the National Electric Vehicle Infrastructure (NEVI) Formula Program, which provides Pennsylvania with \$171.5 million in dedicated formula funding. The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Pennsylvania's first round of NEVI conditional awards was announced in August 2023, funding 56 projects across 37 counties for a total of \$34.8 million in NEVI project funds. Pennsylvania's first NEVI funded EV charging station became operational on December 21, 2023 with more stations anticipated to open throughout 2024. Round 1A was opened in December 2023 with award announcements in April 2024.

PA's First Automated Shuttle Launches at Navy Yard

PennDOT partnered with PIDC and Delaware Valley Regional Planning Commission (DVRPC) to bring the first automated shuttle in the Commonwealth to the Philadelphia Navy Yard. Beginning in November 2023, the zero-emissions shuttle pilot consisted of testing, training, and analyzing the shuttle's performance at the Navy Yard. Testing is expected to be complete in early 2024, with the launch of Phase 1 and public rides expected January 22, 2024. The shuttle will initially operate from 10 AM to 2 PM and navigate a counterclockwise route through the Navy Yard. This schedule is a starting point, with expansion plans contingent on additional driver availability and a route that evolves over time due to the area's constant growth and change. PennDOT will oversee regulatory approvals and is partnering with researchers at Drexel University to analyze shuttle performance and rider feedback to inform future deployments.

Connected and Automated Vehicle Updates

Act 130 of 2022 Signed into law November 2022, Act 130 advanced Pennsylvania's position as a national leader in highly automated vehicle (HAV) research and development by providing for the regulation and operation of HAVs. The Act, which took effect in July 2023, provides a path toward commercial driverless operations of highly automated vehicles (HAVs) while providing provisions for certification, regulations, and safety. Act 130 designates PennDOT as the sole regulatory authority and directs the Department to develop guidelines and regulations for testing HAVs in the Commonwealth and establishes a self-certification process for operators to obtain a certificate of compliance. The first set of Guidelines and implementation of Act 130 was completed in December 2023 and updated Publication 950 for HAV Operations with an HAV Driver present in the vehicle. Guidelines and certification providing for driverless and remote operations are expected to be established in early 2024.



INNOVATION ENGAGEMENT AND RECOGNITION



INNOVATION IN MOTION

Webinar Series



Innovation in Motion Webinar Series

PennDOT's Bureau of Innovations (BOI) hosted the 2023 [Innovation in Motion Webinar Series](#) focused on the topics of Transformational Transportation Technologies, Transforming Traffic Operations for Better Planning and Improved Safety, Driver and Vehicle Services: Leveraging Technology to Enhance the Customer Experience and PennDOT's Digital Transformation. Hosted quarterly, the webinars provided a forum for PennDOT program areas to engage and share innovative initiatives and project updates with PennDOT employees as well as external transportation partners and stakeholders. Recordings of the webinars are available on PennDOT's website.

Innovation Awards Ceremony

PennDOT Secretary Mike Carroll hosted the annual PennDOT Innovation Award Ceremony in November 2023, recognizing the groundbreaking work of more than 100 PennDOT employees during the past year. Twenty-eight employees from across PennDOT were selected to receive awards for their work to find ways to improve the quality, safety and value of the products and services PennDOT provides. Further, nearly 100 members of District 6's I-95 Bridge Collapse Emergency Response Team received the George W. McAuley Jr., P.E. Innovation Award, for their efforts and dedication to successfully reopen Interstate 95 in only 12 days following the catastrophic bridge collapse in June. The award, named for PennDOT's late executive deputy secretary who passed away in 2021, recognizes employee-driven teams of three or more that help to promote and foster continuous improvement at PennDOT by advancing innovation or solving a problem.

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INNOVATION ENGAGEMENT AND RECOGNITION

Continued from Page 19

PennDOT Innovations Challenge



PennDOT hosted its sixth annual [Innovations Challenge](#) in 2023. The challenge asked students, in ninth through 12th grades, to select one of Pennsylvania's interstate corridors where truck parking is

a known issue and develop an innovative approach to increase commercial truck parking availability in that area and offset costs incurred for construction. The solution had to consider local ordinances and zoning laws for the area selected, commercial entity interaction in land development, community impact, restroom facilities, and space requirements for commercial trucks that are generally 70-80 feet long.

PennDOT received more than 35 innovative solutions from schools across the state. In April 2023, nine regional winners participated in a statewide judging event with PennDOT Secretary Mike Carroll and a panel of judges. The 2023 PennDOT Innovations Challenge winning team from Lenape Technical School in Armstrong County developed a solution called "Eco-Stops," designed to create affordable, eco-friendly and innovative rest stops along Pennsylvania's roadways. The solution included a proposal to offset costs and minimize the environmental impacts by using recycled asphalt pavement and concrete printed facilities as well as solar energy.

Focus on Innovations

PennDOT released its online [Focus on Innovations](#) publication in March 2023. The publication highlighted progress and accomplishments in transportation innovation across Pennsylvania and recognized the people behind those innovations who are working collaboratively to deliver safe and efficient services to the citizens of Pennsylvania. The publication showcased a variety of innovations and continuous improvement projects at PennDOT as well as some of the more recent progress and successes of STIC and FHWA EDC innovations, many that have advanced with the support of PennDOT's transportation partners and stakeholders.

Continuous Improvement Efforts at PennDOT

In support of PennDOT's commitment to continuous improvement, BOI provided project guidance, facilitation and organizational assistance in 2023 to a number of PennDOT organizations looking to improve processes, policies and procedures. As an example, BOI provided facilitation and analytical support to the Highway Administration Deputate's Employee Safety Program review by conducting interviews with each of the Department's District Safety Coordinators (DSCs) and discussing office and field duties. Specifically, the review focused on how DSCs can better balance their field and administrative duties, and resulted in recommendations for improved processes and procedures, training and reporting structure.

BOI also provided organizational, project guidance and facilitation support to assist PennDOT's Bureau of Construction and Materials in the complete revision of the PUB122 - [Surveying and Mapping Manual](#), an important resource for internal and external entities alike. This initiative was accomplished by working with a specialized core team of PennDOT employees, representing members from the District Chiefs of Surveys (CoS), the Surveys and Photogrammetry Section, the Computer-Aided Drafting and Design (CADD) Section, and an external consultant.

PennDOT's Bureau of Maintenance also requested BOI's assistance with developing a standardized process and corresponding process map for how County Maintenance Annual Work Plans are reviewed at the management level. BOI facilitated discussions with the work group to make key process decisions, creating a process map and standard operating procedures to ensure consistent workflow and products moving forward.

The Bureau of Office Services (BOS) requested BOI's assistance to develop a standardized process for how projects are selected for the Facilities Master Project Plan and prioritized for funding and project construction. BOI led the



group in creating of a future state process map and standard operating procedures to help them more efficiently determine project priorities.

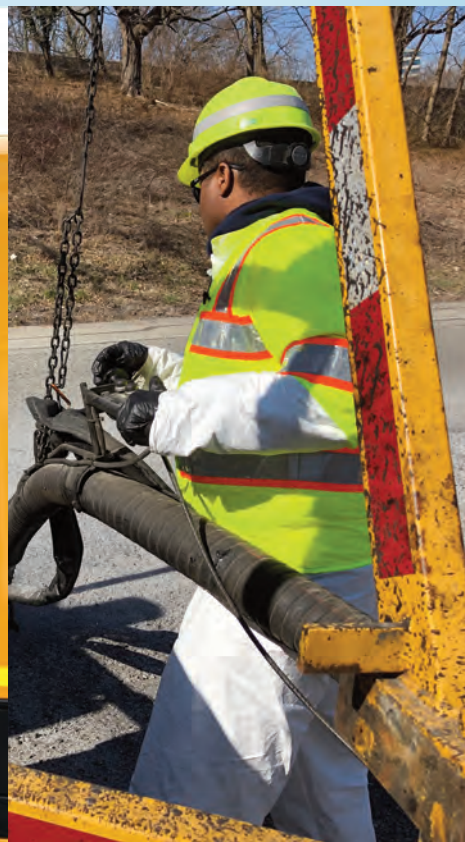
CUSTOMER CARE CENTER STATISTICS



39,423

PennDOT resolved 39,423
Customer Care Concerns in 2023.

www.customercare.penndot.gov





PennDOT Agility Program

PennDOT's [Agility Program](#) enables service-for-service exchanges with partners, such as state agencies, local governments, public hospitals, public schools and eligible non-profit organizations. As administrators of PennDOT's Agility Program, the BOI continues to support and encourage the use of Agility Agreements within the maintenance community and beyond.

Fifty-two Agility Agreements and five renewals were executed in 2023. Seven of the newly executed agreements were with first-time Agility partners. As of the end of 2023, there were 196 total active Agility Agreements, 15 of which with non-traditional partners, such as fire companies, career centers, county fairgrounds and school districts. All 12 of PennDOT districts have at least one active Agility Agreement.

PennDOT also has 11 active Agility Letters of Understanding (LOUs) with state agencies and commissions, such as the Pennsylvania Turnpike Commission, Fish and Boat Commission and the Pennsylvania Department of Environmental Protection, among others.

Travel and Tourism

By assisting motorists as they enter and travel throughout Pennsylvania, PennDOT's Tourism Services Office and its 14 Keystone Welcome Centers provide effective, efficient and accurate information and resources that help shape their travel plans and stimulate economic activity.

Keystone Welcome Centers served a total of 2.9 million customers, placed more than 9,000 reservations for nearly 10,000 customers and contributed nearly \$1.6 million in tourism revenue in 2023.

Calls to the 1-800-VISIT-PA tourism information line were officially transitioned from the Department of Community and Economic Development's (DCED) Tourism Office to PennDOT Welcome Center locations in September 2023. Calls to the 1-800-VISIT-PA call queue now ring simultaneously at 12 Welcome Center locations and are answered by the first available Tourist Information Counselor. Welcome Center employees successfully answered 260 calls from September 2023 to December 2023, providing customers with travel and tourism information and guidance.

National Travel and Tourism Week activities were hosted at each Welcome Center during the week of May 7-13, 2023. National Travel and Tourism Week (NTTW) is an annual tradition to celebrate the U.S. travel community and travel's essential role in stimulating economic growth, cultivating vibrant communities, creating quality job opportunities, inspiring new businesses and elevating the quality of life for Americans. Welcome Centers used static displays and hosted more than 30 tourism partners to promote their businesses throughout the week.

Safety Days were hosted statewide at each Welcome Center during 2023. PennDOT Safety Days began in 2018 and bring together a variety of safety partners from across the state for a unique, safety-focused day. Safety Days highlight topics such as work zones, aggressive, impaired, and distracted driving, seatbelt and child seat safety, boat and water safety, human trafficking, and more.



EQUITY IN TRANSPORTATION



PennDOT's commitment to diversity, equity, inclusion, and belonging is evident through its proactive steps in establishing the Council on Inclusive Excellence (CIE). The organization's dedication to integrating best practices into agency policies and programs underscores its commitment to fostering a more inclusive work environment.

The comprehensive approach taken by the six subcommittees within the CIE, covering areas such as Community Engagement, Education and Awareness, Grants, Recruitment, Internal Workforce Development, and External Workforce Development, showcases a deliberate effort to address equity issues from multiple perspectives. The project proposals put forth by each committee further demonstrate a commitment to tangible initiatives aimed at creating a genuinely inclusive workplace.

The involvement of the Office of Equitable Transportation (OET), along with staff, partners, and shareholders, in embedding equity into planning and contracting processes is crucial. This inclusive approach ensures that equity considerations are not merely acknowledged but actively incorporated at every stage of decision-making and implementation.

The administration of the Cultural Climate Survey by the OET is a significant step in understanding employee perceptions and experiences related to workplace culture and inclusivity. This survey serves as a valuable tool, providing insights that can guide the OET in developing targeted initiatives and policies. The survey results, serving as a baseline assessment, highlight PennDOT's commitment to evidence-based decision-making and continuous improvement.

Incorporating the findings from the Cultural Climate Survey into the broader narrative emphasizes PennDOT's commitment to understanding the lived experiences of its workforce. This commitment goes beyond acknowledging

the importance of diversity, equity, and inclusion; it reflects a proactive effort to tailor initiatives that directly address specific needs and challenges identified by the employees.

The alignment of PennDOT's progress in transportation equity with its broader mission of creating a quality transportation system for everyone underscores the organization's role in contributing to a more inclusive and welcoming environment. By actively pursuing this goal, PennDOT is not only enhancing the experiences of its workforce but also positively impacting the communities it serves.



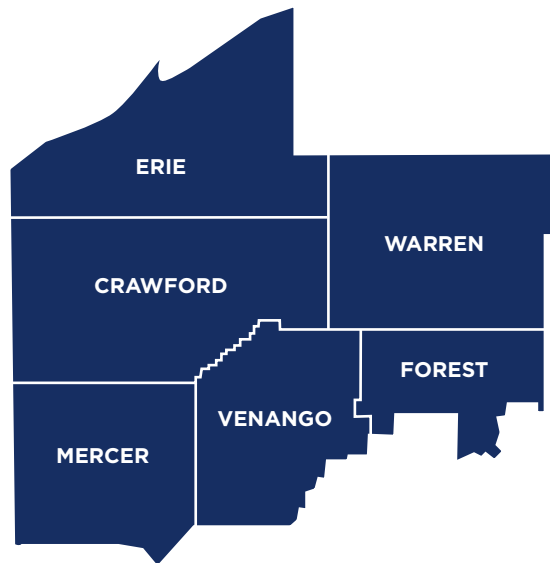
TOP REGIONAL PROJECTS 2023



Photo by Dave Thompson

The Interstate 90 Reconstruction Project involves nearly 7 miles of highway from mile marker 3.5 in Springfield Township to mile marker 10.5 in Girard Township, Erie County. The safety and roadway improvements included construction of two teardrop roundabouts at the Exit 9 (Route 18, Girard/Platea), installation of ramp gates at Exit 6 (Route 215, East Springfield/Albion) and Exit 9, replacement of the bridges over Neiger Road with culverts to allow for multimodal vehicle traffic under the highway, new bridges with higher vertical clearance over the interstate at McKee Road, Route 18 and Route 215, upgrades to highway lighting, drainage and guiderails, and intersection improvements at Underridge Road and Rea Road. Major work was completed a year earlier than the contract allowed and the International Roughness Index (IRI) numbers for the new roadway were excellent (upper 20s and lower 30s).

Erie County: \$66 million





The Route 75 Section A03 bridge replacement project improved the condition rating of a structure spanning the Norfolk Southern Railroad in Port Royal Borough, Juniata County, from poor to good and realigned the structure with the existing roadway, which eliminated a reverse curve, improved sight distance, and enhanced driver safety. Preliminary work to demolish a building within the project limits and clear the way for the realignment started in September 2022. The bridge closed in March 2023 to begin work on the superstructure. The project scope also included increasing the vertical clearance to allow double-stacked rail cars to pass beneath the structure, which presented challenges during the design phase and required significant coordination with Norfolk Southern during construction to accommodate the high rail traffic volumes. Investigations concluded the bridge contributed to an eligible historic resource and that replacing it would have adverse effects the historic district. As mitigation, PennDOT designed interpretative panels depicting historical imagery and discussing the former bridge, the Pennsylvania Railroad, and their ties to the borough, which were installed in a small area of low-maintenance green space with benches and a decorative paving area. The bridge carries nearly 5,500 vehicles daily and is a primary link between the borough, surrounding communities, and major highways such as Route 22/322 and the Pennsylvania Turnpike.

Juniata County: \$4.3 million



Lycoming County Route 220 Safety Corridor Project

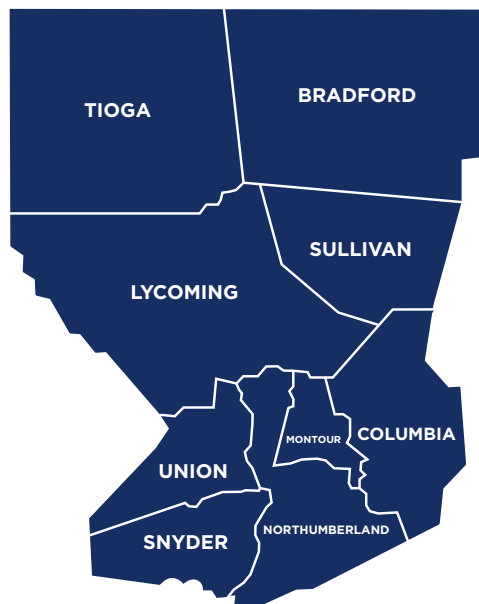
This four-year Safety Corridor Project improved 6-miles of Route 220 by consolidating and minimizing permissible turning and cross movement locations. This project was completed to reduce the number and severity of crashes throughout the corridor.

The new turning or cross-movement locations were chosen after considering numerous design factors such as right of way impact, environmental impacts, residential and business impacts, available sight distance, and the distance between subsequent turns or cross movements.

As Route 220 is the main corridor between Lock Haven, Jersey Shore, and Williamsport in Lycoming County, nearly 20,000 vehicles travel this route daily. The safety improvements and updated infrastructure that resulted from this project will continue to benefit motorists for years to come.

Other enhancements incorporated into this project were the replacement of the structures carrying Route 220 over Larry's Creek and Quenshukeny Run, the rehabilitation and widening of the structures over Pine Run, the relocation of Front Street, and the installation of a new structure carrying Front Street over Quenshukeny Run. Upgrades to highway lighting and guiderail and modifications to the existing road network in East Linden were completed as well.

Lycoming County: \$40.9 million





Route 4036 Reconstruction

On September 9, 2023 District 4 experienced major flooding causing the collapse of a bridge on Route 4036 in Newton Township, Lackawanna County.

The combined efforts of Department Forces and contractors facilitated an expedited response to installing a temporary design crossing, bridge removal, and new drainage. The bridge was placed back into service in only eight days.

The removal of a single-span steel I-beam bridge and its replacement with three 5-foot diameter pipes, geotextile material, stone backfill, subbase, bituminous pavement, channel slope protection, channel cleaning, guide rail, and end treatment installation. Following the pipe installation, a layer of asphalt was set in preparation for paving improving the road conditions.

Lackawanna County: \$438,326



The Interstate 78 Improvement Project between mile markers 35.8 and 43.9 in Berks County included reconstructing the existing four lanes (two east and two west), drainage system improvements, message sign boards, signing, three drainage culvert extensions, new construction of five precast concrete sound barriers, one retaining wall, replacing three dual single-span pre-stressed concrete Bulb-Tee Bridges, one single-span pre-stressed concrete Bulb-Tee Bridge, two single-span pre-stressed concrete spread box beam bridges, and other miscellaneous construction work all contained within an overall project length of 8.7 miles. The project also included adding a third lane (“truck climbing lane”) eastbound and westbound on the hill just east of Route 737.

Berks County: \$172.9 million



TOP REGIONAL PROJECTS 2023 • DISTRICT 6



I-95 Section BR2 replaced and improved four ramp structures at the Betsy Ross Bridge Interchange in Philadelphia. Section BR2 replaced the ramp from northbound I-95 that passes over the Frankford Creek and connects with the Betsy Ross Bridge, the ramp from the Betsy Ross Bridge to southbound I-95, the ramp from the Betsy Ross Bridge to northbound I-95, and the ramp from Aramingo Avenue to southbound I-95 and northbound I-95, which splits from the ramp structure to southbound I-95.

Philadelphia County: \$96.8 million

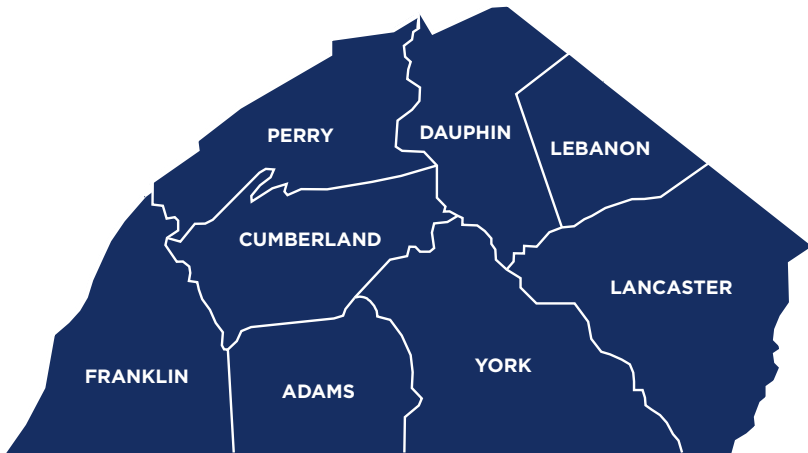


The Route 15 resurfacing and safety improvement project

extends 8.4 miles from south of York Springs in Adams County to just south of Dillsburg in York County. This corridor, which is otherwise a 4-lane limited access facility, included numerous at-grade intersecting local and state roads and one interchange. Prior to this project, crash rates were higher than the statewide average for similar types of roads. This project includes safety improvements at various intersections, including the construction of jug handles at County Line Road to allow U-turns to be safely made from median left turns.

Other aspects of the project include of ramp acceleration and deceleration lane lengthening, pavement reconstruction, subbase, drainage improvements, rock placement, rock slope excavation, concrete barrier, pavement markings, signing and new guiderail in Franklin and Carroll townships, York County and Huntington and Latimore townships, Adams County. Construction began in 2021 and was completed in 2023.

Adams and York Counties: \$22.3 million





Interstate 70 Breezewood to Fulton County Line Improvements Project

The Interstate 70 Breezewood to Fulton County Line Improvements Project completed 3.5 miles of pavement preservation and resurfacing along with intersection widening and safety improvements at the intersection of I-70 and Route 30 in Breezewood, Bedford County.

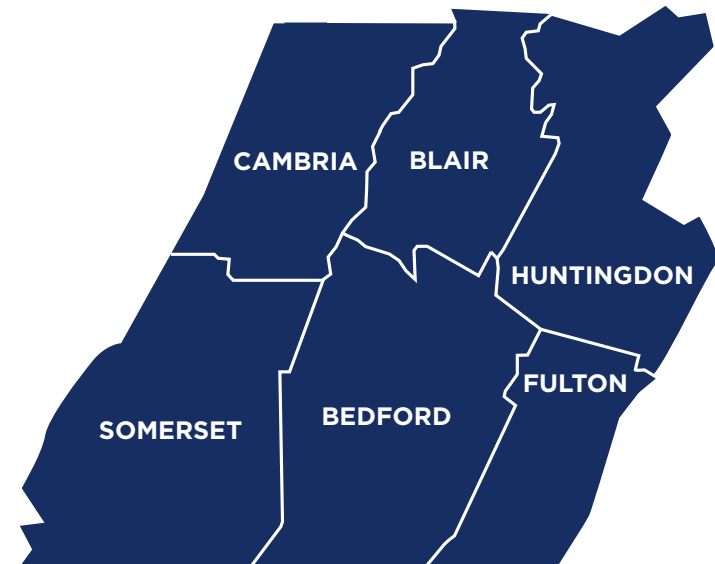
At the Route 30 intersection, the I-70 eastbound lanes were rebuilt, and an auxiliary lane was added. A portion of these lanes were rebuilt with prefabricated concrete pavement panels to limit the traffic impacts in the Breezewood area during construction. The entire I-70 corridor within Bedford County was repaved with asphalt.

Six bridge-structures along I-70 had rehabilitation work completed. All signage was updated, including three new overhead signs, and the guiderail was upgraded along the entire project length.

Fifty-six deteriorated corrugated metal pipes from Breezewood to the Maryland state line were relined with geopolymer spray lining, providing a long-term solution and significant cost savings over the lifecycle of the pipes compared to an open-cut replacement method.

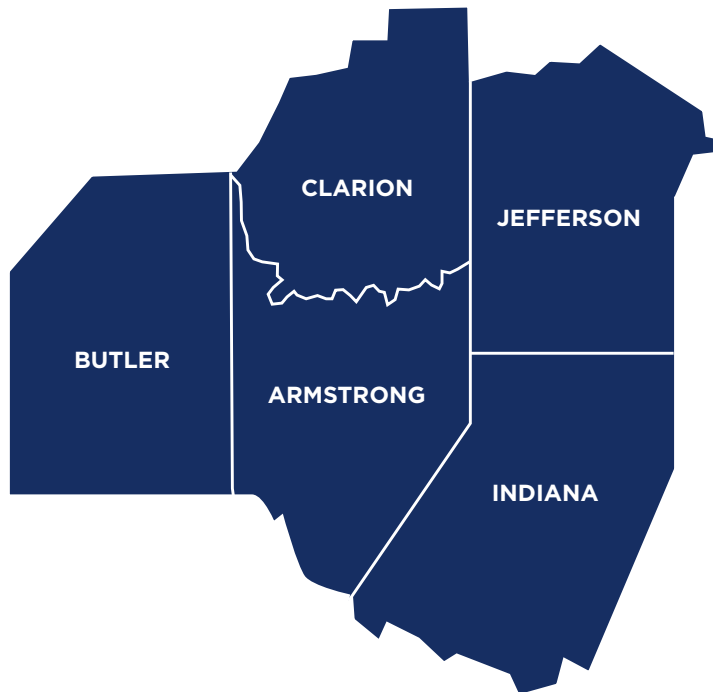
Signs were also upgraded along Route 30 and the Turnpike connector road to assist with truck traffic.

Bedford County: \$23.6 million



The Route 286/U.S. 422 widening and resurfacing project in White Township, Indiana County was designed to ease congestion and improve pedestrian and cyclist safety through the Route 286 corridor. The project included widening Route 286, intersection improvements, signal upgrades and a bridge replacement over McCarthy Run Creek. Guide rail, signing, pavement marking, and safety features were updated. Drainage and stormwater facilities were added, and the project also included a box culvert replacement. Utility work began in January 2020.

Indiana County: \$19.83 million



TOP REGIONAL PROJECTS 2023 • DISTRICT 11



The I-79 Neville Island Bridge Preservation Project included a three-coat paint system on 27 spans along mainline I-79 in Neville and Robinson townships and Glenfield Borough, Allegheny County. The preservation work also consisted of structural steel repairs, bearing and joint replacements, deck repairs and overlays, bridge barrier repairs, substructure concrete work, concrete roadway reconstruction, guide rail replacement, drainage improvements, and sign structure preservation work.

Work on this structure, which carries I-79 traffic over the Ohio River, began in August 2020 and finished in November 2023.

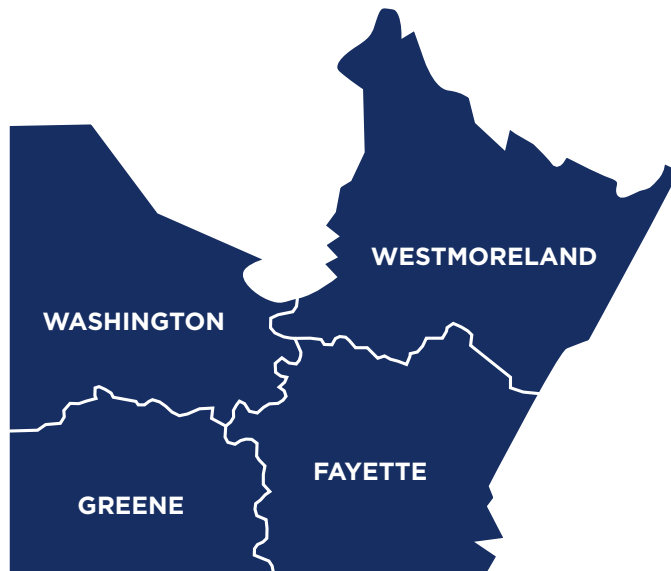
Allegheny County: \$43 million



The Route 119 Youngwood Reconstruction Project, located in Hempfield Township, New Stanton and Youngwood boroughs, included the complete reconstruction of one-and-a-half miles of aging pavement and sidewalks on northbound and southbound Route 119 (Third/Fourth Streets). Various traffic calming features were incorporated to promote safety, like matching the speed limit on both sides of the roadway, installing oversized speed limit signs, narrowing traffic lanes from 12 to 11 feet wide, and introducing chicanes and curve warning signage. Concrete bulb outs, an electronic speed minder, flashing “red signal ahead,” and “25 mph” warning devices, and innovative pavement markings with optical speed bars – where “25 mph” and “SLOW” markings can be seen on the road – were added.

Pedestrian safety improvements included replacing over five miles of deteriorated sidewalks, adding sidewalks to the northern and southern limits of town, incorporating fully new ADA compliant curb ramps, and new signs and piano key type pavement markings at crossings. Over 350 new drainage inlets, new water, sewer, and gas lines were installed, 90 utility and drainage utility holes were relocated out of the travel way, eight new traffic signals and three turn lanes were added, one turn lane was extended, and shopping plaza access was improved. The project was complete in October 2023.

Westmoreland County: \$23 million



FINANCIALS



REVENUE SOURCES 2022-23 (IN THOUSANDS)

State Funding

Motor License Fund: Non-Restricted	\$3,151,234
Motor License Fund: Restricted	\$1,924,749
Motor License Fund: Restricted Aviation	\$8,864
Multimodal Fund	\$166,966
Act 44 Public Transportation Trust Fund	\$2,170,840
Act 26 Public Transportation Assistance Fund	\$270,489
Pennsylvania Infrastructure Bank	\$30,000
Lottery Fund	\$170,907
General Fund	\$124,169
General Fund Bonds	\$175,000
Unconventional Gas Well Fund	\$1,000
Total State Funding	\$8,194,218

Federal & Other Funding

Federal Funds: Highways	\$1,994,704
Federal Funds: Pass Through	\$191,697
Federal Funds: Public Transportation and Other	\$246,475
Federal & Other: Aviation	\$41,836
Other Funds: Highways	\$204,043
Total Federal & Other	\$2,678,755

Total Funding	\$10,872,973
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Bipartisan Infrastructure Law

The federal Infrastructure Investment and Jobs Act (IIJA) – or Bipartisan Infrastructure Law (BIL) – signed by President Joe Biden in late 2021 was the largest federal investment in infrastructure in decades. Since passage of this historic legislation, Pennsylvania’s communities have seen benefits across the commonwealth. The BIL invests in various infrastructure types and all transportation modes. The BIL brings \$4 billion in new highway and bridge funds to Pennsylvania, increasing the federal investment to over \$13 billion by 2026. In federal fiscal year 2023 alone, \$2.4 billion was invested on Pennsylvania’s highway and bridge projects. These investments support and accelerate infrastructure repairs across Pennsylvania.

PennDOT created and maintains an [IIJA web page](#) intended to help local officials and others stay informed. PennDOT’s website offers the latest news and information on federal grant opportunities available through the IIJA.



REVENUE SOURCES 2022-23 (IN THOUSANDS)

Highway Related

Highway & Bridge Maintenance	\$1,856,484
Highway & Bridge Improvement	\$3,262,645
Driver & Vehicle Services.....	\$338,915
Payments to Local Government	\$960,455
PennDOT Facilities	\$16,500
General Government Operations	\$74,354
Pennsylvania Infrastructure Bank	\$30,000
Refunds & Other	\$3,550
Welcome Centers	\$4,323
Total Highway Related Uses	\$6,547,226

Multimodal Related

Aviation	\$60,700
Rail Freight.....	\$41,000
Mass Transit	\$2,566,329
Rural & Intercity Transit.....	\$248,375
Free & Shared Ride Transit	\$170,907
Aviation Grants.....	\$6,720
Rail Freight Grants (EA)	\$11,197
Passenger Rail Grants (EA)	\$8,959
Ports & Waterways Grants (EA).....	\$11,197
Bicycle & Ped. Facilities Grants Statewide (EA)	\$2,239
Statewide Program Grants (EA).....	\$40,000
Multimodal Administration & Oversight (EA)	\$5,333
Transfer to Commonwealth Financial Auth. (EA).....	\$81,321
Total Multimodal Uses	\$3,254,277

Debt Service & Other Agencies

Pennsylvania State Police.....	\$509,870
General Fund Capital Debt	\$115,706
Pennsylvania Turnpike	\$164,959
Motor License Fund Capital Debt: Hwy & Bridges.....	\$129,283
Other Agencies.....	\$142,652
Tort Payments.....	\$9,000
Total Debt Service & Other Agencies.....	\$1,071,470

Total Revenue Uses **\$10,872,973**



2022-23 PENNDOT INCOME & EXPENDITURES

2022-23 MOTOR LICENSE FUND INCOME

Total State Revenue Utilized
\$5,000,750

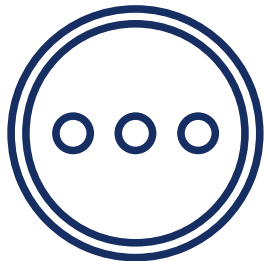
(Dollars in Thousands)



LIQUID FUELS TAX: **3,805,431**



LICENSE & FEES: **1,129,599**



OTHER: **65,720**

2022-23 MOTOR LICENSE FUND EXPENDITURES

Total State Expenditures
\$5,000,750

(Dollars in Thousands)



HIGHWAY MAINTENANCE: **\$ 1,741,935**



HIGHWAY & BRIDGE IMPROVEMENT: **\$1,377,263**



STATE POLICE: **\$500,000**



LOCAL SUBSIDY: **\$649,221**



DRIVER & VEHICLE SERVICES: **\$272,393**



OTHER DEPARTMENTS: **\$198,175**

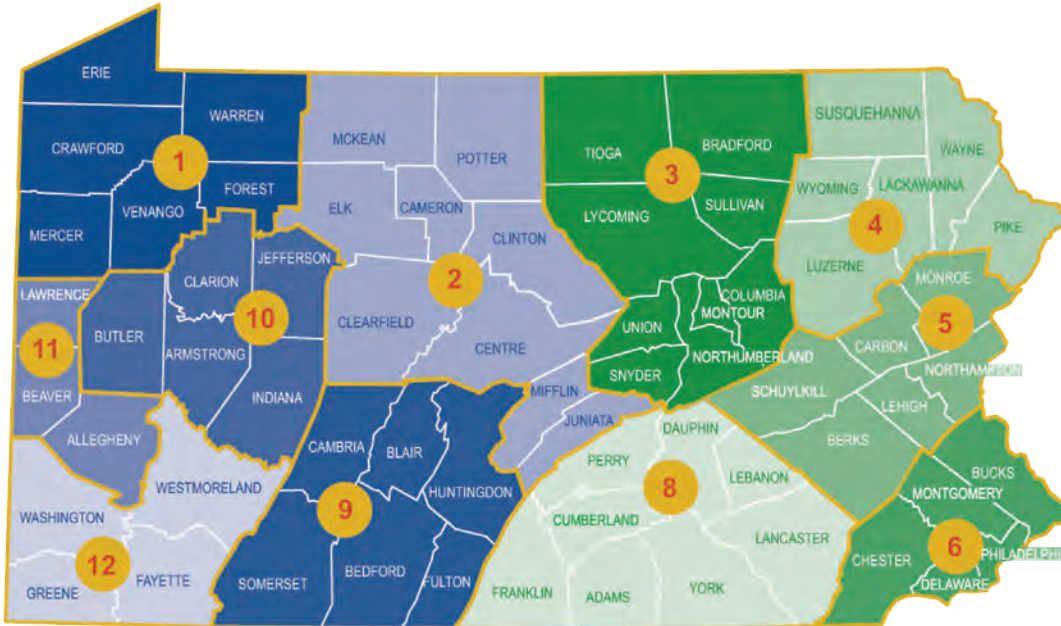


TURNPIKE: **\$165,247**



OTHER PENNDOT: **\$96,516**

PENNDOT ENGINEERING DISTRICTS



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.pa.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.pa.gov under "About Us."

District 1 – 814-678-7085

District 2 – 814-765-0400

District 3 – 570-368-8686

District 4 – 570-963-4061

District 5 – 610-871-4100

District 6 – 610-205-6700

District 8 – 717-787-6653

District 9 – 814-696-7250

District 10 – 724-357-2800

District 11 – 412-429-5000

District 12 – 724-439-7315

Driver Licensing and Vehicle Registration - 717-412-5300

Regional X Handles

Allentown	@511PAAllentown
Altoona	@511PAAaltoona
Erie	@511PAErie
Harrisburg	@511PAHarrisburg
Philadelphia	@511PA Philly
Pittsburgh	@511PAPittsburgh
Scranton	@511PANortheast
State College	@511PASateColl
Statewide	@511PASatewide

Regional Facebook Links

- www.facebook.com/groups/phillypenndot/
- www.facebook.com/groups/422Improvements
- www.facebook.com/groups/northwestregionpenndot/
- www.facebook.com/groups/BayfrontParkwayProject/
- www.facebook.com/groups/pittsburghpenndot/
- www.facebook.com/groups/northeastregionpenndot/

PENNDOT EXECUTIVES

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



Secretary
Michael Carroll



Executive Deputy Secretary
Larry Shifflet



Highway Administration
Michael W. Rebert, P.E.



Driver And Vehicle Services
Kara Templeton



Planning
Kristin Mulkerin



Multimodal Transportation
Meredith Biggica



Administration
Corey Pellington



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