



PennDOT Continues Investment, Support in all Modes

Executives for state agencies take part in a ride around Harrisburg to kick-off Bike to Work Week in Pennsylvania.

PENNDOT'S FOCUS ON BICYCLISTS LASTS YEAR-ROUND

In May, PennDOT recognized National Bike Month, a celebration sponsored by the League of American Bicyclists and observed in communities from coast to coast. But the focus on bicyclists and pedestrians goes beyond just one month for the department.

PennDOT held its annual Executive Bike Ride on Monday, May 14, during which staff from PennDOT and sister agencies as well as advocates and elected officials rode through Harrisburg and finished at the Capitol steps. Representatives from PennDOT, the Department of Conservation and Natural Resources, and the Department of Environmental Protection then provided remarks about the importance of cycling in the commonwealth.

PennDOT also is developing an updated Bicycle and Pedestrian Master Plan for Pennsylvania that will outline a

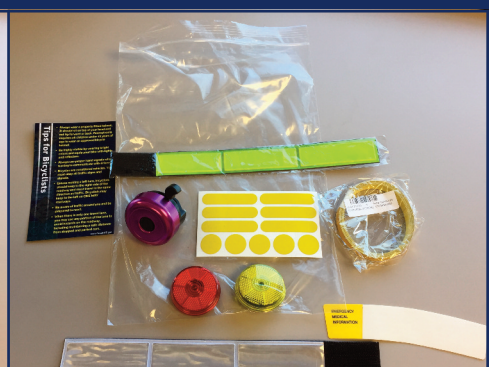
vision and framework for improving conditions for walking and bicycling across the state. Most notably, the plan is aimed toward those Pennsylvanians who walk and bicycle out of necessity rather than for leisure and recreation.

Once completed, the master plan will be a resource for Metropolitan Planning Organizations, Rural Planning Organizations, and municipalities throughout Pennsylvania and will provide guidance to local governments as they develop and implement regional and local bicycle and pedestrian plans.

For more information on riding your bike in Pennsylvania, visit the [Ride a Bike](#) section on [PennDOT.gov](#).



Safety Press officers in each of PennDOT's 11 districts scheduled bicycle safety tests in accordance with the skill level of the riders who were classified as either; Child, New Adult or Veteran Adult, with "veteran" meaning experienced.



To help raise visibility of bicyclists during rides and assist riders with emergency roadside maintenance, bicycle safety toolkits were purchased for distribution through coordinated bicycle safety outreach activities. These kits include items that provide a sole safety benefit for bicycle riders.

WELCOME TO THE DOTcom!

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

This issue spotlights developments in autonomous vehicle policy, improvements in shared-ride services, a new license plate and more!

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

We hope you enjoy this latest issue!



FROM THE secretary

Dear Colleagues,

Each of us is engaged in delivering critical transportation services and infrastructure to Pennsylvanians and those who travel in our state. Whether it's completing maintenance work, fulfilling driver and vehicle needs, assisting public transportation providers or much more, we are keeping Pennsylvania moving.

This issue of the DOTcom illustrates just some of the many ways that we're meeting our vision of a better quality of life built on transportation excellence. We have added new and underscored existing focuses on improving roadway conditions, redoubled our commitments to assist municipal partners and lower-traffic roadways, and unveiled new motorcycle training, among other initiatives.

In addition, we are making significant public transportation improvements, investing in rail projects that will help sustain more than 400 jobs, and ensuring that we're on the forefront of automated vehicles' safe, efficient development.

I am proud of our accomplishments and value delivered every day, and look forward to many more enhancements in the future.

Sincerely,

Secretary of Transportation

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

Or find us on social media at:



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TRAFFIC DEATHS AT NEW LOW IN 2017

Fatalities in impaired driver crashes dropped from 341 in 2016 to 246 in 2017.

Defying national crash trends, traffic deaths in Pennsylvania reached a new low in 2017 dropping to 1,137, the lowest since record keeping began in 1928, and 51 less than 2016.

Significant decreases were noted in impaired driver, pedestrian, and unrestrained fatalities.

Fatalities in impaired driver crashes dropped from 341 in 2016 to 246 in 2017. Unrestrained fatalities also decreased from 408 in 2016 to 378 last year. There were 150 pedestrian deaths in crashes in 2017 compared to 172 in 2016.

YEARLY FATALITIES DOWN

We are at our lowest on record, but there's still more we can do together to work toward **ZERO DEATHS**.



Aside from the year-to-year decline, longer term trends also continue to decrease. For example, compared to 2013, there were 71 fewer total traffic deaths, 203 fewer deaths in crashes involving impaired drivers, and 47 fewer unrestrained deaths.

Unfortunately, there were some types of crashes that saw fatality increases in 2017. There were 153 fatalities that occurred in crashes involving drivers aged 75 years or older, up from 132 in 2016. Also, fatalities in red-light running crashes increased to 35 from 28 in 2016. Finally, fatalities in work zone crashes increased from 16 to 19.

The department's Pennsylvania Crash Information Tool at www.dotcrashinfo.pa.gov is a valuable resource where users can search through vast information as received from law enforcement crash reports.

More information on highway safety and PennDOT's safety initiatives is available at www.penndot.gov/safety.

PENNDOT ANNOUNCES: NEW MOTORCYCLE TRAINING FOR 2018

2018 brings an exciting new line of Pennsylvania Motorcycle Safety Program (PAMSP) clinics focused on developing operator proficiency among prospective, experienced, and new Pennsylvania riders. Clinics are offered free-of-charge to Pennsylvania residents who have a motorcycle learner's permit or motorcycle license.

Developed by PennDOT's new program coordinator, Total Control Training Incorporated, PAMSP will offer five revamped training syllabuses tailored not just to hone a rider's knowledge, but to test their ability to physically manipulate a motorcycle properly. All training clinics are conducted under the supervision of certified instructors at one of numerous riding ranges located throughout the state. Three of the clinics – the Beginning Rider Clinic (BRC), the Intermediate Riding Clinic (IRC), and the 3-Wheel Riding Clinic (3WRC) - offer a pathway to earning a motorcycle license.



Learn more about the program at www.pamsp.com.

Clinics are offered free-of-charge to Pennsylvania residents who have a motorcycle learner's permit or motorcycle license.



RURAL ROAD SAFETY: BE AWARE OF SLOW-MOVING VEHICLES



The advent of warm weather doesn't only mean the return of construction on Pennsylvania's roadways, but also the re-emergence of slow-moving farm equipment on many of the state's rural roads.

Rural roads abound in Pennsylvania, offering motorists breathtaking scenery and sites steeped in rich history and tradition. In many areas across the state, it is not unusual to find yourself sharing the road with farm equipment and horse-drawn vehicles. While familiar fixtures on many roadways, these vehicles may also bring with them unfamiliar hazards. Additionally, many rural roads offer less room to maneuver, loose gravel or grassy berms, and an array of sharp dips and unexpected turns. When combined with the presence of slow-moving vehicles, these hazards offer motorists their share of driving challenges.

PennDOT recently acknowledged [Rural Roads Safety Week](#) (April 8-14) along with the Pennsylvania Farm Bureau,

Pennsylvania Department of Agriculture, and the Pennsylvania State Police. However, while the Farm Bureau notes it's timely to remind motorists to be cautious now that spring planting is getting underway, practicing safe driving habits on rural roads is important all year long.

According to PennDOT's 2017 crash data, there were 106 crashes, including 64 injuries and five fatalities, involving farm equipment on rural roads in Pennsylvania. In contrast, PennDOT data indicates there were 53,883 crashes on rural roads statewide last year, with 30,922 injuries and 693 fatalities from those crashes.

Here some important tips to remember when [sharing the road with slow-moving vehicles](#):

Do not pass a slow-moving vehicle if:

- You cannot see clearly in front of you and the vehicle you intend to pass;

- There are curves or hills in the road ahead;
- You are in a designated "No Passing Zone"; or
- You are within 100 feet of any intersection, railroad crossing, bridge, elevated structure, or tunnel.

Do not assume that a vehicle operator who pulls the vehicle to the right side of the road is turning right or letting you pass. The operator may be swinging wide to execute a left-hand turn.

Watch closure time while on rural roads. Closure time is the time a driver has to recognize and respond to a slow-moving vehicle. Farm vehicles usually travel less than 25 mph, while horse-drawn vehicles range in speeds between 5-8 mph. Be alert and prepared to stop.

FUNDING INCREASE BENEFITS MUNICIPAL ROAD PROJECTS

Nearly \$489 million in 2018 liquid fuels payments will be paid to municipalities through PennDOT to help them maintain local roads and bridges. This distribution marks a \$22.8 million, or 4.9 percent, increase over the \$466.2 million distributed in 2017.

Liquid fuels allocations are annual payments made to municipalities to help pay for expenses such as snow removal and road repaving. There are 120,091 miles of public roads in Pennsylvania, with 72,933 of those miles owned by municipalities and eligible for liquid fuels. The formula for

payments is based on a municipality's population and miles of locally-owned roads. Municipalities must submit reports on their use of the previous year's allocations and other information to the commonwealth to be eligible to receive liquid fuels payments.

For the complete list of local payments, visit the ["Municipal Liquid Fuels Program"](#) page at www.pennndot.gov under the "Doing Business" Local Government page.

WHAT DO YOU DO WHEN THERE ARE GOATS ON A BRIDGE?

By Joel Morris, Community Relations Coordinator, District 11



“I have been involved in some crazy stuff in my 19 years at PennDOT,” McCarthy said.

“This has to be the craziest.”



Steve McCarthy couldn't believe what he was hearing when he was told that two goats were trapped on a bridge beam in Lawrence County. It took photographic evidence for McCarthy, senior civil engineer for PennDOT's Pittsburgh-area district's bridge unit, to be convinced.

In an effort to rescue the goats, Dave Lancaster, assistant highway maintenance manager, requested McCarthy's assistance with a snooper truck. Unfortunately, both the Pennsylvania Turnpike Commission and District 11 did not have the equipment readily available. Fortunately, Tim Wilson, crane inspection supervisor, and Steve Cochran, bridge inspection crane technician, both from PennDOT's Indiana-based district, saved the day when they arrived with their district's snooper truck.

McCarthy had initially planned to grab the goat facing the wrong direction, turn it around on the beam, and allow it to walk off on its own. However, when the crew approached to the beam, the goats started walking away from the bucket. With both goats facing each other and only one direction off the bridge, McCarthy decided to guide the goats toward a stiffener at the pier where they couldn't move around.

"I'm going for it!" were McCarthy's words to Wilson, who was also in the bucket.

"I was also thinking this could be detrimental to my career if I were to drop this goat while everyone is videotaping," McCarthy said. He then reached in and grabbed the white goat and successfully brought it into the bucket. There wasn't enough room to put the goat on the floor, so Wilson lifted the bucket to the bridge deck where McCarthy handed off the goat to its owner.

Upon returning to the beam, McCarthy and Wilson tapped on the flange to get the remaining goat, who was facing toward the end of the bridge, to walk off on its own.

"I have been involved in some crazy stuff in my 19 years at PennDOT," McCarthy said. "This has to be the craziest."

The story went viral, hitting national outlets USA Today, NPR, CNN, Fox News, CBS, and The Weather Channel. The goats even received international attention through coverage by the Independent in Ireland and the Daily Mail in the United Kingdom. McCarthy joked that he wants Brad Pitt to play his role in what is sure to be a summer blockbuster.

PennDOT and the Turnpike Commission were given a Compassionate Action Award by PETA for their efforts in rescuing the goats.

Though the story seems lighthearted, McCarthy and company had one chance to get it right under unusual and stressful circumstances. The team handled themselves professionally and were successful in safely returning the goats to their owner.

Besides McCarthy, team members consisted of District 11's Jeff Shulkosky, Dave Lancaster, Kevin Preston, Ben Matas, and Tyler Schurko as well as District 10's Tim Wilson and Steve Cochran.

STATEWIDE 'RESURFACE PA' INITIATIVE UNDERWAY TO ATTACK POTHOLES, REPAVE INTERSTATES



Following a long winter with dramatic temperature swings, PennDOT is mounting an aggressive campaign to accelerate repaving work on Interstates and attack potholes across Pennsylvania as part of a Resurface PA initiative. A significant portion of this work will be financed using savings from other projects since Governor Wolf took office.

PennDOT will dedicate as many resources as possible to pothole and pavement repairs, allocating \$22.3 million for immediate pothole repairs through June 30. That translates into nearly 30,000 tons of patching material. An additional \$7 million will be invested in seven interstate maintenance projects covering potholes and other repairs on 78 miles of roads this year.

Other new investments to help address the effects of this year's particularly long and difficult winter include:

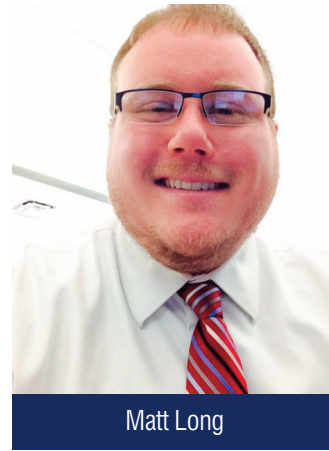
- \$30 million in transportation infrastructure investment funding for interstate improvements;
- \$60 million in PennDOT investments from interstate-project bid savings being reinvested in resurfacing; and
- \$62 million in additional funding for interstate preservation projects.

MULTI-YEAR INVESTMENTS PROMISED BY PENNDOT

PennDOT plans to fix more locally-owned bridges and improve more than 1,100 miles of rural and low-volume roadway through multi-year investments. The department is implementing five-year investment programs including a Rural Commercial Routes program that will improve low-volume roads through industry partnerships and with cost-effective treatments like Recycled Asphalt Paving (RAP); and rehabilitating or replacing at least 85 municipally-owned bridges over five years.

Learn more at www.penndot.gov in the February 12 press release.

PENNDOT PROVIDES AN OPPORTUNITY TO SERVE



Matt Long

Matt Long is a transportation planning manager in PennDOT's central office in Harrisburg. He handles special initiatives and reporting for the Center for Program Development & Management, which means he and his team work closely with our 11 engineering districts, as well as the 24 Metropolitan and Regional Planning Organizations across the state. His team provides supportive applications

to assist with the management and updating of the department's Transportation Improvement Program.

Long officially started with PennDOT eight years ago, but was previously a consultant with the department as a traffic management center operator. Since joining the department, he has been able to advance professionally, and even received his master's degree in regional planning and a certification in Geospatial Information Systems.

But Long is also proud of the department's ability to let him act as a public servant, both in the office and out. During the fall, Long volunteers with the Disabled Veterans Hunt at the Lanchester Landfill in Lancaster County.

"Each fall, I take a day or two off work to go help with the Disabled Veterans Hunt," Long explained. "It is a great time and a thrill to see the smiles of the veterans when they have a successful hunt."



For more about employment at PennDOT, visit www.penndot.gov/jobs.

To find open positions, visit <http://www.employment.pa.gov/Pages/default.aspx>

PENNSYLVANIA OFFERS NEW LICENSE PLATE HONORING PENNSYLVANIA NATIONAL GUARD



With the recent addition of a Pennsylvania National Guard registration plate, PennDOT now offers a complete assortment of plates representing all branches of the U.S. Armed Forces.

The Pennsylvania National Guard plate joins plates for active-duty members of the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard, as well as plates for veterans and military members who have received various honors, such as the Bronze Star or Purple Heart. All available plates can be found on the ["Military Registration Plates"](#) section of www.dmv.pa.gov.

Active-duty military service member plates feature the standard Pennsylvania license plate colors of blue, white, and yellow along with the service-approved emblem on the left-hand side of the plate. Pennsylvania is printed at the top of the plate, while the corresponding military branch is printed at the bottom. These plates may only be used on passenger vehicles and trucks with a registered gross weight of not more than 14,000 pounds.

Active-duty members of the military interested in applying for one of these plates must complete Form MV-150AD, (PDF) "Application for Members of U.S. Military Registration Plate." The form requires the service member to certify their status as a member of the corresponding military branch. The fee for the plate is \$21.

Most U.S. Military registration plates also can be personalized for an additional fee. "You may check personalized plate availability at www.dmv.pa.gov in the "Registration Plates" section of "Vehicle Services."

Providing these plate options to our active and retired military members is just one small way PennDOT can commemorate the men and women who have given so much to our country. Thank you for your service!

PENNDOT ENGAGES STUDENTS ON A REGULAR BASIS



Alicia Kavulic

Alicia Kavulic, a geotechnical engineer with PennDOT's Indiana-based district, has been presenting at school-based career days in Indiana and Armstrong counties for many years. Recently, she presented to sixth-graders at the Saving Grace Church Homeschool in Indiana County.

Kavulic uses simple questions to reinforce the principle that everyone is affected every day by civil engineering. She then

turns their focus to transportation and PennDOT.

If your school or organization is interested in having a PennDOT employee speak, contact your local district and ask for the communications office.



Students from the Harrisburg High School John Harris Campus and the Dauphin County Technical School paid a recent visit to PennDOT's Materials Testing Lab to learn about career opportunities within PennDOT and experience, first-hand, some of the activities that PennDOT staffers perform in support of the travelling public.

The students were treated to a number of hands-on demonstrations as well as presentations. One of the presenters was PennDOT STEP student, Zev Dunn who works in the aggregate lab.

STATEWIDE INNOVATIONS CHALLENGE WINNER ANNOUNCED

A team of students from The Haverford School in Montgomery County has been selected as the statewide winner for its inaugural Innovations Challenge.

Launched this school year, the PennDOT Innovations Challenge is a statewide competition that called on teams of students in ninth through 11th grade to use their problem solving, creative and strategic-thinking abilities to solve a specific real-world transportation challenge. Students were asked to look at technologies and innovative methods, aside from traditional paid advertising, marketing and social media channels, that can be developed in the next five to 10 years to curb unsafe teen driving practices.

Mentored by Holly Golecki, Upper School Science, Director of Robotics, statewide winning team members include: Yiheng Chen, Micky Fairorth, Aram LaVan and Will Vauclain.

The team's innovation was a machine-learning based attention analysis tool for use on smartphones that incorporates the device's existing technology. Using the built-in high-precision accelerometer and gyroscope, the platform can detect real-time speed, acceleration and send alerts when unsafe driving practices are detected. Additionally, since the accelerometer can



PennDOT Secretary Leslie S. Richards, far left, is pictured with the PennDOT Innovations Challenge winners from Haverford School in Montgomery County, from left, Tashia Lewis, Upper School Science Teacher, and students Aram LaVan, Micky Fairorth, and Yiheng Cheng.

detect lane changes and drifts, it can monitor the frequency and quality of the teen's driving behavior and focus.

Seven regional winners were selected from 71 total entries to move on to compete in the statewide competition on April 24 in Harrisburg. Winning teams presented their solution to this year's challenge to Richards and a panel of PennDOT judges who selected the statewide winner.

MOVING WOMEN FORWARD TOWN HALL STRESSES IMPORTANCE OF WORKPLACE DIVERSITY

Pennsylvania Department of Transportation Secretary Leslie S. Richards and Dr. Joseph H. Dreisbach, interim provost at The University of Scranton, recently addressed more than 100 college and graduate students, faculty, and regional professionals on the importance of representation from women and minorities in public service and transportation.

Joining the discussion were Dr. Jean Wahl Harris, University of Scranton professor, and Barbara Idhaw, assistant vice president and bridge department manager at Greenman-Pedersen, Inc. Laura Ducceschi, president and CEO of the Scranton Area Community Foundation, moderated the session.



TOUR PULLS INTO SCRANTON

MOVING WOMEN FORWARD



*"...we have always had a great team and have been among the best at providing a safe, efficient, and well-maintained transportation system for the traveling public."
- Matt Beck*

By David Thompson, Community Relations Coordinator, District 3

When Matt Beck began working at PennDOT in 2004, he was following in his father Larry's footsteps.

Larry Beck was assistant district executive for design when he retired in 2003 after more than 35 years with the department in its Williamsport-area district. Matt Beck said his father never pressured him to work for PennDOT but did suggest it as a great place to build a career.

"He valued the public service aspect of working for the department," Matt said. "He also was proud of District 3, that we have always had a great team and have been among the best at providing a safe, efficient, and well-maintained transportation system for the traveling public."

Another part of Matt's life influenced by his father was his involvement with Boy Scouts of America. Larry was volunteer leader of the local Boy Scout troop (Troop 331, Wolf's Crossroads near Sunbury in Northumberland County). Matt became a Cub Scout at a young age and eventually transitioned into Boy Scouts.

At age 16, Matt attained the rank of Eagle Scout, an achievement that requires dedication, a desire to learn new skills, and a commitment to public service.

"Scouting taught me leadership skills, public-speaking skills and good communication skills, in general," he said. "It helps when dealing with large government projects that require coordination with other public officials and that ultimately must meet the expectations of the public."

Those skills have been helpful in Matt's role as district assistant plans engineer. He currently leads the team that is advancing the design of the largest and most-complex project in District 3 history — the \$670 million Central Susquehanna Valley Transportation (CSV) project.

Coincidentally, Larry Beck also had a hand in the CSV, the seeds of which were planted decades ago but went through several starts and stops before being fully activated following the passage of transportation funding legislation Act 89.

"When I look back at old meeting minutes from the early history of the project, I often see his name listed as part of the discussions that helped shape the project into what it is today," Matt said.

Matt continues his involvement with Boy Scouts. He volunteers at the organization's Susquehanna Council Camp Karoondinha, located in Millmont, Union County, and serves as an advisor for the council's Order of the Arrow lodge.

Matt sometimes seeks his father's advice on issues related to his work at PennDOT and continues to follow the advice he gave earlier on.

"I'm looking forward to my career here at District 3," he said. "I plan to be here for the rest of my career."

NEW INVESTMENTS IN RAIL INFRASTRUCTURE SUPPORT BUSINESS DEVELOPMENT AND 400 JOBS STATEWIDE



PennDOT is supporting 27 rail freight improvement projects that will help sustain more than 400 jobs across Pennsylvania.

The State Transportation Commission voted to approve \$32 million for the projects through the Rail Transportation Assistance Program (RTAP) and the Rail Freight Assistance Program (RFAP).

Pennsylvania, with 67 operating railroads, has more than any other state and PennDOT's focus is on working with private rail operators to assist in maintaining and improving the roughly 5,600 miles of freight lines in the state.

PENNDOT COMPLETES IMPLEMENTATION OF TECHNOLOGY IMPROVING SHARED-RIDE TRANSIT SERVICES

A project to install standardized technology at 42 shared-ride transit providers statewide is now complete. Designed to improve efficiency and service for the Pennsylvanians who use the door-to-door service in the 65 covered counties, the service scheduling and dispatch software, called Ecolane, helps providers improve on-time performance, collect data, and maximize the number of trips provided.

In 22 counties, the public can view available travel options as well as reserve or cancel shared-ride trips at <http://www.findmyridepa.com>.

TWENTY-TWO COUNTIES TO BENEFIT FROM 45 MULTIMODAL PROJECTS

Forty-five highway, bridge, bike and pedestrian and ports and waterways projects will benefit communities in 22 counties through the department's Multimodal Transportation Fund.

The \$41.5 million investment follows PennDOT's evaluation of 222 applications requesting more than \$241 million. The department made selections based on safety benefits, regional economic conditions, the technical and financial feasibility, job creation, energy efficiency, and operational sustainability. To see a list of the projects visit "Multimodal Program" under "Projects and Programs" at www.pennidot.gov.

To see a list of the projects visit "Multimodal Program" under "Projects and Programs" at www.pennidot.gov.

35 MUNICIPALITIES IMPROVE TRAFFIC SAFETY WITH RED LIGHT ENFORCEMENT FUNDS



Nearly \$11.5 million in Automated Red Light Enforcement (ARLE) funding has been awarded to 35 municipalities statewide to fund 41 safety projects.

Pennsylvania's ARLE program aims to improve safety at signalized intersections by providing automated enforcement at locations where data shows red-light running has been an issue.

Municipalities submitted more than 143 applications, totaling over \$34 million in requests.

PENNDOT ARCHAEOLOGISTS HELP PRESERVE OUR HISTORY

By Raymond Deep, Community Relations Coordinator, District 12



When PennDOT undertakes projects, one of the many considerations the department must take is the historic preservation of the area surrounding that project. It's something the department takes seriously, as is it committed to preserving the rich history of our state.

Angie Jaillet-Wentling is a historic preservation specialist focused on archaeology. She first interned with PennDOT in 2008 and began full-time employment in 2016. She covers seven counties in southwestern — Allegheny, Beaver, Lawrence, Fayette, Washington, Greene, and Westmoreland — which encompass PennDOT Districts 11 and 12.

Jaillet-Wentling graduated from Penn State in 2008 with a bachelor's degree in Anthropology, and received her master's degree in applied archaeology from Indiana University of Pennsylvania in 2011.

After beginning her archaeological career with PennDOT as a cultural resources intern, she became the first field director of the PennDOT Highway Archaeological Survey Team (PHAST) program.

Jaillet-Wentling has experience in pre-contact and historic-era investigations in eight states of the Mid-Atlantic and Midwest regions over the past eight years in cultural resource management. She especially enjoys public archaeology (media applications), GIS and LiDAR

applications in archaeology, and the region's pre-contact, contact, and historic-era archaeology.

Currently, Jaillet-Wentling holds two titles — historic preservation specialist and cultural resources professional. Delegated by the Federal Highway Administration, she helps guide the implementation of PennDOT's cultural resources program and the ways in which the individual engineering districts navigate Section 106 of the National Historic Preservation Act process and how it may affect the overarching National Environmental Policy Act process.

On a more localized level, she works as one part of a team, which includes her covering below-ground cultural resources, and her counterpart, an architectural historian, covering the above-ground cultural resources realm.

Together, they attend design field views early in the project planning process, provide guidance as to what studies may be needed (sometimes performing those studies themselves), and ensure that each project follows the process in the most efficient way possible.

They're responsible for Findings of Effect or the determination of whether a project's activities will affect cultural resources and, if so, how PennDOT can mitigate for that impact.

Jaillet-Wentling says she considers her greatest accomplishment at PennDOT

as building on and developing working relationships with other federal and state agencies to the benefit of the tax-paying public.

"I love developing public outreach and education components to mitigation efforts and conducting my own fieldwork — on sunny days!" she said.

She also credits some of her success to Joe Baker, a historic preservation specialist in PennDOT's central Harrisburg office.

"I have a lot of mentors and peers that I look to for advice in the Cultural Resources Unit, but the one that has been mentoring me the longest and is a bit of a driving force behind all of his interns — past and present — is Mr. Joe Baker," she explained. "Joe's internship program went above and beyond, providing guidance, discussion of issues, and experience for the original central office internship program and PHAST."

"I love developing public outreach and education components to mitigation efforts and conducting my own fieldwork — on sunny days!" she said.

Jaillet-Wentling has a big family concentrated in northwestern Pennsylvania, but lives and works in in the southwestern part of the state where her husband, Rich, is a doctoral student in criminology and professor at IUP. Together they are raising an energetic young astronaut/fireman/superhero/builder — their 5-year-old son, Aiden.

She spends most of her time in the outdoors with her family, friends, and pets. Her favorite activities include gardening, refinishing furniture, hiking, running, biking, kayaking, fishing, and reading. She loves volunteering with Team Rubicon, a disaster relief group of veterans and first responders.

IF YOU RECEIVED YOUR INITIAL LICENSE AFTER 2003 YOU CAN PRE-VERIFY FOR REAL ID NOW



Even though we are a year away from REAL IDs being available in Pennsylvania, it's important for customers interested in a REAL ID to start preparing now. And to help, PennDOT has opened online application for REAL ID pre-verification to customers who received their first Pennsylvania driver's license or ID after September 2003.

It's simple — visit www.PennDOT.gov/REALID and click the "Pre-Verification" button. You will be asked for your license or ID number, date of birth, and the last four digits of your Social Security number. Once you have completed the pre-verification application process, PennDOT staff will review your record and verify which documents are on file. You will receive follow-up communication from PennDOT regarding the status of your application. It's important to note, though, that customers are not officially pre-verified until they have completed

the online process and received confirmation from PennDOT that all documents are on file.

So, why only customers who received their initial product after September 2003? That's when PennDOT began imaging copies of customers' identifying documents as part of its initial driver's license or photo ID issuance process. Scanned versions of those documents were included in those customers' driving records. If PennDOT has your records on file, you can be pre-verified and order a REAL ID in spring 2019 as soon as they are available. You will not have to visit a driver's license center.

If PennDOT does not have your records, or you received your initial product before September 2003, you'll need to provide a series of documents to apply for a REAL ID product, per federal regulations. Those documents include proof of identity, Social Security number, all legal name changes, and

current, physical PA address. Visit PennDOT's REAL ID Document Check page for full information.

Remember, REAL ID is optional for Pennsylvania residents. A federally-accepted form of identification (whether it's the forthcoming Pennsylvania REAL ID driver's license or ID card, a U.S. Passport/Passport Card, a military ID, etc.) must be used as identification to board a commercial flight or visit a secure federal building on and after October 1, 2020. Not sure if you'll need a REAL ID? [Answer a few questions](#) on our website to help you decide.

STATE-OF-THE-ART SAFETY, TRAINING AND RESEARCH FACILITY BORN OF PENNDOT, TURNPIKE AND PENN STATE COLLABORATION

PennDOT and the Pennsylvania Turnpike Commission (PTC) are partnering with Penn State University to commence site planning and design for the Pennsylvania Safety, Transportation and Research Track, or PennSTART -- a state-of-the-art facility envisioned to benefit emergency responders, transportation organizations and research institutions.

The aim of PennSTART is to address safety, training and research needs in six key areas: traffic incident management (TIM); tolling and intelligent transportation systems (ITS) technology; work zones; commercial vehicles; transit vehicles; and connected and automated vehicles. Information on the facility, including a draft rendering and video simulation, is available at www.PennSTART.org.



SECOND AV SUMMIT CONTINUES IMPORTANT SAFETY CONVERSATIONS

When the first Pennsylvania Automated Vehicle Summit convened last September in State College, the discussions among the 275 attendees generated such enthusiasm and urgency that the conveners — PennDOT and the Department of Community & Economic Development (DCED) — decided not to wait a year for the second.

The second PA AV Summit met April 9-10, 2018, in Pittsburgh — the birthplace of vehicle automation technology due to the pioneering research by Carnegie Mellon University and its offshoots. More than 400 attendees registered for this event to learn about AV safety, infrastructure planning, and workforce and economic development.

Pennsylvania is one of the handful of leadership states in automated vehicle development, and one area where the Keystone State is uniformly recognized for leadership is citizen and public engagement. The AV summits are structured with the goal of fostering communication among industry representatives, policymakers, advocates of various stripes, local officials, service providers, and opinion leaders.

The summit also made news when, on the first day, PennDOT Secretary Leslie S. Richards [announced a strong and balanced interim testing safety package](#), including an update to the 2016 testing safety policy recommendations of the state's Autonomous Vehicle Task Force. PennDOT will be calling on testing entities in Pennsylvania to pledge compliance to those policy recommendations for safe AV testing, as we continue to ask the General Assembly to enact legislation to give PennDOT legal authority to oversee testing safety.

And on the second day, PennDOT joined with the Pennsylvania Turnpike Commission and Penn State to announce plans for a state-of-the-art advanced technology training and testing facility (PennSTART).

Of course, the essence of the summit is the interaction between subject-matter experts and the decision-makers, opinion leaders, and engaged citizens of the state who participated.

PennDOT and DCED will keep listening closely to the people of Pennsylvania and be steered by their guidance as we advance this profound transformation in transportation technology that is unfolding.

For more on automated vehicles and the summit, visit the "Autonomous Vehicles" page at www.penndot.gov. For more on the PA AV Summit, visit www.paavsummit.org. Find photos and videos from the summit in PennDOT's media center at www.penndot.gov under "About Us."

SAVE 8 LIVES IN JUST 30 SECONDS

If you could save eight lives in just 30 seconds, would you do it? That's how long it takes to become an organ donor in Pennsylvania. Just one donor can save up to eight lives and improve the quality of life of more than 75 people.

PennDOT encourages all Pennsylvanians to take those 30 seconds and register to become an organ donor. It's easy and can be done at any time — not just when you get or renew your license or ID.



More than 48 percent of current driver's license and ID card holders are registered organ donors — that's more than 4.77 million Pennsylvanians. More than 7,500 Pennsylvanians currently await organ transplants.

Organ donation is so important. Each day, 20 people in the United States die while waiting for a life-saving organ transplant. And every 10 minutes, another person's name is added to the national waiting list. And anyone can register to be a donor, regardless of age or medical history.

There are many myths and misconceptions about donation, like preferential treatment for certain people on the waiting list or doctors not performing life-saving maneuvers if they know you are a donor. These things simply are not true. Read more about common organ donation myths, and the truth behind them, at Donate Life Pennsylvania's Myths & Misconceptions page.

To add the organ donor designation to an existing driver's license or ID card today, visit the Donate Life PA page and provide your driver's license or ID number, birthdate, and last four digits of your Social Security number. 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 ID card. There is no charge for adding the designation to your driver's license or ID card.

For more information on organ donation in Pennsylvania, visit the [DONATE LIFE](#) Pennsylvania website.



ERIE-AREA ENGINEER KEEPS HISTORY ALIVE WITH 'BRIDGE MUSEUM'

By Jillian Harry, Safety Press Officer, District 1

"I like seeing the fruits of our labor and the team effort it takes to improve the bridge system."

As the bridge engineer for PennDOT's northwest region, William "Bill" Koller, P.E., talks about his work with ease and conviction, and oftentimes an analogy.

"I am the general in the bridge unit," Koller explained. "I take the battlefield reports — bridge inspections — and figure out what to do to maintain and improve the bridge system."

Koller also is the curator and historian of PennDOT District 1's unofficial "Bridge Museum." The area outside Bill's office is stuffed with artifacts from replaced and rehabilitated bridges from across the six-county area of District 1, which includes Crawford, Erie, Forest, Mercer, Venango, and Warren counties.

The items are sometimes donated by contractors who are rehabbing or demolishing state-owned bridges. Other items come from bridge work done by the PennDOT maintenance crews.

Koller uses the collection of items to make presentations, demonstrate construction principles or issues, and develop new ideas.

"We have so many unique bridges in District 1, some historic. It is a challenge to creatively upgrade them to current standards and loads," he said. "There are no rehabilitation manuals for these bridges, so it takes engineering principles, innovation, and new materials to make these bridges last another 50 years or more."

And if the solution involves major rehabilitation or replacement, then Koller often grabs a piece of the structure not slated for reuse and adds it to his museum.

The museum is also used to help train new employees in the bridge unit.

"Trainees are given plans of different bridges and they have to find the associated materials in the displays along with answers to a questionnaire booklet," Koller said. "This discovery learning saves time during the training process and serves as a thorough introduction to the bridge system and design."

The museum is just one of the aspects of his work Koller enjoys.

"I like seeing the fruits of our labor and the team effort it takes to improve the bridge system," he said.

Koller is proud of the district's work to produce bridge beams in house as well as its efforts toward developing innovative bridge components.

"All this is because we had the benefit of Transportation Secretary Tom Larson's genius in turning the department around and setting it on the right path," he said. "Our District Executives, starting with Jack Baker, advanced the Larson legacy in creating a work environment where employees can thrive."

With 36 years of experience with PennDOT District 1, Koller has the advantage of seeing the department develop and change over the years.

Among his past assignments was the Design IT Coordinator when personal computers were new in the department.

"Typical of a new field — assign it to related title until it becomes a big enough work load to justify a new position, or in this case, a whole new unit," Koller said with a smile.

"I remember my grandfather saying, often, how amazed he was to see the development of technology during his lifetime, he was born in 1892. Now I see the same thing and it is amazing."

Reminiscing and relating historical facts — those are well-known personality traits of the longtime PennDOT employee who is generous with the titles of books he has read and back-road directions to destinations around the district.

But what many might not know is that in his younger years he helped his father build a campground.

"I learned plumbing, carpentry, electrical wiring, surveying, sewage systems construction, welding, and customer relations," he explained. "I got to run a backhoe, ditcher, loader, bulldozer, tractor, mowers, and develop a love of maps, building things and travel — what great preparation for civil engineering."

PENNDOT HONORS ITS STARS OF EXCELLENCE



Every year, PennDOT recognizes some of its most innovative employees who approach their work each day as a mission to serve the people of Pennsylvania with care and dedication. Recently, 29 employees from around the state were given a Star of Excellence Award, the agency's highest recognition.

From the descriptions of our Stars' achievements, you see how the day-to-day work of exceptional individuals spells great success for PennDOT: significant savings for taxpayers, improved service delivery, and advancements in safety and productivity.

Winners of the 2018 Star of Excellence Awards are listed below.



CENTRAL OFFICE

- Alexis Campbell, Press Officer, Driver and Vehicle Services, Press Office
- Gregory M. Dunmire, Transportation Planning Specialist Supervisor, Planning
- William G. Gipe, Division Chief, Materials and Services Management, Administration
- Matthew Hedge, Manager, Special Hauling Permits, Highway Administration
- Sara E. Steele, Management Analyst, Administration
- Brian G. Thompson, PE, Director, Bureau of Project Delivery, Highway Administration
- Angela Watson, AICP, Special Projects Manager, Multimodal Transportation
- Alan D. Wilcox, Purchasing Agent, Driver & Vehicle Services

DISTRICT 1 — OIL CITY/ERIE

- James E. Carroll, Press Officer
- Bree L. McDonald-Stewart, District Maintenance Manager

DISTRICT 2 — CLEARFIELD

- John (Jay) Lee, Maintenance Repairman
- March G. Maney, Transportation Construction Inspector

DISTRICT 3 — MONTROUSEVILLE/ WILLIAMSPORT

- Bryan S. Miller, PE, Civil Engineer Manager — Bridges
- Elizabeth A. Soltys, Clerk Typist

DISTRICT 4 — DUNMORE/ SCRANTON/WILKES-BARRE

- Steven M. Fisher, Transportation Planning Specialist Supervisor

DISTRICT 5 — ALLENTOWN/ LEHIGH VALLEY

- Adam W. Bratrude, EIT, Senior Civil Engineer Supervisor
- Stanley F. Storm Jr., Highway Foreman

DISTRICT 6 — KING OF PRUSSIA/ PHILADELPHIA

- Salahaldin M. Ali, Assistant Construction Engineer
- William Harple, Highway Foreman

DISTRICT 8 — HARRISBURG

- David A. Wassel, Civil Engineer Manager
- Lisa A. Yohn, Human Resource Analyst

DISTRICT 9 — HOLLIDAYSBURG/ ALTOONA

- Russell J. Driskel, PE, Senior Civil Engineer Supervisor
- Donald Hoover, Transportation Equipment Operator

DISTRICT 10 — INDIANA

- Terry J. Mitchell, Highway Foreman
- Courtney E. Snyder, PE, Maintenance Program Engineer

DISTRICT 11 — BRIDGEVILLE/ PITTSBURGH

- Seth A. Michaels, Traffic Control Specialist
- Dean A. Poletti, PE, Maintenance Services Engineer

DISTRICT 12 — UNIONTOWN

- William L. Beaumariage, P.E., Support Services Engineer-Construction
- Joshua S. Timko, E.I.T., Civil Engineer Transportation