

District 11 Bounces Back after Devastating Landslide Collapses Three Lanes

Governor Tom Wolf and Secretary Leslie Richards
visit Route 30 landslide in western Pennsylvania.



pennsylvania
DEPARTMENT OF TRANSPORTATION

DISTRICT 11 BOUNCES BACK AFTER DEVASTATING LANDSLIDE COLLAPSES THREE LANES



In less than three months, PennDOT and its partners reopened Route 30 to the public after a section of the roadway was closed due to a major landslide. Recently, PennDOT Secretary Leslie S. Richards visited the site to thank the workers and local partners for their hard work in getting the road reopened quickly and safely.

The highway closed April 7 after the landslide caused the collapse of three lanes, displaced 31 people, and destroyed two apartment buildings and one house. Closure of the highway also meant rerouting approximately 25,000 to 30,000 vehicles that normally used the road each day as a main artery to the Parkway East from North Versailles, East McKeesport and North Huntingdon.

Typically, a project of this magnitude would take about two to three years to design and acquire Right of Way, and an additional seven to eight months to construct. The work isn't quite done yet, though. Construction work will continue on the site below Route 30, including concrete lagging installation, reestablishing gas and water lines, anti-graffiti application to the wall, and final grading. Minor construction activities requiring short-term lane restrictions may occur on Route 30. PennDOT will monitor the roadway for potential settlement of fill material.

Additionally, about 30 residents displaced by the landslide are waiting to either move back into apartments or find suitable replacement housing. Some are staying in apartment-style hotels paid for by PennDOT.



Route 30 after the collapse and before the repairs.



Route 30 after the repairs have been completed.

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 Resurfacing Pennsylvania progress, Eastern Pennsylvania Freight Summit, a new District Executive, PennDOT’s Island Avenue location makeover 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,

Serving as PennDOT Secretary means never being surprised when the cellphone rings at some odd hour and the District Executive on the other end says, “Well, we have a new issue.” One such recent instance is outlined on the cover of this edition of the DOT.com and the story on the facing page. And once again this story reflects what I find so rewarding about my job: the outstanding, even heroic way the people of PennDOT respond to challenges. Dealing with the Route 30 slide meant not only resolving the roadway issues, but also helping the adjacent residents who were displaced and needed immediate help. Our District 11 staff in the Pittsburgh area. responded quickly with the personal assistance people needed to work their way through the awful upheaval the slide generated.

As you read through this edition of DOT.com, you will see other examples of how the people of PennDOT make a difference for our customers across the state. We are dealing with a variety of challenges and making progress with each.

My thanks to you, the reader, for taking time to review our work and understand how committed we at PennDOT are to serving you.

Sincerely,

Secretary of Transportation

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CAMERON COUNTY SETTING THE BAR FOR SAFETY EXCELLENCE

By: Marla Fannin, Community Relations Coordinator, District 2



PennDOT's Cameron County maintenance office and regional repair facility together have combined for 3,203 days without a disabling injury.

PennDOT's District 2 — which includes nine counties in the northcentral part of the state — has seen a steep decline in its injury rate since the implementation of the "Safety Culture Initiative" in 2014. But one county in particular has been excelling in the safety arena since well before then. As of May 16, Cameron County maintenance and the Cameron County regional repair facility together have combined for 3,203 days without a disabling injury. That's more than 8 ½ years!

A disabling injury is defined as an injury or illness that requires professional treatment and results in lost time from work other than on the date of the injury. The last such injury at Cameron County maintenance occurred nearly six years ago, on July 21, 2012. At the Cameron County regional repair facility, the last disabling injury occurred March 25, 2015 — a streak of more than three years.

John Pagano, assistant highway maintenance manager for Cameron County, attributes this success to a consistent focus on safety and identifying the safest way to complete the task at hand. His crews have adopted the mentality

that if something doesn't look or sound safe, then it probably isn't. And instead of proceeding, crews stop what they are doing and problem solve to come up with a way of completing the task that will keep everyone safe.

Pagano also gave credit to those who work behind the scenes for maintaining this consistent focus on safety. Emphasis on safety doesn't start and end with the crews, but is evident from those in the office down to the mechanic who works to ensure all the equipment is properly maintained.

That mentality is spreading across District 2. PennDOT uses a formula established by the U.S. Bureau of Labor Statistics to calculate upward and downward trends in work-related injuries. The goal for work-related injuries is 4.32 or less. As of May 16, the injury rate for District 2 was at 3.8; the rate for PennDOT as an agency was 4.45.

While Cameron County is setting the bar for safety excellence in District 2, the district office, Clinton County maintenance, and Mifflin County maintenance have all gone more than a year without a disabling injury.

COMPRESSED NATURAL GAS FUELING STATIONS GROW IN PA



Two more of the 29 planned Compressed Natural Gas (CNG) Fueling Stations opened at 3301 Fifth Avenue in Altoona and 13227 Dunham Road in Meadville. Officials from PennDOT, Trillium CNG, and AMTRAN-Altoona and the Crawford Area Transit Authority marked the start the fueling facilities that are part of a Public Private Partnership (P3).

So, what is CNG? Compressed natural gas, methane stored at high pressure, is a fuel which can be used in place of gasoline, diesel fuel and propane. Compressed natural gas is cheaper per gallon than conventional gas and diesel fuel, and it burns cleaner. The combination of cost savings and extended engine life helps make transit agencies more sustainable, and reduces their reliance on the state to fund operations.

See a table of all completed and proposed PennDOT P3 CNG stations at "P3 for PA" under "Projects and Programs" at www.penndot.gov.

MEET JIM ANDREWS: DISTRICT 10 ASSISTANT DISTRICT EXECUTIVE FOR DESIGN

By: Deborah Casadei, Community Relations Coordinator, District 10



Jim Andrews has held many positions and seen many changes in his 33 years at PennDOT. Right now, he's assistant district executive for design in PennDOT's Indiana-based District 10, which includes Armstrong, Butler, Clarion, Indiana, and Jefferson counties.

Andrews joined the department in July 1985 as a civil engineer trainee, and for most of his career has worked in the Bridge Unit. He was inspired to apply for a PennDOT career after working as an ESTI (Engineering Science Technology Intern) one summer while studying at the University of Pittsburgh at Johnstown. He enjoyed the opportunity and felt PennDOT would provide a stable and challenging career.

Over the years, Andrews has experienced many changes in technology. When he started, there was no Computer Aided Drafting (CADD) — plans were drafted by hand. The Bridge Unit had just two mainframe computers and one PC with a few programs. Today,

everyone has a desktop or laptop computer or CADD station with multiple monitors.

"The implementation of CADD has been a great improvement in design," Andrews said. "However, the 'art' of drafting has dwindled."

Technology changes such as wireless connections allow bridge inspectors to spend more time in the field. They can prepare inspection reports and sketches electronically and download them along with their photos directly into our bridge maintenance system. Andrews remembers a time before this technology, when inspectors had to bring in paper reports and send film out to be developed.

"When I started my career here, we did not have email, smartphones, and laptops," he said. "All correspondence was typed on a typewriter and copies were made with carbon paper. Pictures were developed on film."

One of Andrews' favorite things about PennDOT has been working in District 10's five counties and being part of improving the bridges in the district.

"When I would tell people that I was a bridge engineer in the design unit, they were surprised because they didn't know that aspect of our business," Andrews explained. "We are more than plowing snow and maintaining roadways; employees in the design, maintenance, and construction units take pride in doing great work and improving the communities they live in."

Andrews and his wife of 32 years have two children. His son is married and a captain in the Marine Corps living in North Carolina. His daughter is attending graduate school in Wichita Falls, Texas. Andrews and his wife love to travel — especially to the beach — and he enjoys sharing the photos of the warm climates with co-workers, especially during the winter.

PENNDOT ENACTS INCREASED SAFETY OVERSIGHT OF HIGHLY AUTOMATED VEHICLES



PennDOT is taking an active role in ensuring Highly Automated Vehicle (HAV) testing is done as safely as possible.

After numerous discussions with the state's Autonomous Vehicle Policy Task Force and holding one-on-one meetings with more than a dozen HAV Testers, the department has issued its guidance to enhance safety oversight of Highly Automated Vehicles in Pennsylvania.

Until enactment of HAV legislation sought by the administration, starting August 1, PennDOT expects all testers to comply with the guidance by submitting a "Notice of Testing" to PennDOT on the department's AV site, www.penndot.gov/AV.

This guidance emphasizes the Department's expectation that companies are taking every possible step to prepare their vehicles and personnel for on-the-road testing.

SECRETARY RICHARDS RECEIVES AWARDS FOR EFFORTS ON DIVERSITY, HUMAN TRAFFICKING

By Ellerie Krot, Press Office Summer Intern

PennDOT Secretary Leslie S. Richards has continually been an advocate for women and diversity in transportation and government. Recently, she received several awards recognizing her efforts in promoting diversity and ending human trafficking.

Richards was this year's winner of the WTS International Woman of the Year award, which honors a woman who is an outstanding role model in transportation. WTS is an organization which promotes advancing women in transportation. Richards also won the award at the regional level from both WTS Central PA and WTS Pittsburgh, making her eligible for the international award.

She also received the Conference of Minority Transportation Officials (COMTO) 2018 Celebrating Women Who Move the Nation Award in recognition of her professional achievements and exemplary leadership in the transportation industry.

To mark Women's History Month in February, City and State PA, a multimedia news firm dedicated to coverage of Pennsylvania's state and local government, honored Pennsylvania women doing remarkable work in politics, health care, education, and nonprofits. The City and State PA's 2018 Above and Beyond Distinguished Service Award marked Richards' "significant improvements in projects and community relationships at PennDOT."

Richards also received the Villanova Law Institute to address Commercial Sexual Exploitation (CSE) Justice Done Award, which names her as an ally in the fight to end sex trafficking and



commercial sexual exploitation in Pennsylvania. Richards was instrumental in creating training for all PennDOT employees, and launching a campaign to ensure that everyone who works in the most critical areas of transportation has the tools they need to recognize such behavior.

As part of her advocacy for women and diversity, Secretary Richards has initiated the Moving Women Forward tour, with stops at colleges across the state to spark discussion on the topic of women and minorities pursuing careers and leadership positions in transportation and public service. Future events have been planned for Erie and in the Lehigh Valley areas in the fall.

PENNDOT'S ISLAND AVENUE LOCATION GETS A MAKEOVER

One of the Pennsylvania Department of Transportation's busiest driver license centers recently moved up in the world — or more accurately, down the road a bit.

The Island Avenue location in Philadelphia — which saw more than 108,000 customers last year — officially closed at the end of June. It was replaced with the new South 70th Street location, which includes a variety of advancements for customers.

- Queuing text notifications. Upon arrival, customers will check in at a kiosk where they have the option to input their mobile phone number to receive a text message when it's nearly their turn in the queue.
- Free customer Wi-Fi.
- PennDOT's Motor Vehicle Network. The MVN is a network of flat-screen TVs in the waiting area that provides valuable information to our customers.



- Environmentally friendly features. The new building has LED lights with energy-saving controls, high-efficiency restroom facilities with "WaterSense" faucets, a state-of-the-art HVAC system, and expanded recycling options for both customers and staff.

Additionally, the new location is more than double the size of the original site. There will be 15 driver licensing and five photo workstations in the new building, allowing PennDOT staff to help you more efficiently.

ERIE-AREA PENNDOT OFFICE WELCOMES NEW DISTRICT EXECUTIVE

By: Jill Harry, Acting District Press Officer, District 1



Jim Foringer

Longtime PennDOT employee James A. Foringer, P.E., recently was named the district executive for the department's Erie-area office.

Foringer comes to District 1 — which covers Crawford, Erie, Forest, Mercer, Venango, and Warren counties — with a wealth of knowledge and experience from working more than 30 years in the Pittsburgh and Harrisburg PennDOT offices.

"It is my honor to lead District 1, where the employees have consistently been recognized as innovators and experts in their field," he said. "I hope to guide the district to build on this expertise and teamwork to achieve greater improvements in our transportation system while using the PennDOT Connects program to create stronger partnerships with the communities within our region."

Foringer started his career through the District 12 (southwest PA) summer internship program. He quickly recognized that the department was a perfect fit for his interests in engineering and his desire to serve his community, so he applied to work as a civil engineer trainee in the Pittsburgh-area District 11.

"I can still remember the exact spot where I was standing when I received the call offering me a position as a civil engineer trainee," he recalled.

Since that time, Foringer has held various positions within the department, including construction project engineer, construction quality assurance engineer, structure control engineer, principal assistant construction engineer, and assistant district executive for construction. He most recently served as acting director for the Bureau of Project Delivery in PennDOT's Harrisburg office.

Foringer says his most memorable experience with the department has been championing the eConstruction efforts that transformed how construction inspection activities are done across the state through an integrated technology approach.

Another highlight was being named the 2016 Engineer of the Year by the Engineers Society of Western Pennsylvania.

He says those around him tend to notice that he is detail-oriented and strives to find a positive outcome for any problem.

As far as his favorite part of working for PennDOT, he is quick to point to his staff and colleagues from across the state.

"I have enjoyed working with people throughout the department and watching their careers develop throughout the years," Foringer said. "It really is a family environment and our employees care about each other."

MANSION HOUSE BRIDGE DEDICATION TAKES PLACE IN JIM THORPE, CARBON COUNTY



Department of Conservation and Natural Resources Secretary Cindy Adams Dunn and other state officials joined D & L Trail and local representatives in dedicating the long-awaited new Mansion House Bridge, spanning the Lehigh River in Jim Thorpe, Carbon County. Funded by DCNR and PennDOT, the bridge is a key component in completion of the trail that stretches more than 60 miles from Bristol, Bucks County, north to Wilkes-Barre, Luzerne County.

FLY THE FRIENDLY SKIES OF PENNSYLVANIA



Do you know that nearly 400 airports currently call Pennsylvania home?

Fourteen of those airports will make safety upgrades or expand operation opportunities with the assistance of \$15 million in state investments. The upgrades are expected to bolster commerce by attracting more customers to the commonwealth.

A complete list of the projects can be found by searching in the Statewide Press Release tab at www.penndot.gov.

For more information on aviation in Pennsylvania visit "Aviation" under "Doing Business" at www.penndot.gov.

MEET CONNIE SPRAGUE: WESTERN REGION MANAGER FOR PENNDOT'S EMPLOYEE SAFETY AND TALENT DEVELOPMENT DIVISION



Connie Sprague



Connie Sprague is the western region manager for PennDOT's Employee Safety and Talent Development Division. She works out of the department's District 10 office in Indiana, Pa.

How long have you been with the department?

Five years with PennDOT. Prior 10 years with the Department of Corrections and three years with the Department of Labor & Industry.

What other positions have you held with the department?

HR analyst 2 for classification/placement/training/recruitment and HR analyst 2 as district safety coordinator.

What do you do as a western region manager for Employee Safety and Talent Development?

Manage and supervise the Employee Safety and Employee Training program areas for the western region, which is comprised of four districts — Districts 1, 10, 11, and 12. Supervise three training coordinators, a safety supervisor (who supervises four district safety coordinators), and a clerk typist 2. Provide leadership, guidance, direction, and support for the regional safety and training sections, identify strategies for improvement and ensure compliance with policies and standards and ensure consistency throughout the region. Identify training needs for the development and delivery of training for employee development and safety needs.

What made you want to work with PennDOT?

I was looking for a challenge and a position where I could learn and utilize new skills. I was seeking to broaden my program area background by going into the role as district safety coordinator to assist in keeping employees safe in their working environment. I was also looking forward to being able to interact with so many employees on a constant basis. I wanted to work for a department where I could truly make a difference for employees and the department.

What is your favorite thing about working at PennDOT?

PennDOT employees are like a "family." People helping people whether they need assistance or advice on a professional/business playing field or if they simply need assistance in their personal lives from a house fire or some other catastrophic event.

What is something you wish the general public knew about the department?

That the traveling public's safety and our safety are always first and foremost when we are on construction sites or simply in a work zone providing maintenance services and/or flagging. We also depend on the traveling public to help ensure we go home safely every day to our families and loved ones.

Tell us about your family.

I was raised by my grandmother the old-fashioned, country way, respecting every living thing and being grateful for every little thing. I live with my spouse, Les, and our fur babies — our dog, Duke, and our cats, Foggy, Hoppy, Fluffy, Kiki, and Missy.

How would someone describe you?

Hard working, team player, honest, loyal, great listener, and someone that can be counted on to go above and beyond.

What do you do when you aren't working?

Country life on our property and at our log house. Gardening, landscaping, golfing, billiards, wood working, relaxing outside, and listening to music.

What might someone be surprised to know about you?

I care for a feral cat community that my grandmother started caring for. This entails TNR (trap, neuter and return), vet care, shelter, food/water, and human interaction. I also volunteer at a local animal sanctuary on the weekends. Picture attached is of one of the rescued dogs, Duke, where I was gaining his trust. Duke was adopted by us.

FIFTEEN MINUTES COULD SAVE YOUR VEHICLE REGISTRATION

So, you went after that 15% or more in car insurance savings and now PennDOT is thinking you're uninsured! Before we tell you what you need to do, here's why it happened in the first place.

Auto insurance companies are required to tell PennDOT when they cancel your insurance policy. However, your new insurance company is not required to notify PennDOT that you just bought insurance. So, PennDOT may assume you do not have insurance and send you a "proof" letter.

The Pennsylvania Insurance Department recognized this as an issue, receiving thousands of complaints yearly. Working with PennDOT, the Insurance Department created a step-by-step brochure to help with the issue.

The Insurance Department advises that you not panic when you receive the letter, but be sure to respond or PennDOT will be required to suspend your vehicle registration. Customers quite often ignore the letter from PennDOT because they have received their new insurance information, and assume that PennDOT must be aware of the change.

So, if you do change auto insurance providers, and receive a Proof of Insurance Request letter from PennDOT, here's how to provide your updated insurance info to PennDOT:

Drivers can email their updated insurance information to PennDOT at FRInsurance@pa.gov, call 717-412-5300, fax it to 717-772-1550, or mail it to Financial Responsibility Unit, PO Box 68674, Harrisburg, PA 17106.

Drivers can also use the "Find a PennDOT near you" feature on the PennDOT Driver and Vehicle Services website to find a private business partner who can provide assistance.

Please read the "proof request" letter from PennDOT carefully for all options for response to the letter – not responding to the proof request letter risks receiving an official notice of suspension.

If a driver receives an official notice of suspension, he or she may provide proof of insurance on the PennDOT Driver and Vehicle Services website at www.dmv.pa.gov, selecting "vehicle services" at the top of the page, selecting "insurance/suspensions," and then clicking the online Proof of Insurance link.

If you feel your insurance company has cancelled your auto insurance in error, let the Pennsylvania Insurance Department know. Whether you have a general question or want to file a complaint, you can get help at Consumer Services online at www.insurance.pa.gov or you can contact us at 1-877-881-6388.

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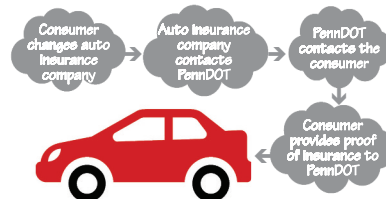


PA pennsylvania

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Things can be a little confusing when you change auto insurance companies in Pennsylvania.

What happens when you change auto insurance?



Auto insurance companies **are required** to tell PennDOT when they cancel your insurance policy.

Your new insurance company is **not required** to notify PennDOT that you just bought insurance. So, PennDOT may assume you do not have insurance and send you a "proof" letter. Don't panic when you receive the letter but be sure to respond or PennDOT will be required to suspend your vehicle registration.

ACT NOW

Here are ways you can provide proof of insurance.

- ✓ Email your updated information to frinsurance@pa.gov
- ✓ Fax or mail your updated information to PennDOT at 717-772-1550 or Financial Responsibility Unit, PO Box 68674, Harrisburg, PA 17106
- ✓ Find a private business partner to assist you by visiting www.dmv.pa.gov. Once on the website click "Find a PennDOT near you"
- ✓ Provide proof of insurance at www.dmv.pa.gov if you received a "Proof Letter"

Please read the "proof" letter from PennDOT carefully for all of your options for response to the letter.

*Photocopies of updated information are acceptable. Originals will not be returned
*visit www.dmv.pa.gov to learn what items may be used for proof of insurance

To download the above brochure please click on the link below:

<https://www.insurance.pa.gov/Coverage/Documents/Auto/Changed%20Auto%20Insurance%20Brochure.pdf>

GETTING FROM POINT A TO POINT B: THE EASTERN PENNSYLVANIA FREIGHT SUMMIT ADDRESS THE ISSUES



Somehow, somehow, every material thing that will cross your path today had its own journey. If you are like most, these journeys never cross your mind. For thousands, the movement of goods from point A to point B is the focal point of their career.

The importance of this very simple premise was the impetus behind Pennsylvania's first-ever summit on freight.

PennDOT took center stage at the Eastern Pennsylvania Freight Summit, which was held at Lehigh University, where freight-related challenges were tackled head-on.

At the summit, it was noted that Pennsylvania is truly a keystone for goods movement and economic opportunity due to our roadway network, ports, and highest-in-the-nation rail miles.

Here are a few of the steps that PennDOT has taken to plan for and invest in freight:

- In late 2016, implemented PennDOT Connects, a new project-planning initiative that prompts earlier consideration of freight issues in project planning;
- Released the new Comprehensive Freight Movement Plan in 2016;

- Organized a Freight Work Group including department staff, the Federal Highway Administration and regional planning partners that meets quarterly to advance freight planning in the state;
- With Governor Wolf, increased investments in roadway paving and reconstruction through the Road Maintenance and Preservation, and Resurface PA initiatives; and
- Put roughly \$2.5 billion annually into construction statewide in addition to work by department forces.

The Eastern Pennsylvania Freight Summit was an important forum for stakeholders and officials to learn more about the challenges that we and our community partners are facing as we embrace these tremendous opportunities.

Want to learn more?

The summit program, including detailed data on population, goods movement, and other freight information in the region, is available from the Lehigh Valley Planning Commission's website at www.lvpc.org - "2018 Eastern PA Freight Summit."

More information on project planning and freight planning at PennDOT is available at www.penndot.gov on the "Planning" page under "Projects & Programs." More information on rail freight and ports is available under the "Doing Business" tab.

MORE MUNICIPALITIES ARE IMPROVED THROUGH "GREEN LIGHT-GO" TRAFFIC SIGNAL ENHANCEMENTS



More than \$31 million to support traffic signal upgrades to increase safety and mobility across Pennsylvania's communities, has been announced to enhance 70 municipalities.

This is the fourth round of funding through the Green Light-Go program that targets signals that are not functioning properly, aggravating congestion and impeding traffic flow.

The grants are provided as reimbursement to municipalities for updates to improve the efficiency and operation of existing traffic signals.

The funds can also be used for a range of operational improvements such as light-emitting diode (LED) technology instillation, traffic signal retiming, developing special event plans and monitoring traffic signals, as well as upgrading traffic signals to the latest technologies.

A complete list of the most recent awards can be found by searching in the Statewide Press Release tab at www.penndot.gov.

THE RESURFACING OF PENNSYLVANIA CONTINUES



PennDOT is moving ahead with accelerated repaving contracts after having already applied 109,000 tons of patching material and improving more than 1,000 miles of roads through July under Governor Wolf's "Resurface PA" initiative.

Much has been done, but more work is required after a particularly long and difficult winter. With 40,000 miles of road to maintain, PennDOT faces a tough challenge fixing every pavement problem, but its crews have worked tirelessly to address them.

The Resurface PA program calls for an additional \$7 million being invested in seven interstate maintenance projects covering potholes and other repairs on 78 miles of roads this year. On top of that, these additional investments are planned:

- \$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.

Together, these commitments will make 17 interstate paving and preservation projects covering 255 miles happen at least two years sooner than scheduled. These accelerated projects, which will preserve the pavement surfaces for at least five to six years, build on the 85 interstate projects covering more than 775 miles that are underway or expected to begin or finish this year.

A significant part of the work is being financed using savings from other projects since Governor Wolf took office.

Examples of some of the paving contracts that are in process or design can be found at www.penndot.gov by searching "Resurface PA" under Statewide News Releases.

MEET MARCUS LAMANNA: TRAFFIC CONTROL SPECIALIST WITH THE EASTERN REGIONAL TRAFFIC MANAGEMENT CENTER

"If I won the lottery, I would buy a big chunk of land with lots of water so I could fish."

Marcus LaManna, a traffic control specialist in the Harrisburg-based District 8 Eastern Regional Traffic Management Center loves the outdoors. He continued to say that he'd buy land in Georgia, Missouri, or Louisiana. He and his family would travel to Alaska, Japan, and Hawaii. But LaManna's fortune would be PennDOT's loss, as his knowledge and support of traffic safety are invaluable assets to the department.



Despite his love for the outdoors, LaManna spends most of his day indoors in front of a bank of computer screens watching traffic cameras from around the region. PennDOT's traffic management centers oversee 24/7 operations of the freeway and major arterial systems through the use of ITS devices, freeway service patrols, communication with emergency responder agencies, and close coordination with districts and other agencies.

LaManna also is part of the District Incident Response Team (DIRT), which helps to manage traffic issues when there are major incidents. He is often "the boots on the ground" facilitating incident management and coordinating our partners to ensure a speedy and safe cleanup.

One of the more memorable crashes LaManna was involved with was the I-78 crash a few years ago on the Lebanon/Berks county line. If you remember, a snow squall came through and we had chaos on the interstate — cars everywhere for quite some distance. LaManna coordinated the responses of the Pennsylvania State Police, local first responders, and PennDOT to help sort out vehicles and figure out what injuries needed to be tended to first and how to haul away vehicles to get the interstate open as quickly as possible. (But that's not his only memorable experience — LaManna could also tell you stories about rounding up chickens, ducks, pigs, cows, and more!)

LaManna and the Eastern Regional Traffic Management Center crew also have been responsible for reviving the Traffic Incident Management (TIM) teams, which review best practices in terms of incident management, and how to quickly and safely clear interstates to get traffic flowing again. The last time one met in District 8 was after the infamous Valentine's Day storm in 2007.

If LaManna had his way, he'd be outdoors all day. He and his family love to travel to national parks and are trying to fill a national park "passport" by visiting every park in the United States. They have hit many, including Yellowstone, the Grand Tetons, Glacier (his favorite) and Shenandoah. Just recently, LaManna and his family (wife Heather and sons, Justin and Michael) spent a few weeks in Utah and Montana, visiting Zion, Bryce, and the Grand Canyon.

Aside from enjoying nature outdoors, LaManna gets outside by playing on the PennDOT District 8 softball team, the Highway Hackers. He plays first base, third base, or outfield. The team plays other state agencies, legislators, and credit unions.

"ALTERNATIVE" TRANSPORTATION PROJECTS TO IMPROVE MOBILITY, CONNECTIVITY



To travel in Pennsylvania is not a "one-size-fits-all" proposition, and PennDOT recently awarded investments in 82 projects via \$67 million in federal funds to support our multimodal system.

Awarded through the federal Surface Transportation Block Grant Program Set-Aside or Transportation Alternatives (TA) Set-Aside, the program provides funding for projects and activities defined as transportation alternatives.

These alternatives include:

- On- and off-road pedestrian and bicycle facilities;
- Infrastructure projects for improving non-driver access to public transportation and enhanced mobility;
- Community improvement activities, and environmental mitigation;
- Trails that serve a transportation purpose; and
- Safe routes to school projects.

A complete list of the projects can be found by searching in the Statewide Press Release tab at www.penndot.gov.

More information on Transportation Alternatives Set-Aside can be found under "Planning" at Projects & Programs at www.penndot.gov.