

PENNDOT HIGHLIGHTS 2023 CONSTRUCTION SEASON PROJECTS

Photo: Dave Thompson

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For more information please visit our website: www.PennDOT.pa.gov

Pennsylvania Motorcycle Safety Program: www.penndot.pa.gov/PAMSP

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

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 Communications Office at DOTcomm@pa.gov.

We hope you enjoy this latest issue!

MIKE CARROLL CONFIRMED AS PENNDOT SECRETARY

CARROLL CONFIRMED UNANIMOUSLY BY PENNSYLVANIA STATE SENATE

By Alexis Campbell, PennDOT Press Secretary



On May 3, the Pennsylvania State Senate unanimously confirmed Michael B. Carroll as the next PennDOT Secretary.

Under the direction of Governor Shapiro, Carroll has prioritized efficiency and customer service at PennDOT and is focused on directly improving the lives of Pennsylvanians through streamlined, helpful services. Carroll has advocated in support of Governor Shapiro's budget, which will provide increased funding for Pennsylvania's roads and bridges while ensuring the critical work of the State Police remains fully funded.

Carroll was first elected to the Pennsylvania House of Representatives in 2006 and served as Democratic chairman of the House Transportation Committee from 2018 through 2022.

"I am honored to have this opportunity, and I'm proud of the team we have assembled to carry PennDOT's important mission forward," said Carroll. "Transportation is central to every aspect of our daily lives, and the PennDOT team is hard at work keeping people across the Commonwealth connected to opportunity and each other. I am honored to carry out Governor Shapiro's vision to ensure PennDOT builds a better future for all Pennsylvanians."

To keep up with Secretary Carroll's work, follow him on [Facebook](#) and [Twitter](#).

SUCCESS ON I-99 LITTER PICK-UP FUELED BY PARTNERSHIP BETWEEN PENNDOT, DEPARTMENT OF CORRECTIONS, AND PENNSYLVANIA STATE POLICE

By Marla Fannin, now-retired Community Relations Coordinator, District 2



PennDOT Centre County Maintenance has enjoyed a partnering relationship with SCI Rockview regarding litter clean-up along major roadways in the county. Crews for this activity are comprised of Rockview inmates enrolled in its Community Work Program (CWP).

The Covid pandemic seriously sidelined the CWP—bringing it to a halt in 2020. With health-related restrictions lifting, SCI Rockview staff knew they wanted to get the program back into the community and worked hard to mobilize and restart the CWP in May of 2022. Centre County Maintenance got in touch with them last year to work on re-igniting the program with PennDOT in 2023.

With State Routes 26/I-99 and 150 traversing through SCI Rockview property, the CWP always addressed litter clean-up along those routes. But starting the week of March 27, PennDOT was able to add sections of I-99 outside of Rockview property, with CWP crews cleaning a 1 ½ mile stretch of I-99 in the State College area.

I-99 typically sees commuter traffic, passenger vehicle traffic, and significant commercial truck traffic. On the first day, crews collected 99 bags of garbage. Day 2 brought in more than 1,000 pounds of trash.

As spring progressed and Earth Day approached, work was scheduled for daylight hours April 17-21, along the I-99 corridor. Crew locations varied so District 2 issued a press release reminding motorists to drive with caution as they approach and pass litter crews working near the road.

To enhance safety for the litter crews, PennDOT provided a crash truck, as well as advance notice on permanent message boards and portable message boards. Additionally, Pennsylvania State

Police had an increased presence along these roadways to alert motorists to the activity and the need to slow their speeds.

Beyond litter pick-up, the CWP works with a variety of municipalities and organizations in Centre and other adjacent counties, covering everything from non-profit groups to volunteer organizations to other state agencies.

Wade Renninger, Corrections Forest and Nursery Manager at Rockview noted that an effort like the CWP doesn't just "fall together". To qualify as a CWP member, inmates at Rockview are vetted through a set of requirements including their conduct and offense record. As Wade shared, "These crew members are representing SCI Rockview out in the community. We're very proud of the program and the success we've seen. And we believe the CWP spotlights what we can do when state agencies and community groups work together to do positive things."

For crew members, taking part in the CWP is a chance to be productive, work outside, give back to the community, and accomplish something. "Inmates in the program will return to their homes and families", said Renninger. "Being a part of the CWP gives them a sense of purpose and responsibility and helps them better understand the expectations that employers will have on the job."

The spring litter pick-up proved to be the latest part of the CWP success story. During the week of April 17, CWP litter crews worked a stretch of I-99 from Shiloh Road near the Nittany Mall to the Toftrees area. This is about a 4-mile stretch of I-99. During the week of pick-up, there were no accidents and no close calls. Traffic control, provided by PennDOT and PSP, worked well. The litter pick-up effort netted approximately 4,000 pounds of trash.

PENNDOT, PA TURNPIKE, PSP, CONSTRUCTION INDUSTRY HIGHLIGHT NATIONAL WORK ZONE AWARENESS WEEK



PennDOT, the Pennsylvania Turnpike Commission (PA Turnpike), the Pennsylvania State Police (PSP), and Associated Pennsylvania Constructors (APC) hosted an event urging motorists to slow down and pay attention in work zones during National Work Zone Awareness Week (NWZAW). The week that ran April 17-21, is designated to encourage safe driving through work zones. The theme of this year's NWZAW is "You play a role in work zone safety. Work with us."

The PennDOT and PA Turnpike worker memorials were on display during the event to pay tribute to those who have lost their lives while improving and maintaining Pennsylvania's infrastructure. Since 1970, PennDOT has lost 90 workers in the line of duty. The PA Turnpike has lost 45 workers since 1940.

According to preliminary PennDOT data, in 2022 there were 1,293 work zone crashes, resulting in 14 fatalities.

In addition to crash data from police reports, PennDOT and the PA Turnpike monitor work zone safety with internal reports. In 2022, there were 171 reported intrusions in PennDOT work zones. Of those work zone intrusions, 13 resulted in injuries to PennDOT employees, 57 only caused damage to PennDOT equipment or vehicles, and 101 did not result in injury or damage but had the potential to do so. There were eight reported work zone intrusions in PA Turnpike work zones resulting in two injuries, while six only caused property damage.

Many precautions are taken in work zones to keep workers safe, including proper training and routine safety inspections for workers, enhanced signing and information for motorists, and the use of positive protective equipment like crash trucks, barriers, and rumble strips. Drivers also play a role in keeping workers, themselves, and other motorists safe while traveling through work zones. The agencies urged drivers to always follow posted work zone speed limits and never drive distracted.

Cell phone use is not the only distraction while driving. Other

common distractions include eating and drinking, reaching for objects inside the vehicle, changing settings in the vehicle, brushing hair or applying makeup, and over-engaging with passengers, to name a few.

In Pennsylvania, there are two distinct programs related to active work zones. Under Title 75, Section 3326, motorists caught by police driving 11 mph or more above the posted speed limit in an active work zone, or who are involved in a crash in an active work zone and are convicted for failing to drive at a safe speed, automatically lose their license for 15 days. Additionally, fines for certain traffic violations — including speeding, driving under the influence, and failure to obey traffic devices — are doubled for active work zones. The law also provides for up to five years of additional jail time for individuals convicted of homicide by vehicle for a crash that occurred in an active work zone.

Under Title 75, Section 33690, fines are allowed to be administered through the Automated Work Zone Speed Enforcement (AWZSE) program. Pennsylvania's AWZSE program, first implemented in March 2020, uses vehicle-mounted systems to detect and record motorists exceeding posted work zone speed limits by 11 miles per hour or more using electronic speed timing devices. AWZSE systems are only operational in active work zones where workers are present. Work Zones that have an AWZSE system present and active will have unique signs in advance of the enforcement area, alerting drivers to the upcoming enforcement. Registered owners receive a warning letter for a first offense, a violation notice and \$75 fine for a second offense, and a violation notice and \$150 fine for third and subsequent offenses. These violations are civil penalties only; no points are assessed to driver's licenses. For more information on the Automated Work Zone Speed Enforcement program, including a list of projects where the units are deployed, visit www.workzonecameras.penndot.gov.

Editor's Note: Photos and video from this event are available at www.pacast.com/m?p=22827.

PENNDOT ANNOUNCES TRAFFIC FATALITIES, CRASHES DECREASE STATEWIDE IN 2022

PennDOT announced in April that in 2022, statewide traffic deaths decreased to 1,179 from 1,230 in 2021. Reportable crashes were also down in 2022, amounting to the second lowest on record since 1951.

PennDOT focuses on data trends to drive enforcement and education improvements and invests approximately \$23.5 million annually in federal grant funds statewide to support these behavioral safety programs.

In addition to behavioral safety, PennDOT focuses on infrastructure improvements to roadways in an effort to further reduce fatalities and serious injuries. Approximately \$482 million in Federal Highway Safety Improvement Program funds has been invested in 337 unique safety projects from 2017 to 2022. During that same timeframe, another \$50 million of state funds was invested in low-cost safety improvements at over a thousand of locations. Examples of low-cost safety countermeasures include centerline and edge-line rumble strips and high friction surface treatments.

With the overall decrease in traffic deaths, fatalities in several crash types reached new lows. These numbers indicate that Pennsylvania is rebounding from the high number of traffic crashes and fatalities seen nationwide throughout the pandemic.

- Fatalities in crashes involving speeding (second lowest in more than 20 years) – 169 fatalities, down from 201 in 2021.
- Fatalities in hit fixed object crashes (second lowest in more than 20 years) – 361 fatalities, down from 397 in 2021.
- Unrestrained fatalities (third lowest in more than 20 years) – 354 fatalities, down from 378 in 2021.
- Fatalities in crashes involving a 16–17-year-old driver (fourth lowest in 20 years) – 28 fatalities, down from 45 in 2021.
- Bicyclist fatalities (second lowest in 10 years) – 15 fatalities, down from 24 in 2021.

- Fatalities in local road crashes (second lowest in five years) – 196 fatalities, down from 214 in 2021.

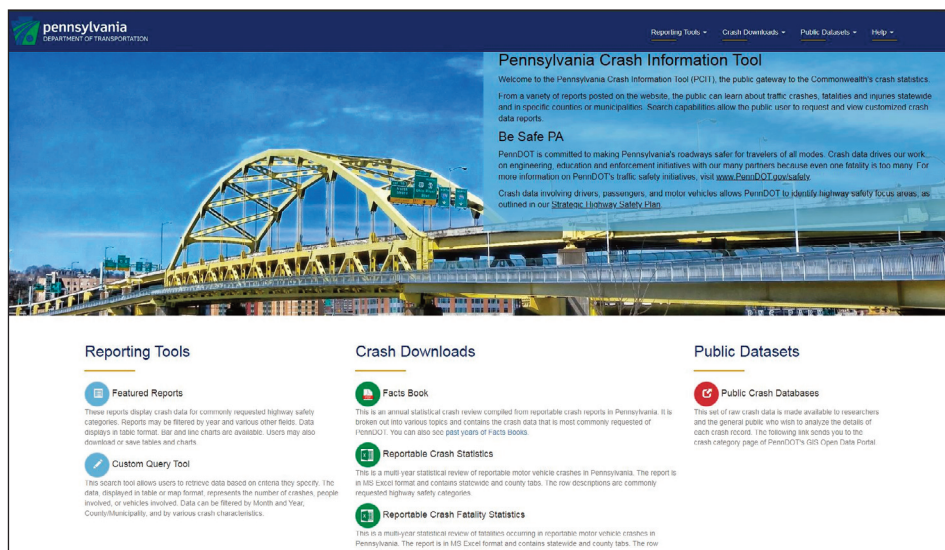
While the overall number of highway deaths decreased last year, increases were noted in several crash types. Fatalities in distracted driving crashes and head-on crashes reached a 10-year high, while fatalities in crashes at signalized intersections reached a 20-year high. Pedestrian fatalities reached the second highest number in 20 years, while fatalities in crashes involving 65–74-year-old drivers reached the third highest number in 20 years.

- Fatalities in crashes involving distracted driving – 80 fatalities, up from 60 in 2021.
- Fatalities in head-on crashes – 181 fatalities, up from 151 in 2021.
- Fatalities in crashes at signalized intersections – 133 fatalities, up from 122 in 2021.
- Fatalities in crashes involving 65–74-year-old drivers – 169 fatalities, up from 163 in 2021.

Though motorcyclist fatalities decreased slightly, they reached a 10-year high in 2020, increasing further in 2021 to 226. Last year's 217 fatalities ties 2020 for the second highest number in more than 10 years.

For more information on reportable crash data, visit PennDOT's Pennsylvania Crash Information Tool (PCIT) website, www.crashinfo.penndot.gov. All crash download spreadsheets and the "Custom Query Tool" are updated with 2022 data. The 2022 "Facts Book" and "Public Crash Databases" were made available June 1.

For more information on the department's highway safety initiatives, visit www.penndot.pa.gov/safety.



PENNDOT, PSP, HIGHWAY SAFETY NETWORK FOCUS ON SEAT BELT SAFETY WITH 'CLICK IT OR TICKET' MOBILIZATION

PennDOT, Pennsylvania State Police (PSP), and Highway Safety Network (HSN) urge motorists to keep traffic safety top of mind when behind the wheel especially on holiday weekends, and all summer long. The agencies worked with municipal police departments and other safety partners across the commonwealth to participate in the National "Click It or Ticket" (CIOT) Enforcement Mobilization that ran through June 4.

As part of the enforcement mobilization, state and local police agencies, took part in coordinated, high visibility enforcement by utilizing roving patrols, traffic enforcement zones, and speed enforcement details on roadways with high rates of unbuckled crashes.

In 2022, there were 11,955 crashes in Pennsylvania where at least one occupant was not wearing a seat belt, resulting in 354 fatalities. It is estimated that 93% of unbelted occupants, or 301 people, who were killed in crashes while traveling in passenger vehicles, including cars, small trucks, vans, and SUVs, could have survived if they had been buckled up.

During the four-day Memorial Day weekend in 2022, PSP troopers investigated 775 crashes that resulted in three fatalities and 191 injuries. State Police also cited 1,080 individuals for not wearing seat belts and issued 233 tickets for not securing children in safety seats.

Pennsylvania law requires drivers, front-seat passengers, and any occupant younger than 18 to buckle up when riding in a vehicle. Children under age 4 must be properly secured in an approved child safety seat. Children under age 2 must ride in a rear-facing car

seat until they outgrow the maximum weight and height limits designated by the seat manufacturer. Booster seats are required for children ages 4 to 8.

Troopers certified as child passenger safety technicians offer car seat fittings and inspections throughout Pennsylvania, helping ensure that car seats are in good working condition, installed properly, and free from recalls.

The checks are free of charge. A complete list of child passenger seat fitting stations is available at [psp.pa.gov](https://www.psp.pa.gov).

For more information on seat belt safety visit, www.PennDOT.pa.gov/Safety.

For more statistical information on the Pennsylvania State Police, visit [psp.pa.gov](https://www.psp.pa.gov).

Pennsylvania Law Enforcement Liaisons (LEL), a grant-funded program administered by the Highway Safety Network (HSN), are a vital link between PennDOT and local police agencies across the state. For more information, visit highwaysafetynetwork.org.

The CIOT enforcement is part of Pennsylvania's Highway Safety Program and is funded by part of PennDOT's investment of federal funds from the National Highway Traffic Safety Administration (NHTSA).

The public can join the discussion on social media using the hashtags #BeSafePA, #BuckleUp, and #ClickItOrTicket.

PENNDOT, STATE TRANSPORTATION COMMISSION HELD ONLINE FORUM FOR 12-YEAR PROGRAM

In mid-April, PennDOT hosted a live Online Public Forum for the update of the 12-Year Program (TYP).

The forum, held on Wednesday, April 12, featured a presentation from PennDOT leadership and members of the State Transportation Commission (STC) and an hour-long Q&A session. More than 150 viewers participated in the forum via PACast and Facebook Live. Question topics ranged from funding and multimodal transportation to freight movement and traffic calming.

A recorded video of the forum is available for streaming and download at PACast.com including American Sign Language (ASL) interpretation.

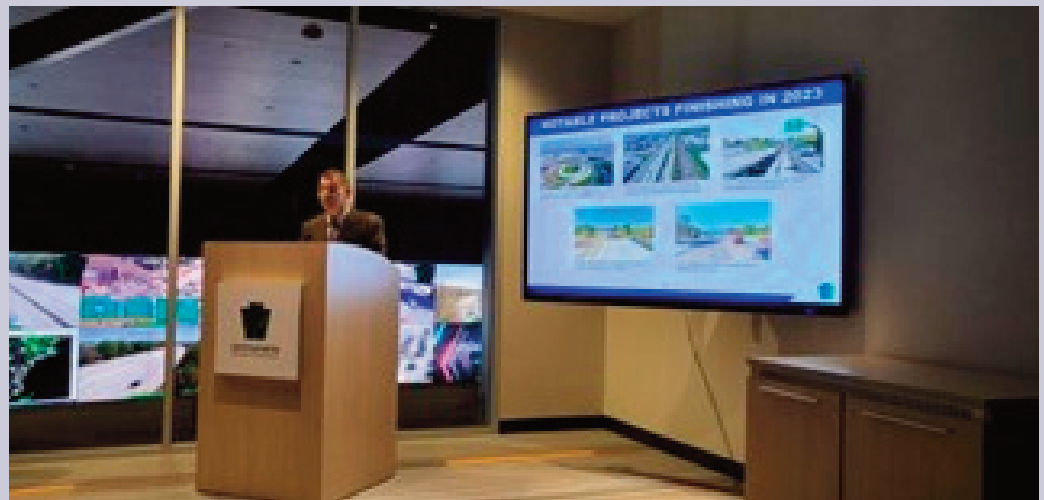
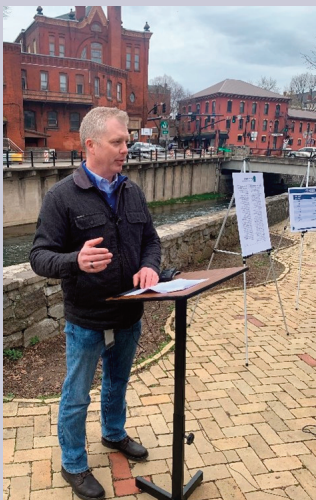
Every two years, the STC and PennDOT update Pennsylvania's 12-Year Program (TYP), and public feedback is a critical part of that process. The public comment period for the TYP update began on Wednesday, March 1, and continued through Sunday, April 30. General feedback and survey results will help identify needs and prioritize transportation projects across the state.

PennDOT received 10,573 survey responses, more than its goal.

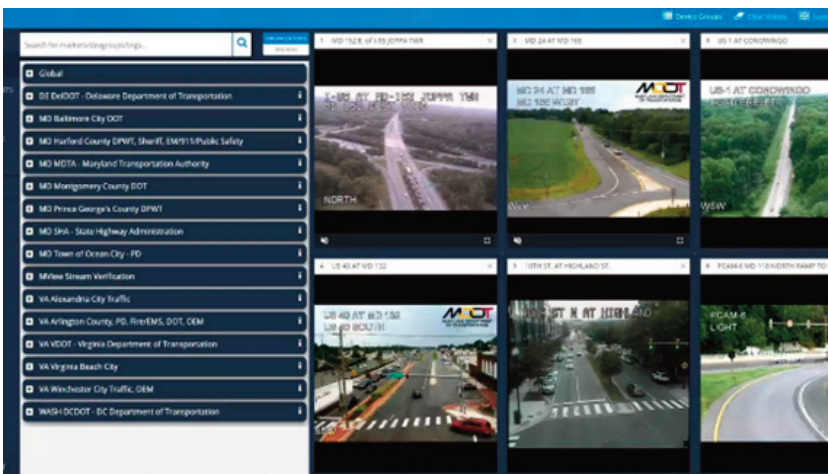


PENNDOT PREVIEW 2023 CONSTRUCTION SEASON, HIGHLIGHTS PROJECTS

PennDOT executives across the state unveiled the department's planned projects and ongoing work for 2023. To see photos and details in each district, visit each district's blog tag under "TAGS" at www.penndot.pa.gov/blog.



PENNDOT “FOCUS ON INNOVATIONS” PUBLICATION HIGHLIGHTS IMPROVED SAFETY, EFFICIENCIES CREATED



Recently, PennDOT released the Focus on Innovations publication, highlighting employee-driven innovations recently piloted and implemented across the organization to develop more efficient processes and improve safety.

At PennDOT, employee-driven innovation councils and committees, an employee suggestion system, a smart practice sharing tool, the State Transportation Innovation Council, and solutions identified and implemented by PennDOT employees, all work together to build better, more efficient, and more intuitive systems to serve Pennsylvanians.

Highlighted innovations include:

A cost-effective solution to convert a grader blade into an ice blade to more effectively loosen ice and snowpack that has bonded to the roadway into smaller pieces that can be plowed off;

An innovative 110-foot long Mobile Truck Barrier piloted by PennDOT's Fleet Management Division in Philadelphia County, allowing for quicker and smoother lane transitions and closures, and better protection of crews to improve worker safety; and
A groundbreaking video sharing agreement that provides traffic camera access to more than 200 participating agencies to enhance public safety and improve situational awareness and response times.

Across the Commonwealth, PennDOT has implemented more than 60 continuous improvement initiatives and nearly 200 employee-driven innovations over the last few years, saving nearly 29,000 workhours. These projects have transformed processes, procedures and programs that benefitted the department and its employees, transportation partners, and the traveling public.

The publication also features information on:

- The STIC and Federal Highway Administration (FHWA) Every Day (EDC) innovations that Pennsylvania is pursuing.
- The Use of electronic ticketing, or e-Ticketing, for the receipt of aggregate, asphalt, and concrete materials for PennDOT projects entered its second year in 2022, moving from initial pilots in 2021 to small-scale implementation.
- Crowdsourcing for Advancing Operations and Next Generation Traffic Incident Management (TIM).

The Focus on Innovations publication, including an interactive innovation timeline, is available on penndot.pa.gov under About Us.

ONE NIGHT – TWO AWARDS

By Jill Harry, Community Relations Coordinator, District 1



Even with only a quick glance at the Messerell Truss Bridge it is easy to see it is something special. The historic bowstring structure received a complete rehabilitation in 2021 and 2022 and a new home along the expanded Pymatuning State Park multi-use trail in Crawford County. The project was made possible through a collaborated effort by PennDOT, the Department of Conservation and Natural Resources (DCNR) and Crawford County government that was supported by the historical expertise of design consultant McCormick Taylor among others.

The end result was new life for the 147-year-old bridge that dates back to the oil boom days of Titusville, Crawford County.

"This project offered a unique and important opportunity for PennDOT and the DCNR to partner for the benefit of various communities all at once," said Brian McNulty, PennDOT District 1 Executive. "The DCNR was able to enhance a popular stretch of trail that users have been requesting for a long time. Crawford County was able to pass on a closed bridge so it could be preserved in a new location. And PennDOT was able to facilitate the sometimes-complicated construction process that accompanies historic structures and trail creation for the benefit of the community here in Linesville, as well as the thousands of visitors the park receives every year."

The extra effort dedicated to overcoming the unique challenges of preserving an exceptionally historic bridge and returning it to service has not gone unnoticed. It has garnered three awards so far, including two presented on the same night.

On May 18, the Pymatuning Trail Extension and Messerell Truss Bridge Relocation project was awarded the ABCD Pittsburgh 2022

Project of the Year honor in the Special Purpose Structure Category during a ceremony in Carnegie, PA.

That same night, the project also received an Oil Region Historic Preservation Award in the Structure Category in homage to the bridge's original home outside of Titusville, PA.

"This project was a labor of love for PennDOT and our partners. Knowing all the unique challenges and processes we faced during the design, disassembly and reassembly of the bridge makes receiving these honors, especially two on one night, even more meaningful," said Tom McClelland, Assistance District Executive- Design. "It is certainly a project our team takes pride in both for the importance of preservation and the success of our partnerships."

Earlier this year, the bridge was also named the ASHE Franklin 2022 Project of the Year in the under \$3 million category.

The contractor for the project was Horizon Construction Group Inc, of Sandy Lake, PA. QES provided consultant inspection services. Lockhart Ironworks handled specialized metal refurbishment and hot rivet work. The entire trail expansion project, which cost \$2,289,000, was funded with a federal Transportation Alternative Set-Aside (TASA) grant.

Following the refurbishment, relocation and reopening of the bridge in fall 2022, the District 1 team put together a short documentary about the project. It can be viewed on the PennDOT YouTube channel or at the District 1 website [penndot.pa.gov/District1](https://www.penndot.pa.gov/District1) on the Pymatuning State Park Trail Project webpage.

DISTRICT 8 CONSTRUCTION AWARD HONORS LATE COLLEAGUE

By Dave Thompson, Community Relations Coordinator, District 8

The genesis for District 8's construction awards began several years ago, when Linda Atkinson, a civil engineer supervisor with PennDOT's Bureau of Construction and Materials Quality Assurance Division, attended a District 5 winter school during which a Golden Boot Award was presented. She thought District 8 should have its own construction award and mentioned it to then-district Construction Services Engineer and Assistant District Executive (ADE) Kevin Keefe, P.E. Kevin liked the idea and decided to implement it after he was appointed district ADE for Construction.

The question was what to call it. Golden Boot was already taken, and several other options didn't quite roll off the tongue. Golden Hammer had a nice ring to it, however, and that is what it was called.

Well, now the award has a new name. It is the Linda Atkinson Golden Hammer Award, or simply, Linda's Hammer, in honor of Ms. Atkinson, who passed away in April 2022 following a courageous battle with cancer.

The award, presented for District 8 projects since 2020, is given in two categories – for projects costing less than \$5 million, and projects costing more than \$5 million – during the district's Construction Winter School.

During the award presentation in early February, Kevin remembered Linda as a dynamo who always looked forward to Winter School. She served for many years on the District 8 Winter School Committee, and provided valuable behind the scenes assistance, such as arranging speakers for the event.

"She was a huge contributor to our district and our district Winter School," Kevin said. "She meant a lot to me. I know she meant a lot to my District 8 staff. She will be forever missed in our hearts."

Ms. Atkinson's sister Melissa, Melissa's husband Anthony and sons Matthew and Jordan were on hand for the presentation.

Matthew spoke on behalf of the family, describing his aunt as a strong, determined, and hard-working person who would be proud and honored to be recognized by the award.

"The nominees and the winners of Linda's Hammer will now have Linda's stamp of approval," Kevin said. "Linda always spoke softly but carried a big hammer with her, so it is only appropriate that these awards are renamed after her."



SHAPIRO ADMINISTRATION, PUBLIC TRANSIT AGENCIES, ADVOCATES UNDERSCORE TRANSIT’S IMPORTANCE AND ENCOURAGE PUBLIC TO LEVERAGE SERVICES

Officials from PennDOT, Pennsylvania Public Transit Association (PPTA), rabbitransit, The Center for Independent Living of Central PA and the United Way of the Capitol Region recently commemorated Rider Appreciation, a statewide initiative of PPTA and transit agencies across the state. Rider Appreciation Days illustrate transit agencies community connections

The event underscored Governor Shapiro's focus on public transit's role in connecting communities, spurring growth, and creating opportunity.

Public transportation services are available in every county in Pennsylvania, including:

- Shared ride service in all 67 counties;
- Fixed route bus service in 49 counties; and
- Fixed route rail service in Philadelphia and Pittsburgh.

In the past year, Pennsylvania's transit agencies provided over 195 million fixed route trips, and over 3.9 million trips to individuals who needed door to door service.

In March 2022, PennDOT, Pennsylvania Department of Human Services and the Pennsylvania Office of Administration launched Find My Ride (FMR) Apply, an online tool which was developed collaboratively with transit agencies and streamlines the application process for eight transportation assistance programs in the state, including the Senior Shared Ride program, the Medical Assistance Transportation Program (MATP), ADA complementary



paratransit, the Persons with Disabilities program; the Free Transit Program; Area Agency on Aging funded trips for people 60-64, fixed route half/reduced fare for persons with disabilities, and discounted shared ride service for veterans. Additionally, FMR Apply allows third-parties, such as a family member or healthcare provider, to apply for services on behalf of a rider. Over 25,000 applications have been submitted through FMR Apply since the application's launch last year.

More information on public transit and alternative transportation options like ridesharing, biking, and walking, is available on PennDOT's website, penndot.pa.gov.

“WINNING” AT FEDERAL DISCRETIONARY GRANT FUNDING

PennDOT provides support for agencies seeking BIL Federal Discretionary Grant Funding through a website, grant alerts, resources, guides and more.

Pennsylvania has the opportunity to compete for billions of dollars in federal funds across a wide range of federal grant programs through the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA). To help communities and organizations learn about these opportunities, PennDOT has created a detailed rundown of federal grant opportunities to help municipalities, townships and other community agencies with understanding the multiple transportation program grants that are available.

The BIL/IIJA page is located on PennDOT's website at www.penndot.pa.gov/IIJA and includes Grant Alerts, guides and links to important resources for local municipalities and organizations interested in pursuing federal funding opportunities. Grant alerts provide information about the grant, including eligibility and application due dates, project timeframes, as well as areas of emphasis and support.

Our goal is to ensure that all Pennsylvania agencies are prepared to apply to the programs for which they are eligible, and to bring these much-needed dollars home to Pennsylvania.



ADVANCING TO THE NEXT GENERATION OF TRAFFIC OPERATIONS AND INCIDENT MANAGEMENT

By PennDOT Bureau of Innovations



PennDOT is building on its commitment to ease traffic congestion through two innovations it championed as part of Federal Highway Administration's Every Day Counts Round 6 (EDC-6) – Crowdsourcing for Advancing Operations and Next Generation Traffic Incident Management (TIM): Integrating Technology, Data and Training.

PennDOT has produced software that relies on crowdsourced incident data from Waze and INRIX, two transportation mobile applications that provide traffic speed and incident data. The technology pulls together the speeds and incidents from a subset of vehicles on a given segment of roadway to provide real-time information, enabling PennDOT to create travel time messaging and increase roadway situational awareness. Traffic Management Centers (TMCs) are using the data coming from Waze and INRIX to get more detailed information on length of congestion and better understand what is occurring on roadways. This allows TMCs to post the information quickly and more accurately for queue protection and detouring and display it on the public-facing 511PA system.

Once an incident is cleared, residual congestion causes safety concerns and hundreds of secondary incidents each year. This means the traffic management job is not done until those queues are gone, and traffic is flowing normally again. PennDOT had to change this perception culturally and began approaching designing systems and TMC processes to focus on these scenarios about four years ago. Using data, PennDOT set out to define where in the queue these congestion-related incidents were occurring (see image below). The data showed that almost half of the incidents occur two or more miles from the source. This knowledge provides traffic operations staff with the opportunity to disseminate protection messages to approaching motorists. Originally, this was handled by staff monitoring existing TMC resources, but it was quickly determined that the ever-changing back of a queue is

difficult to monitor with traditional TMC methods PennDOT went back to their systems design and reevaluated existing datasets and developed the concept to use road segment speed data and built a "corridor" protection module for the Advanced Transportation Management System. In 2021, PennDOT piloted the first queue protection corridor using INRIX crowdsourced speed data in the nation. The system can dynamically calculate how far ahead the stopped or slow traffic is and post automatic data-driven messages to changeable message signs in predefined corridors. There are now approximately 20 queue and other data-driven protection corridors live today.

Next Generation TIM incorporates training, data, and technology to help PennDOT, the Pennsylvania Turnpike Commission (PTC), law enforcement officials and local agencies improve incident clearance times and reduce secondary crashes. The objective is to put reliable data behind the incident timeline to develop a data-driven 'incident influence time' measure of when traffic returns to historically normal speeds for that time of day.

To aid in this effort, online courses were developed with the help of the PTC to deliver traffic incident training to emergency management professionals across the state. PennDOT also entered into an agreement with the Maryland Department of Transportation to use a web-based video sharing platform called MView. This platform allows PennDOT traffic cameras to be shared with public agency incident management partners. PennDOT's more than 1,000 traffic cameras are now part of a multi-state system of more than 15,000 cameras that allow more than 200 participating agencies to have better situational awareness when incidents occur. PennDOT continues to build its network of partners with close to 1,000 users across Pennsylvania and is working with larger municipalities and major cities to bring their cameras into the system as well.

SHAPIRO ADMINISTRATION DEDICATES NEARLY \$40 MILLION IN STATE FUNDS TO SEPTA'S WISSAHICKON TRANSPORTATION CENTER

Pennsylvania Department of Transportation (PennDOT) Secretary Mike Carroll joined Southeastern Pennsylvania Transportation Authority (SEPTA) officials, City of Philadelphia officials, state lawmakers and others at a groundbreaking ceremony in May for SEPTA's Wissahickon Transportation Center in Philadelphia. The Shapiro Administration is making a \$39.8 million investment in this project, which will continue the Commonwealth's commitment to delivering innovative and cost-effective transportation services to the people of Pennsylvania.

Public transportation services are available in every county in Pennsylvania, including:

- Shared ride service in all 67 counties;
- Fixed route bus service in 49 counties; and
- Fixed route rail service in Philadelphia and Pittsburgh.

In the past year, Pennsylvania's transit agencies provided over 195 million fixed route trips, and over 3.9 million trips to individuals who needed door to door service. On average 63% of transit users say they have no other transportation option.



PENNDOT ANNOUNCES RELEASE OF CRITICAL INFRASTRUCTURE PLAN

The 2045 Freight Movement Plan (FMP), a comprehensive strategic plan for moving goods throughout the Commonwealth, is available on penndot.pa.gov. The FMP highlights the Shapiro administration's commitment to economic growth and safe travel in Pennsylvania.

The FMP provides information on the state of Pennsylvania's freight infrastructure and PennDOT's efforts to continually improve the safe and efficient movement of freight statewide. An approved and up-to-date freight plan ensures that Pennsylvania remains eligible for approximately \$58.5 million annually in federal funding under the National Highway Freight Program (NHFP) through 2026.

Together with the 2045 Long Range Transportation Plan (LRTP), the FMP establishes priorities and critical transportation strategies to guide project investments. Both the FMP and LRTP represent a multimodal approach to improve mobility, safety, fairness, resilience, and sustainability for moving people and goods throughout the commonwealth.

Through collaboration with freight stakeholders, PennDOT developed the FMP over a two-year period. The plan addresses all state and federal provisions for freight planning. Both the FMP and LRTP advance policies, goals and objectives while leveraging PennDOT's landmark PennDOT Connects initiative, a transportation project approach that enhances local engagement to improve transportation-project planning, design, and delivery.



SHAPIRO ADMINISTRATION EXTENDS ANNUAL \$1 MILLION FUND FOR INTERMODAL CARGO GROWTH INCENTIVE PROGRAM FOR OCEAN CARRIERS



Pennsylvania Intermodal Cargo Growth Incentive Program (PICGIP), which aims to increase containerized cargo activity by incentivizing shippers to move cargo through Pennsylvania ports, will be extended until July 2024. The program was previously slated to end in June of this year.

Established in 2015 through PennDOT's Multimodal Fund, the PICGIP makes up to \$1 million available annually to participating ocean carriers that move cargo through Pennsylvania's ports. Increased cargo keeps the supply chain moving through all of PA, helps secure full-time employment at the terminals, and increases economic activity through indirect and induced jobs.

The Intermodal Cargo Growth Incentive Program is used as a tool to compete with other ports in attracting new ocean carriers and new trade lanes to Pennsylvania. Additionally, the program helps retain and reward loyalty as carriers return to our Ports and continue to have the opportunity to achieve an incentive payment.

The participants sent nearly 3 million units of cargo through Pennsylvania ports since 2015 resulting in approximately \$6 million in incentive funds awarded to 9 ocean carriers.

The program incentive is available for new service at a Pennsylvania Port as well as existing carriers. New carriers enrolled in the program receive \$25 per new container unit loaded or discharged from vessels to a Pennsylvania port. Existing participants qualify for the incentive payment by exceeding established benchmarks.

An online application is available for interested participants. For more information and to view the PICGIP application and guidelines, visit PennDOT's website.

UPDATED STUDY DEMONSTRATES ECONOMIC IMPACT OF AVIATION

By Susan Heimberger, Executive Assistant, Multimodal Transportation



Over the past two years, data has been collected from our 120 public-use airports and their users to determine the economic impact aviation has on Pennsylvania.

In 2019, aviation had a \$34.1 billion impact on the Pennsylvania economy. Due to the timing of this study with the COVID-19 pandemic, two base years were assessed. 2019 was used to document a regular year of activity and impact under normal circumstances, and 2020 was used to identify the changes in impact during a year of disruptions.

This study also took a closer look at the emerging technology of Uncrewed Aircraft Systems (UAS) through 21 case studies across different major industries. The economic impact of UAS was not evaluated in the 2022 PA Aviation Economic Impact Study (AEIS), but the case studies lay the foundation for future analysis. The 2022 AEIS includes an estimation of the impact of private hospital heliports as a separate category of impacts in the total economic impact of Pennsylvania's aviation system; the 10 operators included in the study had a \$75 million impact in 2019.

There are three main documents published on the new 2022 Economic Impact of Aviation webpage: Fact Sheet, Executive Summary, and Technical Report. In addition to the main documents, there are individual airport brochures for 67 of the public-use airports listed on their Travel In PA page.

Still to come in 2023-2024:

- Economic Impact Calculator – Users will be able to modify economic impact variables such as, increase in based aircraft, and see the change in overall economic impact
- GIS PA AEIS Story Map – An interactive visual display of aviation economic impact that will include multiple layers like legislative districts and county lines.

PENNDOT, DCNR, YORK COUNTY OFFICIALS ENCOURAGE BICYCLE SAFETY, DISCUSS BENEFITS OF BIKING



PennDOT and Conservation and Natural Resources (DCNR), along with York County Officials, held an event in May to encourage safe behaviors for bicyclists and drivers as part of National Bicycle Safety Month and Bike to Work Week, which ran through May 21.

According to PennDOT data, last year there were 798 crashes involving at least one bicyclist, resulting in 15 fatalities and 91 suspected serious injuries.

In Pennsylvania, a bicycle is considered a vehicle, and, by law, bicyclists must obey all the rules of the road, including but not limited to, riding on the right side of the road, abiding by traffic signs and signals, and using turn signals. Additionally, bicyclists may operate on a shoulder or berm, but are not required to do so.

Bicyclists may travel at less than the posted minimum speed, resulting in being passed by motorists. Drivers are reminded that they must allow at least four feet between their vehicle and the bicycle when carefully passing at a reduced speed.

Motorists should check for bicyclists in mirrors and blind spots before changing lanes and at intersections, as bicycles are small and may be difficult to see. Pennsylvania law says no person shall open any door on a motor vehicle unless it is safe and can be done without interfering with traffic flow – this includes bicyclists.

The agencies strongly recommend all bicyclists wear helmets every time they ride. Pennsylvania law requires all bicyclists under the age of 12 to wear a properly fitted helmet when riding a bicycle. This applies to anyone operating the bicycle, riding as a passenger, or riding in an attached restraining seat or trailer.

PennDOT's Active Transportation Plan outlines a vision and framework for improving conditions for walking and bicycling across Pennsylvania communities. The plan, developed in 2019, is being implemented by coordinating with planning regions and stakeholders across the state.

Pennsylvania has over 2,400 miles of BicyclePA routes and an increasing focus on improving bicycling safety and access. For more information, view the Pennsylvania Bicycle Routes Map at penn.dot.pa.gov/TravelinPA and the trails options in Pennsylvania at www.trails.dcnr.pa.gov.

PENNSYLVANIA RIDERS, DRIVERS REMINDED TO PRACTICE SAFETY



The Pennsylvania Department of Transportation, Pennsylvania State Police, and motorcycle safety advocates join forces to promote and encourage the safe operation of all vehicles. Governor Josh Shapiro proclaimed May Motorcycle Safety Awareness Month in Pennsylvania. As rising temperatures bring an increase in the number of motorcycles travelling on Pennsylvania roadways, the Shapiro Administration reminds drivers and motorcyclists to share the road, obey traffic laws and watch out for one another throughout the riding season.

There were approximately 3,369 crashes involving motorcycles on Pennsylvania roadways in 2022, resulting in 217 fatalities. Crashes fell by more than 200 from the 2021 number of 3,578, and fatalities also decreased from 230 in 2021.

Through the Pennsylvania Motorcycle Safety Program (PAMSP), Pennsylvania residents with a motorcycle permit or license can take advantage of the opportunity to earn a motorcycle license or refresh their skills through a variety of training to help develop safe riding skills, no matter how experienced or inexperienced. The courses include: the Basic Rider Course (BRC); the Intermediate Rider Course (IRC); the Advanced Rider Course (ARC); and the 3-Wheeled Motorcycle Basic Rider Course (3WBRC). Successful completion of a basic or intermediate course waives the requirement to take a skills test at a PennDOT Driver License Center and automatically earns the permit holder their motorcycle license. Motorcycle permit holders who complete a 3-wheel basic course will earn a motorcycle license with restriction prohibiting the operation of a 2-wheel motorcycle.

PennDOT contracts several third-party motorcycle training providers to offer these safety training classes free of charge to residents with a motorcycle permit or license. Interested individuals are encouraged to contact training providers directly for class availability, as additional courses may be offered, and providers may offer additional walk-in or waiting list opportunities when individuals fail to report for the training. Class schedules are coordinated by each third-party training provider for their individual locations. To find a local training provider, please visit PennDOT's PAMSP Training Provider Locations page at www.dmv.pa.gov.

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GOVERNOR'S INVASIVE SPECIES COUNCIL CELEBRATES PENNSYLVANIA NATIVE SPECIES DAY



PennDOT joined other members of the Governor's Invasive Species Council in Chester County to underscore the importance of sustaining native plants, insects, and animals during the second annual Pennsylvania Native Species Day.

The Governor's Invasive Species Council, chaired by the Pennsylvania Department of Agriculture, includes seven state agencies and 14 organizations in local government, environmental advocacy, and agriculture and other industries.

The council created Pennsylvania Native Species Day to celebrate the state's diverse native plants, insects, and animals and increase Pennsylvanians' understanding of the importance of protecting them against the proliferation of invasive species.



PennDOT's Chief Executive Director of Highway Administration, Jon Fleming was among the council representatives invited to speak.

"Working in hand with everyday Pennsylvanians and our partners across the state is critical to addressing threats to biodiversity at every stage," said Fleming.

Fleming also noted that PennDOT's roadside seed mixture updates went into effect this year, removing key non-native species, and its Keystone Pollinator Habitat Program is providing transportation rights-of-way for native, pollinator-positive plantings.

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To ensure that only properly licensed riders are operating on Pennsylvania roadways, under Act 126 of 2013, after securing their first motorcycle learner's permit, people may only reapply for a permit up to three times in a five-year period. When a person's motorcycle learner's permit expires, the individual may retake the knowledge test and reapply for a new permit. If a permit holder is unsuccessful in obtaining a motorcycle license after the third permit reapplication, they must wait the entire five years from the initial issuance of the permit to get another one. This law is aimed at preventing the practice of continually extending the permit without retaking the knowledge test or ever taking the skills test and obtaining a motorcycle license.

Some safety tips motorists can keep in mind when sharing the road with motorcycles include:

- Watch for Motorcycles: be aware that motorcycles are small and may be difficult to see.
- Check mirrors and blind spots before changing lanes and at intersections.
- Allow more following distance: leave at least four seconds when following a motorcycle.

- Always signal your intentions before changing lanes or merging with traffic.
- Respect a motorcycle as a full-size vehicle with the same rights and privileges as any vehicle on the roadway. Allow a motorcyclist a full lane width as the motorcyclist needs the room to maneuver safely in all types of road conditions.
- Never drive impaired.

Motorcyclists can do their part to help avoid crashes by following some simple safety tips:

- Be seen by wearing reflective clothing and put reflective tape on your protective clothing and motorcycle. Also wear face or eye protection and a DOT-approved helmet.
- Use common sense by riding sober, obeying all speed limits and allowing enough time to react to potentially dangerous situations.
- Know your motorcycle and conduct a pre-ride check.
- Practice safe riding techniques and know how to handle your motorcycle in adverse road and weather conditions.

PENNDOT ANNOUNCES NEW LICENSE PLATES TO HELP GROW AND SUSTAIN PLANTS AND POLLINATORS



Recently passed legislation allows vehicle owners to purchase a 'Pollinator' license plate. Sixty-five percent of the proceeds from the license plate will be 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.

This Fund will create naturalized gardens and meadows planted with pollinator-friendly species of flowering plants specifically for bees, butterflies, beetles, and other insects which may have been adversely affected by the loss of their native habitat. With more flowering plants to provide sustenance, these insects will be given a chance to thrive in these reclaimed areas. A further aim of the program is to help reverse the decline of federally listed threatened or endangers species, such as the monarch butterfly.

The Pollinator license plate is now available for passenger cars or trucks with a registered gross weight of not more than 14,000 pounds. 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. Applicants for the Pollinator license plate must submit a completed [Form MV-911](#), "Application for Special Fund Registration Plate."

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

More information on PennDOT's efforts to help revive pollinators is available in PennDOT Pollinator Habitat Plan found at penndot.pa.gov.

PENNDOT AND THE DEPT. OF HEALTH HIGHLIGHT HOW LICENSE AND ID CARD HOLDERS HELP SAVE LIVES THROUGH ORGAN DONATION

PennDOT and the Department of Health (DOH) join forces to raise awareness about organ donation. Recognizing the national observance of Donate Life Month in April, PennDOT and DOH were joined by Pennsylvania organ donation organizations, Center for Organ Recovery and Education (CORE) and Gift of Life Donor Program to spread the message that driver's license and identification card holders can easily help another person live a fuller, longer life by registering as an organ donor.



Many Pennsylvanians have answered the call to become organ donors, with more than 49.5 percent of current driver's license and identification card holders registered as organ donors – that's nearly five million Pennsylvanians. Currently, more than 7,000 Pennsylvanians await organ transplants.

To add the organ donor designation to an existing driver's license or identification card today, visit The Driver and Vehicle Services website, and select the "Become an organ donor in 30 seconds" icon. Once the designation is added, individuals will receive a designation card that they must carry with them to affirm organ donor status until they renew or replace their driver's license or identification card. There is no charge for adding the designation to your driver's license or identification card.

Driver's license and identification card holders, as well as registered vehicle owners, can also support organ donation programs by donating \$3 to the Governor Robert P. Casey Memorial Organ and Tissue Donation Awareness Trust Fund at the time of application and/or renewal. Proceeds from the fund are used to educate and promote awareness of the organ donor program through non-profit organizations like CORE and the Gift of Life Donor Program.

As part of ongoing efforts to increase awareness of organ and tissue donation, video monitors featuring educational content are installed at 12 PennDOT photo license centers. Ads encouraging organ donation are regularly run on the Motor Vehicle Network at driver license centers. For more information on organ and tissue donation in Pennsylvania or to sign up to become an organ donor, please visit www.donatelifepa.org, www.core.org or www.donors1.org. It only takes 30 seconds to save a life!

IMPROVED ONLINE EXPERIENCE AT PENNDOT, MORE THAN 20 COMMONLY-USED DRIVER LICENSING AND MOTOR VEHICLE FORMS CAN NOW BE SUBMITTED ONLINE

Over 20 driver licensing and motor vehicle forms are now available for electronic submission to provide faster and more efficient customer service to residents. This took effect just one week after Governor Shapiro signed an Executive Order establishing the Commonwealth Office of Digital Experience (CODE PA) to improve online services and make it easier for Pennsylvanians to connect with the vital resources provided by the Commonwealth.

Over 20 commonly-used driver licensing and motor vehicle forms that require a signature can now be completed, signed, and submitted online, including the self-certification form for commercial driving, the statement of non-operation of vehicles form, several medical forms, and more. Allowing customers to submit these forms electronically will allow PennDOT staff to start processing them more quickly, cutting down on customer wait times.

Forms that are available for electronic submission will be listed on the Forms, Publication and Maps website page with a "DS" suffix in their document number. When these forms are selected, instructions for secure submission will be provided. Printable/downloadable versions of these forms will continue to be available. PennDOT will continue to add more forms for electronic submission as they become available.

Many common services, like vehicle and driver's license renewal, address changes, and much more, are available online through PennDOT's Driver and Vehicle Services website, as well as including all forms, publications, and driver training manuals.

Online services are available 24 hours a day, seven days a week that include driver's license, photo ID and vehicle registration renewals; driver-history services; changes of address; driver license and vehicle registration restoration letters; ability to pay driver license or vehicle insurance restoration fee; driver license and photo ID duplicates; and driver exam scheduling. There are no additional fees for using online services. The use of online services continues to grow as customers experience the ease of use and savings in time online transactions offer at no additional cost.

Customers who received their first Pennsylvania driver's license, learner's permit or photo ID card after September 2003 may be able to pre-verify for REAL ID online. For more information on REAL ID issuance and pre-verification, please visit PennDOT's REAL ID website.

Additionally, customers who have a Person with Disabilities Parking Placard have the option to renew, receive a replacement or update their address on their permanent Persons with Disabilities Parking Placard online. Customers with Temporary Person with Disabilities Parking Placards will also be able to update their address and request replacement identification credentials through this online service. To renew a placard online or to obtain additional information on services provided, including how to obtain a placard, please visit the Person with Disabilities Information page on the Driver and Vehicle Services website. Placard holders will continue to receive a renewal form by mail approximately 60 days prior to their expiration.

Below is the full list of documents that are now available for electronic submission:

DL-11CD: Self-Certification Form	DL-120: Medical Cardiovascular Form
DL-17: Statement of Non-Ownership of Vehicle(s)	DL-121: School Bus Seizure Reporting Form
DL-16LC: Acknowledgment of Suspension/Revocation/Disqualification/Cancellation	DL-122: Diabetic Form
MV-221: Statement of Non-Operation Of Vehicle(s)	DL-122B: School Bus Driver Diabetic Waiver
MV-401: Safety Inspection Category Removal Request	DL-123: General Medical Form
MV-421: County of Residence Verification	DL-123A: School Bus General Medical Form
MV-450: Application For Waiver of Hours	DL-124: General Neurological Form
MV-591: Application for Certification as Official Speedometer Testing & Calibration	DL-124A: School Bus General Neurological Form
MV-700: Application For Refund of Motor Vehicle/Driver License Products	DL-126: Orthopedic Form
DL-13: Initial Reporting Form	DL-126A: School Bus Orthopedic Form
DL-102: Report of Eye Examination	DL-128: Substance Use Form
DL-104: School Bus General Psychiatric Form	DL-128A: School Bus Substance Abuse Form
	DL-129: Loss of Consciousness
	DL-129SB: School Bus Driver Loss of Consciousness
	DL-131: Cognitive Impairment Form

WINNER ANNOUNCED FOR 2023 'INNOVATIONS CHALLENGE'

A team of students from Lenape Technical School in Ford City, Armstrong County, was selected as the statewide winner for the 2022-2023 Innovations Challenge.

Mentored by Jason Zimmerman, a teacher at Lenape Tech, team members include Elijah Mumau and Robert John. The team's proposed solution to this year's challenge, addressing the shortage of truck parking along Pennsylvania's critical cargo arteries, included a plan for affordable, eco-friendly, and innovative rest stops called Eco-Stops. To offset cost and minimize their environmental impacts, Eco-Stops would be constructed using a recycled asphalt lot and concrete printed facilities and be powered via solar panels. The team's presentation included an example location, cost breakdown, and a plan for adding EV charging options.

"It's incredible to see the next generation of problem solvers at work trying to address a real transportation issue that we are currently facing," said PennDOT Secretary Mike Carroll. "These young minds have been hard at work and it's encouraging to see their commitment to working on these issues. The future is in good hands."

Eight additional teams from around the Commonwealth joined District 10 in Harrisburg to present their solutions to the PennDOT acting secretary and a panel of judges. Solutions were complex, thorough and varied with teams devising reservation systems, new apps, new technology, and plans for new types of truck stops, rest areas and pull-offs.

For this year's challenge, the Associated Pennsylvania Constructors (APC) and the American Council of Engineering Companies of PA (ACEC/PA) provided a combined total award of \$4,000 to the statewide winning team.

For complete Innovations Challenge details, visit www.penndot.gov/innovation and click on Innovations Challenge.

