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BIPARTISAN INFRASTRUCTURE LAW CONTINUES TO DELIVER

TABLE OF CONTENTS

Bipartisan Infrastructure Bill	2	Collabortive Hydraulics	10
Rail Freight Infrastructure	3	Protecting the Past, Planning for the Future	11
EV-Charging Improvement Reliability	4	Frontier Airlines Expanding Services	12
Navy Yard Automated Shuttle Launch	4	Awareness to End Human Trafficking	13
Westmoreland County Transit Investment	5	Paint the Plow Program	13
Workplace Hero - Greg Minich	6	Highway Safety Laws Week	15
Clearfield County Traffic Signal Project	6	Rachel Duda, District 12's New Executive	17
Margaret Road Intersection Improvement	7	Loon Bird Rescue	17
Employee Profile - Peter Sinkler	8	Black History Month	18
Spreading Happiness with Mary Jeab Pepple	8	U.S. 219 Project Website	19
Drew Petty Celebrates 15 Years	9		



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This 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!**

BIPARTISAN INFRASTRUCTURE LAW CONTINUES TO DELIVER THROUGH NEW PASSENGER RAIL FUNDING

By Alexis Campbell, PennDOT Press Secretary



Governor Josh Shapiro announced over \$140 million in passenger rail investments through the Federal-State Partnership for Intercity Passenger Rail (FSP-National) grant program and the Corridor Identification and Development (Corridor ID) program. These investments are part of an \$8.2 billion federal investment to transform passenger rail in the United States, and is among the many ways the Bipartisan Infrastructure Law (BIL) continues to deliver for Pennsylvania's transportation network.

Pennsylvania will receive \$143 million through the FSP-National program to support the expansion of passenger rail along the Keystone West corridor between Harrisburg and Pittsburgh. Currently, the Pennsylvanian Amtrak service travels roundtrip between New York City and Pittsburgh via Harrisburg once daily. The agreement that Norfolk Southern and PennDOT entered into supports increasing those Pennsylvanian passenger services to twice a day. To support these expanded passenger operations, the Commonwealth will invest more than \$200 million in infrastructure and safety improvements, which will now be partially offset by this federal investment.

Additionally, FRA has identified three passenger rail corridors in Pennsylvania for study and development through the Corridor Identification and Development

(Corridor ID) program, a comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation. The Corridor ID grant funds will support the Scranton to New York Penn Station (NYP) Passenger Rail Corridor project, the Keystone Corridor: Pittsburgh to Philadelphia project, and the Reading-Philadelphia-New York Corridor. Each corridor will receive up to \$500,000.

The **Scranton to New York Penn Station (NYP)** Passenger Rail Corridor project will restore intercity passenger rail service between Scranton, Pennsylvania and New York Penn Station (NYP), providing access to New York City, northwestern New Jersey, and Scranton for employment, business, leisure trips, tourism, recreation, and opportunities at higher education institutions along the route. The Corridor has been the subject of numerous studies, including the Amtrak Connects US Corridor Vision Plan, and long-range transportation plans that show growing demand for intercity passenger rail service along a corridor that has heavy auto traffic and unpredictable travel times for commuters. The Corridor will provide an intercity transportation option for historically under-served northeastern

Appalachian Pennsylvania and northwestern New Jersey.

The **Keystone Corridor: Pittsburgh to Philadelphia** (Corridor) project will expand, modernize, and improve the two state-supported Amtrak services - the Pennsylvanian and the Keystone Service - to meet the demands of intercity passenger rail in the Corridor and improve co-mingled operations for intercity, commuter, and freight trains. PennDOT's overarching goals for the Corridor are to increase frequency of service, reduce trip times, and improve the passenger experience, leading to higher ridership. PennDOT and its partners have invested significantly in the Corridor over the past two decades, designing and implementing station and rail infrastructure improvements between Harrisburg and Philadelphia and identifying improvements between Pittsburgh and Harrisburg to allow for a second daily Pennsylvanian frequency.

The **Reading-Philadelphia-New York** Corridor would connect Berks, Chester and Montgomery counties with Philadelphia and New York City, as well as other communities along Amtrak's Northeast Corridor and beyond. The corridor would run on an existing rail alignment that has not had passenger trains running since 1983, with new intermediate stops in Pottstown, Phoenixville and potentially Norristown, with four to eight daily roundtrips connecting southeastern Pennsylvanians with Philadelphia and New York, NY, from Reading. This application was submitted by the Schuylkill River Passenger Rail Authority.

More information on passenger rail in Pennsylvania can be found on our [website](#).

SHAPIRO ADMINISTRATION INVESTS \$42.5 MILLION IN RAIL FREIGHT INFRASTRUCTURE, 25 NEW RAIL PROJECTS WILL SUSTAIN OVER 300 JOBS STATEWIDE



The approval of 25 rail freight improvement projects that will enhance freight mobility while creating or sustaining nearly 300 jobs in 23 counties across Pennsylvania.

These investments are aligned with Governor Shapiro's commitment to improve Pennsylvania's infrastructure and support economic growth, and build on new federal funding of over \$140 million in Pennsylvania rail investments to support the expansion of passenger rail along the Keystone West corridor between Harrisburg and Pittsburgh.

Pennsylvania has 65 operating railroads, which is more than any other state. PennDOT is committed to working with private rail operators and rail-served businesses to construct

new rail lines and assist in maintaining and improving Pennsylvania's roughly 5,600 miles of freight lines.

The State Transportation Commission voted to approve \$42.5 million for projects through the Rail Transportation Assistance Program (RTAP) and the Rail Freight Assistance Program (RFAP).

The complete list of the 25 approved rail freight projects with the state share can be found on the Rail Freight and Ports page on PennDOT's website at: www.penndot.pa.gov/Doing-Business/RailFreightAndPorts

PENNSYLVANIA SECURES \$5 MILLION FEDERAL INVESTMENT TO IMPROVE EV-CHARGING RELIABILITY ACROSS THE COMMONWEALTH

PennDOT announced that dozens of existing electric vehicle (EV) charging sites will be repaired or replaced through a new, \$5 million federal investment from the Bipartisan Infrastructure Law (BIL). With continued Commonwealth investments combined with federal infrastructure programs, the Shapiro Administration is continuing its work to address climate change, grow the Commonwealth's economy and ensure that Pennsylvania is ready for the next generation of transportation, one that will be cleaner, safer, more affordable, and more reliable than ever before.

PennDOT was among 24 grant recipients for the EV Charger Reliability and Accessibility Accelerator Program. The funds received through this grant will

be allocated through a program that PennDOT anticipates administering similarly to the National Electric Vehicle Infrastructure (NEVI) program. There are 293 eligible charging ports at 174 locations in Pennsylvania which are all privately owned. PennDOT will run a competitive program to select chargers and sites and anticipates that between 20 and 50 sites will receive an award.

PennDOT will develop and announce the funding opportunity in the coming months. A 20 percent match will be required for awarded funds. Information on PennDOT's EV and alternative-fuel infrastructure initiatives and programs can be found on its website @[Electric Vehicles and Alternative Fuels \(pa.gov\)](https://www.penn.gov/electric-vehicles).

PHILADELPHIA NAVY YARD EMBRACES INNOVATION WITH AUTOMATED SHUTTLE LAUNCH

By Mark Kopko, Director Strategic Development and Implementation Office



The Philadelphia Navy Yard, a historic and dynamic area known for its commitment to innovation and sustainability, is taking a significant leap forward with the introduction of an automated shuttle service in partnership with Philadelphia Industrial Development Corporation (PIDC), Delaware Valley Regional Planning Commission (DVRPC), Perrone Robotics, Drexel University, and PennDOT. This pioneering project represents a fusion of cutting-edge technology and eco-friendly transportation.

The shuttle, a retrofit of the 2023 Ford e-Transit van, encapsulates modern transportation ideals. It's not just an electric vehicle (EV) with a capacity for 9

passengers, but it also adheres to ADA compliance, ensuring accessibility for all. This alignment with environmental sustainability is evident as the EV nature of the shuttle promises reduced carbon emissions, contributing to cleaner air and a healthier city.

Operating initially from 10 AM to 2 PM, the shuttle will navigate a counter-clockwise route through the Navy Yard. This schedule is a starting point, with expansion plans contingent on additional driver availability. The dynamic nature of the Navy Yard, with ongoing construction, means the route will evolve, reflecting the area's constant growth and change.

The introduction of this shuttle service dovetails with PIDC's broader strategy to enhance customer service and supplement existing shuttle routes and PennDOT goal of increasing multi-modal options.

With approximately \$350,000 granted by DVRPC from their Travel Options Program, the shuttle embarks on a one-year pilot journey. This period will not only test the shuttle's operational efficacy but also gather public feedback, crucial for future enhancements.

Post the successful completion of its initial phase within the Navy Yard, the shuttle is set to embark on a more ambitious route. The next phase involves extending its journey up Broad Street to NRG station, before looping

continued on page 5

SHAPIRO'S PROPOSED TRANSIT INVESTMENT WOULD BENEFIT WESTMORELAND COUNTY

By Elizabeth Foose, Digital Director



PennDOT Secretary Mike Carroll recently joined officials from the Westmoreland County Transit Authority (WCTA) and Westmoreland County Chamber of Commerce in Greensburg to underscore how Governor Shapiro's budget proposal to invest in transit agencies is a commonsense way to create good-paying jobs, spur economic development, and help Pennsylvanians reach their destinations safely.

The Governor's budget proposes an additional \$282 million investment for transit – the first of its kind in over a decade. This would be achieved with an additional 1.75 percent of the Pennsylvania Sales Tax being deposited into the Public Transportation Trust Fund. The proposal would invest an additional \$955,084 in WCTA in the 2024-25 fiscal year.

On average, 64 percent of the people who use fixed-route services say that they have no alternate means of transportation. Nearly 38 percent of WCTA's riders have no other option.

The investments proposed by the Governor would secure the county's transit services while making it possible to act on proposals from WCTA's development plan. The draft plan describes the state of the county's current transit service and various improvement options grouped into improved, enhanced, and aspirational categories. The improved network options are based on the current WCTA budget while enhanced and aspirational network enhancements would require additional funding.

"The additional funding included in the Governor's proposal would not only allow the WCTA to implement the changes included in the improved network, but we could also focus on some of the recommendations included in the enhanced network," said WCTA

Executive Director Alan Blahovec. "Specifically, the enhanced network included extended service hours on weekdays and Saturdays which was a priority from the public input."

"The acknowledgement of public transit as a catalyst for our region and connectivity is a boost to our economic footprint, and investment to our communities resonates deeply within us," said Westmoreland County Chamber President & CEO Dan DeBone.

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.

Learn more about public transit options and apply for transportation assistance programs through the Commonwealth's Find My Ride (FMR) tool.

continued from page 4

back, further bridging the gap between the Navy Yard and the broader Philadelphia transit network.

Unlike many automated shuttles that necessitate special designs and NHTSA approval, this project is distinct in its approach, leveraging the familiar framework of a standard shuttle van. This adaptation of an existing vehicle model for automated transit showcases a unique path in the realm of urban transportation, potentially simplifying the implementation process and offering a novel blueprint for future automated transit solutions.

WORKPLACE HERO – DRIVER AND VEHICLE SERVICES

By Brandon Glorioso, Community Relations Coordinator, Driver and Vehicle Services

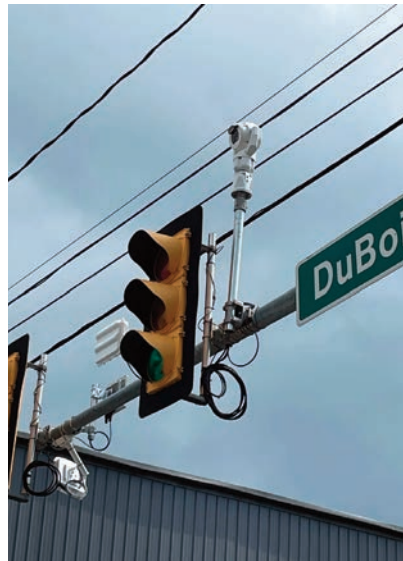
PennDOT Secretary Mike Carroll and Driver and Vehicle Services management are proud to recognize DVS employee Greg Minich as a Workplace Hero for His life-saving actions on October 20, 2023.

That day, Greg recognized that a fellow employee was choking on an orange slice she was eating. Greg acted immediately to successfully perform the Heimlich maneuver. Thanks to Greg's quick actions, the employee was able to expel the orange and resume normal breathing.



TRAFFIC SIGNAL PROJECT TO MITIGATE TRAFFIC BACKLOGS IN CLEARFIELD COUNTY

By Timothy Nebgen, Community Relations Coordinator, District 2



This corridor is also employed as an Incident Management Route for Interstate 80, which runs parallel to Route 219/255 between mile markers 97 and 101. The ability to implement these preapproved timings will also help facilitate traffic flow during when I-80 is closed due to incidents or winter weather events.

Three Type A Changeable Message Signs were installed as part of the project. Two are installed along route 219 near the I-80 interchange at exit 97. They are located roughly 10 to 15 feet apart and face northbound and southbound traffic. The other is stationed along Route 255 near the interchange at exit 101. Each will relay information on incidents to the traveling public and improve their situational awareness. They are full color boards able to display symbol messages with greater effectiveness than monochrome boards.

A safety improvement project consisting of upgrades to 11 signalized intersections along a portion of Route 219/255 in the City of DuBois and Sandy Township in Clearfield County is expected to help significantly reduce traffic congestion and enhance safety for the traveling public.

The average daily traffic through this corridor ranges between 16,000 and 20,000 vehicles daily. The state-of-the-art signal controllers installed during this project directly interface with the Regional Traffic Management Center's (RTMC) central signal software. This will allow RTMC operators to implement preapproved detour timings in real time to help facilitate traffic flow and alleviate congestion.

Two Closed Circuit Televisions were installed at the intersections of DuBois Street and Route 219 and Park Avenue and Route 219. These cameras are utilized by RTMC operators to verify incidents and monitor roadway conditions and determine whether the altered signal timings are functioning as intended or need to be adjusted. The camera at DuBois Street was mounted to the existing signal pole as a cost savings measure. As the signal pole is owned by the municipality, PennDOT entered into an Intelligent Transportations

continued on page 7

continued from page 6

Systems Agreement with the City of DuBois to realize these savings.

Radar was installed as a replacement for traditional in pavement loop detection. One benefit includes the ability to collect enhanced high-resolution Automated Traffic Signal Performance Metrics (ATSPM) data. Analyzing this data allows the signals unit to coordinate with the municipalities and determine appropriate adjustments to the signal timings and facilitate traffic flow through a variety of situations. Another benefit is the usefulness of the data in determining if red light running is occurring at a particular signal. By sharing this data with municipal law enforcement, in this case with the City of DuBois and Sandy Township police departments, those organizations can consider whether

high visibility aggressive driving enforcement is an appropriate countermeasure at these locations.

Bruce & Merrilees Electric Company of New Castle, PA, was the contractor on this \$1.2 million project. Physical construction was completed earlier this month. Jacobs Engineering Group will develop an Incident Management Plan with Standard Operating Procedures for the corridor over the next six months.

This project was identified as part of the Regional Operation Plan process completed in conjunction with the North Central Pennsylvania Regional Planning and Development Commission. Pennsylvania State Police were also in the discussions.

INTERSECTION IMPROVEMENT PROJECT INCREASES SAFETY WITH ROADWAY REALIGNMENT

By Tina Gibbs, Community Relations Coordinator, District 10



The Margaret Road Intersection Improvement Project is realigning the roadway to improve the existing intersection, sight distance and geometrics along the U.S. 422 corridor between Indiana and Kittanning. The project incorporates two new structures consisting of a two-span bridge and a concrete box culvert. The two-span bridge is over Cherry Run and spans Route 2005, locally known as Margaret Road.

Two new structures and a box culvert are being added to accommodate the realignment which replaces an existing four-way intersection with a T-intersection relocated west of the current intersection. Numerous stormwater management facilities and new wetland areas will be constructed throughout the project limits. Work began in October 2022 and will continue through June 2025.

"The Margaret Road Intersection Improvement Project will improve the safety of this intersection as well as the mobility needs along State Route 422," said District Executive Brian Allen

This project was funded through the Surface Transportation Program (STP) which provides flexible

funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

To subscribe to PennDOT news in in Armstrong, Butler, Clarion, Indiana, and Jefferson counties, visit www.PennDOT.pa.gov/District10.



PETER SINKLER BRINGS OVER 12 YEARS EXPERIENCE TO PHILADELPHIA REGION

By Brad Rudolph, Deputy Communications Director, District 6



District 6 Highway Maintenance Manager Peter Sinkler has been moving up the ranks since he began his career with PennDOT a dozen years ago as a Temporary Winter Maintenance Operator in Chester County. Since then, Pete has worked in four of the five counties in District 6.

In 2015, he pursued an opportunity as an RPT1 and worked his way up to District Highway Maintenance Manager where he helped develop and implement the Sectional Cycle Maintenance program while establishing several maintenance contracts. Pete has an extensive business background and operates his own landscaping company and recording studio which has helped him develop the skills needed to succeed at PennDOT.

Pete comes from the prominent Elkins-Sinkler-Widener families. His family helped start the Philadelphia Museum of Art, Philadelphia Rapid Transit Company and Standard Oil Company, which was one of the first to convert oil to gasoline. The Elkins Art Collection is still displayed in the Philadelphia Museum of Art, which is estimated to be worth over \$65 million.

Apart from his work, Pete loves traveling, golfing, producing his son's music in his home studio and spending time with his girlfriend and her daughter who plays softball for Rutgers University. Pete says he enjoys watching all Philly sports, especially Eagles' games with friends. His favorite vacation spot is Aruba and aspires to travel the world.

PENNDOT EMPLOYEE SPREADS HAPPINESS IN 25-YEAR CAREER

By Cassidy Snyder, Press Assistant, Communications Office

As motorists drive into Pennsylvania, they are greeted by large, blue signs that read "Welcome to Pennsylvania. Pursue your happiness." Beyond these welcome signs, PennDOT operates 14 Welcome Centers that are dispersed around Pennsylvania's borders. Each Welcome Center is staffed with Tourist Information Counselors who assist motorists with travel information, hotel reservations, sightseeing recommendations, and more. Whether motorists are passing through or looking to make Pennsylvania their destination, these Welcome Centers play a key role in connecting travelers to information and resources.

Mary Jean Pepple has worked as the Tourist Information Supervisor at the I-70 West Welcome Center in Fulton County for nearly 25 years and will soon be retiring at the age of 85, making her the oldest person to retire from PennDOT. In a recent interview, Pepple explained how important tourism is for Pennsylvania.

"The first impression that someone has of you is what they remember you by," said Pepple. "The best thing in life is helping someone and knowing they are completely taken care of. We want people to come back and see us."

continued on page 9



Pepple explained that she and the Welcome Center staff do whatever they can to assist the motorists and make sure they have an enjoyable experience while visiting. This includes reserving hotel rooms for travelers, helping with directions, and even entertaining children as their parents look through brochures or talk about their travel plans.

Pepple takes pride in her work and in Pennsylvania. Often visitors are looking for attractions to break up their days of travel. The Welcome Center staff enjoys recommending highlights of Pennsylvania, including the Railroaders Memorial Museum, where visitors can learn about Pennsylvania's extensive railroad history; the town of Benezette, home of the Pennsylvania elk; and much more.

To provide a more personal touch for travelers, Pepple plants vegetables around the building for overnight guests to use as part of their dinner. In addition to vegetables, Pepple also plants sunflowers and allows visitors to take home the sunflower heads to grow in their home state. When asked what she will miss the most after retiring, Pepple said the people.

"I just love meeting new people. It brings me so much happiness to hear about their lives and their travels," Pepple said.

One thing that has remained constant for Pepple and the Welcome Center staff – and which is appreciated by the PennDOT team – is their commitment to happiness – spreading joy, friendliness, and exceptional customer service to Pennsylvania residents and visitors alike.

Editor's Note: Mary Jean retired on January 5, 2024. We thank her for her service, and hope there is a lot of fun and relaxation in her future.

PENNDOT EMPLOYEE CELEBRATES 15 YEARS OF SERVICE

By Liz Fabri, Community Relations Coordinator, District 4

Drew Petty has been an employee of PennDOT for almost 15 years. On top of having a mechanical background, Drew is quite an outdoorsman. He has experience with agriculture and wildlife management from maintaining his farmland in Newton-Ransom, Lackawanna County where he resides with his wife.

Drew enjoys anything and everything that is nature-related and when he is not in the office you can find him hunting or on the farm.

Utilizing his mechanical background, Drew has held several positions while supporting PennDOT in the Northeastern region of Pennsylvania. Some of the positions Drew has held include Diesel Mechanic in Susquehanna County, Diesel Mechanic in Lackawanna County, Mechanic Supervisor in

Continued on page 10



continued from page 9

Lackawanna County, and Equipment Manager in Susquehanna County.

All of these previous positions have led Drew to his current role as a Transportation Automotive Equipment Specialist. He is currently responsible for working alongside the counties, garages, and mechanic supervisors to make sure equipment and daily tasks are taken care of in preparation for any event within the region. Additionally, he also implements training and certifications for operators.

Although Drew has excelled at all the positions he has held, his favorite PennDOT role is his current position, Transportation Automotive Equipment Specialist. He says this job allows him to work with all employees in every county and

helps to see a broader picture on how each area works together. Not to mention, Drew also enjoys keeping busy visiting all the garages and constantly getting to interact with coworkers.

Drew is currently leading an equipment training effort that focuses on educating operators on the use of equipment and equipment safety. This training has received excellent feedback from employees and has been extremely beneficial.

Drew looks forward to continuing to build his career within PennDOT, working alongside his long-time co-workers and friends. Each day Drew takes pride in helping to improve his community for those to live and travel safely through our area.

A LOOK AT INNOVATIVE PROJECTS USING COLLABORATIVE HYDRAULICS

By PennDOT Bureau of Innovations

Since 2017, when it was initially selected as a Federal Highway Administration (FHWA) Every Day Counts Round 4 (EDC-4) innovation, PennDOT has continued to champion and advance Collaborative Hydraulics: Advancing to the Next Generation of Engineering (CHANGE) through a variety of bridge projects around the state.

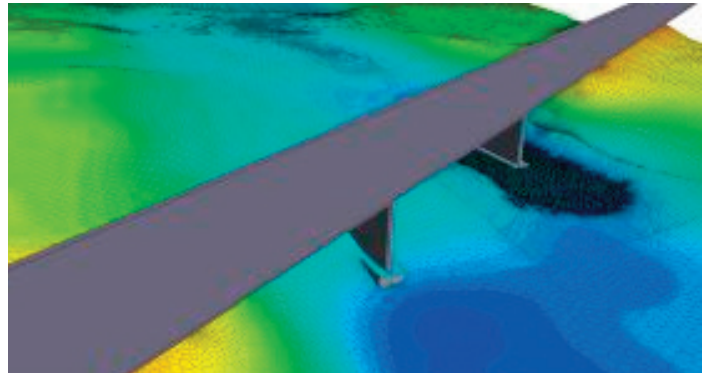
Extreme weather events place added pressure on designers to incorporate better resiliency into infrastructure. Historically, engineers have relied on one-dimensional modeling to understand the complex relationship between waterways and built infrastructure. One dimensional (1D) modeling requires designers to make assumptions about stream flow characteristics to evaluate potential flooding impacts. Experience around the nation has shown this can lead to costly and destructive design errors.

Two-dimensional (2D) modeling helps bridge the gap, and provides infrastructure engineers with valuable, verifiable data to support design decisions.

Using 2D modeling, designers can produce varied and specific projected stream flows around bridge structures and evaluate the potential impacts on surrounding areas. Thousands of elements are shown representing floodplain geometry, and computations are performed at each element.

The 2D models provide more detailed and accurate results than 1D models and contain graphic visualization features, which can better communicate modeling results and impacts to project stakeholders. 2D models eliminate many of the limiting assumptions required by 1D models.

Like traditional 1D modeling, 2D model results are only as good as the model inputs. Detailed survey of the channel, especially in the case of very narrow/small/less defined channels, is essential to capture the terrain data required for a 2-dimensional analysis. PennDOT hosted a training conducted



by representatives from FHWA and the software developer, Aquaveo, in August 2019.

Project managers and engineers must effectively define and communicate project survey needs to the survey unit early in the project design.

Updates on projects utilizing 2D modeling:

District 1 – In Warren County, the bridge carrying State Route 4007 over a tributary of Little Brokenstraw Creek in Bear Lake Borough required 2D modeling to analyze and enhance the current hydraulic conditions of the proposed bridge. The project was selected due to a preexisting cross-pipe approximately 30 feet from the original structure and a nearby home located just near the culvert outlet. After modeling, it was determined that a larger cross-pipe was necessary to mitigate flow velocities. The bridge's construction was completed in September 2022.

"It gives you a lot of great data that 1D modeling isn't able to convey," said Senior Civil Engineer Supervisor for District 1 Matthew Antrilli. "It took a little time to get acclimated, but it was a great tool to use. I can see this becoming normal practice down the road."

continued on page 11

District 2 – On State Route 1011 over the Genesee River in Bingham Township, Potter County, a permit and model were submitted to DEP in May 2022 and authorized the following August. Construction was completed in July 2023.

The project was selected for the 2D modeling pilot due to its proximity to nearby buildings, ponds and additional tributaries. Project managers report that the 2D method provided a more refined model, which allowed them to look at specific areas around the bridge in greater detail.

"All hydraulic modeling involves some level of interpretation and assumptions," said Senior Civil Engineer for District 2 Anthony Puccio. "While the 2D modeling can minimize the interpretation, it can expand on assumptions."

District 3 – Due to its complexity, a consultant was hired to draft a model of State Route 14 over Towanda, Tannery and Springbrook creeks in Canton, Bradford County. The four

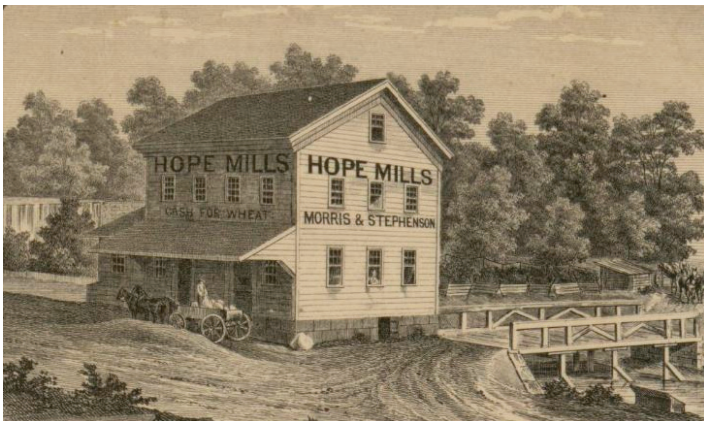
options modeled in SRH-2D provided the Borough with detailed analysis and enhanced graphics they could use to proceed with the option that was the most engineering and economically prudent. Currently, the project is in design and is expected to be let in February of 2025.

District 11 – PennDOT completed review of the model for State Route 65 over Bennett Run in North Sewickley Township, Beaver County, and the project was let in December 2022. Based on the potential overtopping behavior and project schedule, the culvert replacement project was chosen for the 2D modeling pilot.

"2-dimensional modeling produces much more detailed and comprehensive results compared to traditional 1-dimensional methods," said District 1 Project Manager Dominic Altieri. "The results also allow project managers and engineers to determine acute impacts flow may have within the floodplain."

PROTECTING THE PAST, PLANNING FOR THE FUTURE

By Olivia Schwab, District 1 Intern



The average person probably doesn't think about how a bridge rehabilitation project could have adverse effects on a historical site, but this is something PennDOT must consider during the planning stages of every project.

Before the start of a project, PennDOT environmental staff review and inspect the project site and area of potential effects (APE) for possible impacts to wetlands and streams, water quality, air and noise quality, cultural and historical resources, and more.

Working within the environmental unit, cultural resource professionals review each project for potential impacts to historic and prehistoric archaeological remains and above ground resources such as buildings, structures, and historic sites and landscapes.

"Historic" resources include artifacts, prehistoric and historic sites and properties, structures, objects, and landscapes. To be considered eligible for the National Registry of Historic Places (NRHP), a resource must possess at least one of the following

criteria: association with events that have made a significant contribution to the broad patterns of our history; association with the lives of persons significant in our past; distinctive characteristics of a type or period of architecture, method of construction, the work of a master architect, high artistic value, or representative of a significant and distinguishable entity whose components may lack individual distinction; or potential to yield or have yielded information important in prehistory or history, according to Section 106 of the National Historic Preservation Act.

PennDOT cultural resource professionals determine the presence or absence of significant resources through literature search and field work. First, a work site is inspected for known, recorded, and potential unrecorded historic resources.

If a presence of cultural resources exists, the next step is to evaluate its significance and eligibility for listing on the NRHP. If the cultural or historic resources cannot be avoided throughout the duration of work, adverse effects are minimized and mitigated by recovering data through an archaeological survey.

An example of this process in action is Mercer Road Bridge over Neshannock Creek. It is owned by Mercer County and was built in 1922. Because the bridge is in poor condition, the county began the process to replace it.

During preliminary work for the project last spring, PennDOT's District 1 cultural resources staff identified remains of a stone foundation. The foundation sits in the northwest quadrant of the APE.

Additional research indicates the stone remains belong to a former 19th century gristmill built in 1805 by John and Joseph

Continued on page 12



continued from page 11

Junkin. The gristmill also included a dam, earthen headrace for waterpower, a lumber mill, and a carding mill. This milling complex was known as Hope Mills. In 1886, the grist mill and bridge were lost to fire.

Experts took samples of soils out of the APE. Some samples dated about 20,000 years old. The soil was sorted through screens to remove rocks, sticks, and other materials. No significant artifacts from the gristmill were found. PennDOT cultural resource experts and Heberling Associates concluded this site is likely eligible for listing in the NRHP due to its strong potential to yield significant new information about 19th century water-powered milling in northwestern Pennsylvania. The archaeological investigation was completed in November, and construction of a new bridge is tentatively scheduled for 2025.

EXPANDED PIT SERVICE TO BRING MILLIONS IN ECONOMIC IMPACT TO WESTERN PA



New Frontier Airlines service from PIT will be:

- Service from PIT to Philadelphia International Airport (PHL) will be available twice each day, beginning May 16.
- Service from PIT to Dallas-Fort Worth (DFW) will be available three times each week, beginning May 16.
- Service from PIT to Hartsfield-Jackson Atlanta International Airport (ATL) will be available four times each week, beginning May 17.
- Service from PIT to Raleigh-Durham International Airport (RDU) will be available four times each week, beginning May 17.

According to a 2019 study, the aviation industry has an economic impact of over \$34 billion annually and employs over 226,000 people in Pennsylvania, and these numbers have been steadily increasing over the past decade.

The Shapiro Administration recently announced over \$2 million in investments in aviation improvements in Allegheny County from the state Capital Budget through the Aviation Transportation Assistance Program, which is supported by bonds. Additionally, thanks to federal investments from the Bipartisan Infrastructure Law (BIL), Pennsylvania airports will receive over \$70 million each year through 2026, which will help accelerate improvements to airports across the state.

For more information on aviation in Pennsylvania visit www.penndot.pa.gov.

Frontier is adding four destinations to its offerings at PIT starting in May, including twice daily flights to PHL better connecting Western Pennsylvania to the rest of the nation.

The addition of the twice-daily service between Philadelphia and Pittsburgh is anticipated to bring \$72 million in economic impact to the Pittsburgh region.

Frontier is growing its presence in Pittsburgh by 600%, including twice daily flights to Philadelphia. This expansion is anticipated to bring \$72 million in economic impact to the Pittsburgh region.

DEPARTMENT RAISES AWARENESS, AIMS TO END HUMAN TRAFFICKING

By Zachary Appleby, Deputy Communications Director

January 11th was #WearBlueDay, the day you can show your support for the victims of human trafficking by wearing blue in recognition of National Human Trafficking Awareness Day and learning the signs of trafficking to help end the practice.

Human trafficking is a global crime that happens every day – even right here in Pennsylvania. In 2021, 1,080 calls and messages were received by the National Human Trafficking Hotline in Pennsylvania. Nationally, the hotline received more than 50,000 signals including calls, texts, and online chats.

Wherever there are roads, there is the potential for human trafficking. Traffickers use airports, trains, buses, rail stations, ports, and more as access points to scout for and move their victims. Catching these criminals while in transit is often one of the few opportunities to recognize and report traffickers before the victims disappear.

Whether you work in transit, law enforcement, retail, or are simply traveling, it's important for everyone to know the signs of trafficking, because anyone can be a victim.

Common signs of trafficking might include:

- Lack of control over travel identification/documents;
- No freedom of movement/social interaction;
- Difficulty articulating reasonable/logical travel plans; and
- Non-genuine relationship; particularly parent or guardian/child.

PennDOT is a national leader in working with the Department of Homeland Security Blue Campaign, the U.S. Department of Transportation, and other government, non-governmental, law enforcement, and private organizations to make Pennsylvania

a safer place and bring those who exploit human lives to justice.

In 2023, PennDOT updated its End Human Trafficking course for all employees of the department. This course provides awareness on the subject of Human Trafficking and the various campaigns ran by organizations such as "Truckers Against Trafficking" and information on PA protection laws such as, Act 105, Act 130, Act 131 and Act 1.

Our efforts have served as a model for other states and jurisdictions across the country.

Additionally, last year, PennDOT unveiled a new campaign to ensure that everyone is aware of what to do when they spot human trafficking when it happens. Using window clings that will be displayed at 56 rest areas and Welcome Centers around the Commonwealth, we are training employees and the public to "know it and use it," referring to the universal hand signal for help – a simple hand gesture where you curl your thumb into your palm and fold your fingers over it. A second window cling will remind the public to "see, call, save" – meaning that if they SEE human trafficking in Pennsylvania, they should CALL authorities and potentially help SAVE a life.

To learn more about PennDOT's efforts, visit our human trafficking media center. You can also follow the @DHSBlueCampaign on Facebook, X, and Instagram for more information about #WearBlueDayPA and other educational efforts throughout the year.

PAINT THE PLOW MATCHES SAFETY MESSAGE WITH HIGH SCHOOL ART PROGRAM

By Jill Harry, Community Relations Coordinator, District 1



Students from 80 Pennsylvania high schools helped PennDOT encourage safe driving through participation in the 2023-24 edition of the department's annual Paint the Plow contest.

Paint the Plow is a statewide outreach aimed at promoting winter driving safety and fostering appreciation for high school art programs and student creativity. Each year, PennDOT invites high school students from across the commonwealth to paint plow truck blades based on a statewide theme. This year's slogan – "Seat Belts are Always in Season" – was chosen to remind motorists that seat belts save lives and should be worn year-round.

Continued on page 14



Continued from page 13

To further promote the message and draw attention to the wonderful artwork done by the students, participating PennDOT districts hold internal polling to choose a Judges' Pick award and public online voting to determine a winner of the Fan Favorite honor.

This week, in conjunction with Winter Driving Awareness Week, PennDOT announced the Paint the Plow winners in those two categories. With nearly 29,000 votes cast, the winning plows from the participating districts are:

DISTRICT	COUNTIES	JUDGES' PICK	FAN FAVORITE
1	Crawford, Erie, Forest, Mercer, Venango, Warren	Commodore Perry High School (Honorable mention: West Middlesex High School)	Commodore Perry High School
2	Cameron, Centre, Clearfield, Clinton, Elk, Juniata, McKean, Mifflin, Potter	Sugar Valley High School	Elk County Catholic High School
4	Lackawanna, Luzerne, Pike, Susquehanna, Wayne, Wyoming	Hanover High School	Dunmore High School
5	Berks, Carbon, Lehigh, Monroe, Northampton, Schuylkill	n/a	Pocono Mountain East High School
9	Bedford, Blair, Cambria, Fulton, Huntingdon, Somerset	n/a	Tussey Mountain High School
10	Armstrong, Butler, Clarion, Indiana, Jefferson	n/a	Keystone School District
11	Allegheny, Beaver, Lawrence	Freedom Area High School	Western Pennsylvania School for the Deaf
12	Fayette, Greene, Washington, Westmoreland	Yough Senior High School	Yough Senior High School

View photos of the all the plows on our Paint the Plow page at: www.penndot.pa.gov/TravellnPA/Winter/PaintThePlow.

PennDOT first implemented the Paint the Plow program in 2015 and has expanded it throughout the years. In 2019, the districts began coordinating efforts around a statewide theme, program guidelines, and application process. This year marked additional coordination as voting was held concurrently for all districts to

build greater engagement and awareness of Paint the Plow throughout the commonwealth.

Sign-ups for the 2024-25 program will start in late winter or early spring, depending on the district. Check the Paint the Plow page for contact information for the program coordinator in your area.

HIGHWAY SAFETY LAW AWARENESS WEEK DELIVERS REMINDERS FOR TRAFFIC SAFETY LAWS

By Jennifer Kuntch, Deputy Communications Director



an inoperable or malfunctioning traffic sign as a stop condition when red, or as a caution condition when green or yellow. Often signals with embedded detectors will not respond to a bike waiting on a green light, and this is treated as "inoperable" under law.

Bicyclists should always wear a helmet. The law requires everyone under the age of 12 to wear a helmet when riding a bicycle. But we

To raise awareness on laws that are important to the safety of our motorists, PennDOT's Highway Safety Law Awareness Week was observed February 18-24, 2024.

Some road users are more vulnerable to risk of injury or death in a crash with a vehicle. Examples include bicyclists, pedestrians, motorcyclists, and roadway and emergency workers. These roadway users are more exposed to the dangers of unsafe drivers and pose low risk to motorists.

Pennsylvania has multiple laws that apply to the road users, as well as the motorists who share the road with them. No matter how you use the road – whether you are driving, riding, walking, or biking – you must do your part to keep everyone safe.

Make safety your priority, follow these traffic laws – and all the rules of the road. Together, can keep everyone safe on our roadways.

Bicycle Safety

Bikes can be ridden on the road, but with that right comes all the responsibilities applicable to the driver of a vehicle, with certain exceptions. If you ride in violation of the traffic laws, you greatly increase your risk of a crash.

Bikes can be ridden on the shoulder (in the same direction as the flow of traffic) or on the right half of the roadway. They can move away from the right lane when they are overtaking another vehicle driving in the same direction, when they are preparing to make a left turn, or when an obstruction exists making it necessary to change lanes.

Bicyclists cannot ride more than two abreast (side-by-side) unless on paths or parts of a road set aside for exclusive use of bicycles.

A bicyclist, with good caution, may treat an intersection with

strongly recommend that all bicyclists wear a helmet when riding!

Drivers must also follow the rules of the road to help keep bicyclists safe!

Drivers can pass bicyclists on the roadway but must allow 4 feet of distance and pass at a careful and prudent speed. The driver must provide this distance and may cross the center line to pass a cyclist if it's safe to do so.

Drivers can even pass a bicyclist in a no-passing zone to avoid excessive delays, but this must be done with due care and while providing the required 4 feet of clearance.

Drivers and passengers of motor vehicles must open their doors with care. Bicyclists can be injured or killed when a door is opened in their line of travel. This is also known as "dooring." For their safety, when riding along parked vehicles, a bicyclist should keep 4 feet between themselves and the parked motor vehicles.

For more information on safety tips and laws meant to keep bicyclists safe, visit PennDOT's webpage on Bicycle Safety and Pennsylvania Laws.

Motorcycle Safety

PA law requires motorcycle operators and riders to wear protective headgear unless they are 21 years old and have been licensed to operate a motorcycle for two full years or have completed a motorcycle safety course approved by PennDOT or the Motorcycle Safety Foundation. The Pennsylvania Motorcycle Safety Program offers free motorcycle safety courses to Pennsylvania residents and active-duty military with a valid Pennsylvania driver's license and motorcycle permit.

Continued on page 16

Aside from wearing a helmet for protection, motorcyclists are encouraged to wear all their safety gear, all the time. This includes eye and face protection, gloves, jacket and pants that fully cover your arms and legs, and boots or shoes that are high and sturdy enough to cover your ankles and give them support.

Drivers should watch for motorcycles. They are small and may be difficult to see. Large vehicles can block a motorcycle from a motorist's view, so be sure to look twice. Always signal your intentions before changing lanes or merging with traffic and allow for more following distance when following a motorcycle.

For more rider and motorists safety tips and information on proper gear and upkeep, visit PennDOT's webpage on Motorcycle Safety.

Pedestrian Safety

Pennsylvania's Vehicle Code details the rights and duties of pedestrians.

Generally, people walking may cross the street at any point, but pedestrians and motorists must understand their responsibilities. Below are the basic laws to follow when crossing the street or driving.

When a pedestrian crosses the street in a crosswalk, the driver must yield.

Drivers are not required to yield until you begin to step into the crosswalk.

Pedestrians should not walk or run unexpectedly into the path of a moving vehicle. Pedestrians should not assume drivers will see or yield. Look left, right, and left again before stepping out.

It is illegal for drivers to pass a vehicle that is stopped for a pedestrian in a crosswalk, as the second driver may not see the pedestrian in the crosswalk.

If a pedestrian crosses the street not at an intersection and there is no crosswalk, the pedestrian must yield to vehicles.

When crossing the street at a signalized intersection, both pedestrians and motorists must obey the traffic-control devices.

These signs and signals help identify who must yield.

When walking along a road with sidewalks and its use is practicable, it is unlawful for any pedestrian to walk along and upon an adjacent roadway.

For more information on safety tips and laws meant to keep pedestrians safe, visit PennDOT's webpage on Pedestrian Safety.

Work Zone Safety

Pennsylvania's work zone safety laws are designed to protect both highway workers and motorists. PennDOT manages two distinct programs relating to active work zones:

If a motorist is stopped by a police officer for a violation, it's a criminal violation under Title 75, Section 3326. Motorists caught driving 11 miles per hour 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 will lose their license for 15 days. Active work zones must be designated as such to notify motorists when they enter and leave the work zone. A white flashing light attached to the "Active Work Zone When Flashing" sign will indicate an active work zone. The flashing light will only be activated when workers are present and turned off when workers are not present. Fines for certain traffic violations — including speeding, driving under the influence, and failure to obey traffic devices — are doubled for active work zones. Also, the law 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 3369, violations issued by Pennsylvania's Automated Work Zone Speed Enforcement (AWZSE) program are civil violations and don't reflect any points or insurance ratings. AWZSE 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. For more information on the Automated Work Zone Speed Enforcement program, including a list of projects where the units are deployed, visit <https://workzonecameras.penndot.gov/>.

For more information on safety tips and laws meant to keep highway workers and motorists safe, visit PennDOT's webpage on Work Zone Safety.

Emergency Responder Safety

Pennsylvania's Move Over Law requires drivers approaching an emergency response area who are unable to safely merge into a lane farther away from the response area to "pass the emergency response area at a speed of no more than 20 miles per hour less than the posted speed limit and reasonable for safely passing." An emergency response area is where an emergency vehicle has its lights flashing, or where road crews or emergency responders have lighted flares, posted signs, or try to warn travelers.

A similar law (Title 75, Section 4572.2) requires motorists to move over or slow down when approaching a stationary trash or recycling truck.

Disabled vehicles are covered by the Move Over law when they display at least two of the following markings:

- Vehicular hazard signal lamps.
- Caution signs or other traffic control device.
- Road flares.

For more information on the law and what to do if you are in a crash, visit PennDOT's [Move Over, Slow Down](#) web page.

RACHEL DUDA, DISTRICT 12'S NEW EXECUTIVE

By Laina Aquiline, Community Relations Coordinator, District 12



Rachel Duda was appointed District Executive for Engineering District 12 in mid-December, replacing Bill Kovach who had served in the position for three years prior. She is the fourth ever female PennDOT district executive and, currently, the only one serving.

Rachel graduated from Pennsylvania State University with a Bachelor of Science and Master

of Engineering in Civil Engineering, and shortly thereafter accepted the job of Civil Engineer Trainee with District 12. Since then, and for the past 25 years, she has worked in various positions in the Design, Construction, and Maintenance units, and was Assistant District Executive – Design for the past 13 years.

With new leadership come new missions and goals. "District 12 will provide a sustainable and equitable transportation system with quality services that are embraced by our communities and add value to our customers," Rachel said. "My core mission is that of the district – to provide a better quality of life built on transportation excellence."

Her primary goal is to find ways that improve safety and save people's lives through advances in the transportation system. "I feel privileged to be part of an organization that has the confidence in me to represent PennDOT in southwestern Pennsylvania, and is allowing me to make these decisions," she said.

District 12 includes the counties of Fayette, Greene, Washington, and Westmoreland counties which encompass 10 cities and 193 municipalities. It owns and maintains approximately 2,349 bridges, 3,600 roadway miles, 164 miles of bicycle routes, and thousands of additional assets. "The most important asset of District 12 is our 783 talented and dedicated employees who fulfill our mission of designing, building, and maintaining our assets," Rachel said.

WESTMORELAND MAINTENANCE CREW RESCUES LOON BIRD FROM INTERSTATE 70

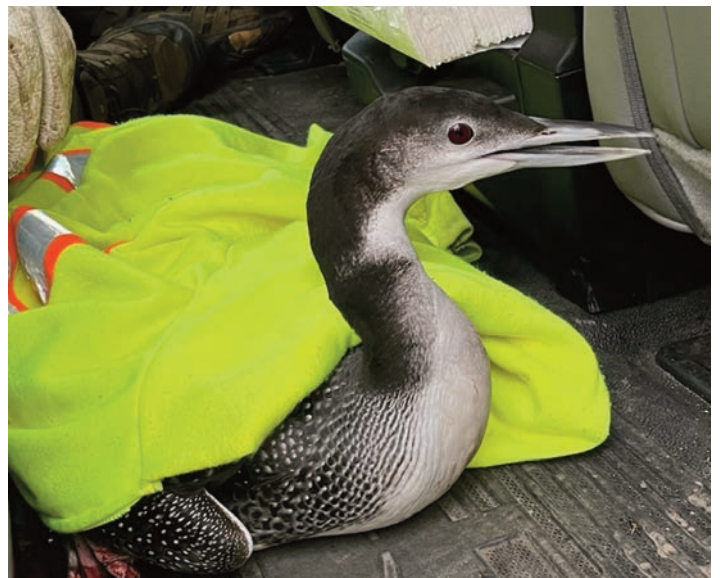
By Melissa Maczko, Community Relations Coordinator, District 12

This past November, Foreman, Jeremy Smith and Operators, Matt Shipley and Jim Zorzi from the Bilo Shed rescued a loon bird from Interstate 70.

The bird was on the center line of the westbound lanes near the Yukon exit. The crew stopped traffic and turned on the truck lights alerting traffic of a hazard.

They were able to safely rescue the bird, which had an injured and bleeding foot. The crew wrapped it in a sweatshirt and transported it to Wildlife Works Inc. in Youngwood. The loon, with a 4.5-foot wingspan, was migrating south from Canada.

Loons cannot take off from the land; they need to be in water. The bird may have confused the road water, which could explain how it injured its foot. Wildlife Works Inc. treated the injury and then took the loon to Greenlick Dam in Mt. Pleasant so it could take off from the water and fly away. Safe travels, Loon!



BLACK HISTORY MONTH: TRANSPORTATION PIONEERS

By Nicole Tyler, Director of Equitable Transportation



Garrett Morgan, a prolific inventor, and entrepreneur made groundbreaking contributions to transportation safety. His invention of the three-position traffic signal, patented in 1923, revolutionized road safety and became a cornerstone of modern traffic management systems. Morgan's inventive spirit also extended to other significant innovations, including the gas mask, which protected workers from harmful gases during tunnel construction, thereby saving countless lives.

Bessie Coleman: Soaring to New Heights - www.womenshistory.org/education-resources/biographies/bessie-coleman

Bessie Coleman was the first African American woman to earn a pilot's license in 1921, defying racial and gender barriers to pursue her passion for aviation. Despite facing discrimination and adversity, Coleman's determination and perseverance propelled her to become a renowned aviator and an inspiration to aspiring pilots worldwide. Through her achievements, she paved the way for future generations of black aviators and left an indelible mark on the history of flight.

Frederick McKinley Jones: Innovating Cold Chain Logistics - dev.lineagelogistics.com/news-stories/black-history-cold-chain-frederick-mckinley-jones

Frederick McKinley Jones, an ingenious inventor and entrepreneur, revolutionized the transportation of perishable goods with his invention of the portable refrigeration unit for trucks. His groundbreaking innovation, patented in 1940, transformed the food industry by enabling the safe and efficient transportation of fresh produce over long distances. Jones' contributions not only improved food safety and distribution but also laid the foundation for modern cold chain logistics systems.

Lois Cooper: Driving Social Change Through Transportation - www.ibtta.org/blog/black-leaders-transportation-meet-lois-cooper

Lois Cooper made history as the first Black female transportation engineer at the California Department of Transportation. Her exceptional skills in mathematics earned her the reputation of being the go-to expert for complex calculations among her colleagues. Cooper's meticulous approach left a lasting impact on numerous projects, including several named freeways in Southern California. Throughout her life, she remained dedicated to advocating for math and engineering education. Lois Cooper's legacy continues to inspire generations of engineers with her determination and expertise.

Black History Month is a time to reflect on the remarkable achievements and legacies of Black Americans and at PennDOT, we are honored to pay tribute to those who have made tremendous impacts on transportation. These trailblazers have reshaped industries, broken barriers, and inspired generations. Let's take a moment to honor the accomplishments of Caroline Rebecca Le Count, Garrett Morgan, Bessie Coleman, Frederick McKinley Jones, Lois Cooper, Elijah McCoy, and the groundbreaking efforts of Safe Bus Company Incorporated.

Caroline Rebecca Le Count (c. 1846 – January 24, 1923; often written as LeCount) was an African American educator and civil rights figure from Philadelphia, Pennsylvania. She is often compared to activist Rosa Parks for her early efforts to desegregate public transportation. LeCount was part of the Ladies' Union Association, a group of women supporting the Union in the American Civil War. As part of their efforts, she and other Black women would ride streetcars to deliver supplies to troops even though Black riders were often removed by force. She and others would board, be forcefully removed, and then appeal to the courts and the public to ban discrimination on streetcars. LeCount, along with her fiancé Octavius Catto and abolitionist William Still, also made petitions and lobbying efforts towards desegregation. One historian noted that "Caroline Le Count did almost the same thing as Rosa Parks did, but her streetcar in 1867 was powered by a horse."

When the city passed a law in 1867 banning segregation on public transport, LeCount successfully brought charges against a driver that wouldn't let her ride. The city then issued an official notice to its transit companies that they were no longer allowed to discriminate against Black passengers.

Garrett Morgan: Revolutionizing Safety and Innovation - www.biography.com/inventors/garrett-morgan

Continued on page 19

Elijah McCoy: Engineering Excellence and Innovation - www.freightwaves.com/news/many-black-americans-helped-pave-the-way-in-transportation

Elijah McCoy, an accomplished engineer, and inventor revolutionized the transportation industry with his numerous inventions and innovations. McCoy's most notable contribution was the development of the automatic lubrication system for steam engines, patented in 1872. His invention revolutionized locomotive technology by significantly reducing friction and maintenance requirements, leading to safer and more efficient rail transportation. McCoy's ingenuity and engineering excellence solidified his legacy as one of America's most prolific inventors.

The Safe Bus Company: Empower Journeys - www.wbur.org/hereandnow/2022/03/11/safe-bus-north-carolina

The Safe Bus Company, founded in 1926, was a pioneering example of African American entrepreneurship and activism in transportation. It provided safe and reliable transportation for black communities during a time of widespread racial segregation in public transit. By operating its buses and routes, the company challenged discriminatory practices and empowered African Americans to assert their rights to equal treatment. Although details of its operations are limited, Safe Bus Company's legacy remains a symbol of resistance against segregation and a testament to the resilience of black entrepreneurs and activists in the face of systemic racism.

Each Black History Month, it's vital to amplify the stories of these trailblazers. Their resilience, ingenuity, and perseverance have shaped the transportation landscape, inspiring a more inclusive future. Let's honor their legacies and ensure their impact continues to uplift us for generations to come.

U.S. 219 PROJECT WEBSITE AVAILABLE FOR PUBLIC INFORMATION, ENGAGEMENT

By Jay Knarr, Community Relations Coordinator, District 9

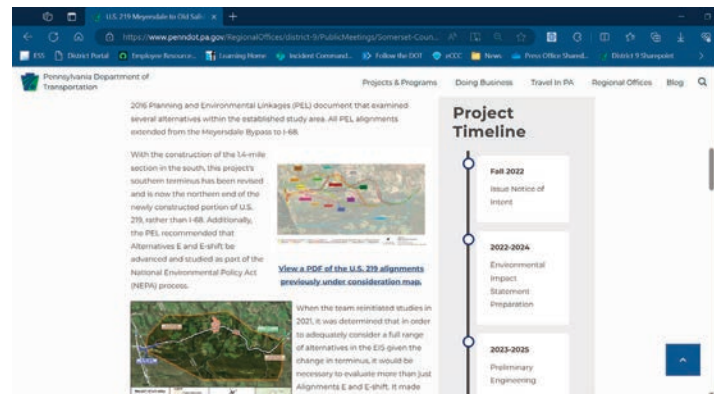


Heading into 2024, PennDOT District 9's most ambitious undertaking is the U.S. 219 from Meyersdale to Old Salisbury Road project in Somerset County, Pennsylvania and Garrett County, Maryland.

The 8 mile-project will extend U.S. Route 219 as a four-lane route to Interstate 68 in Maryland and while the plan has been narrowed down to two potential paths in Pennsylvania, there remains a lot of discussion, planning and interaction with the public ahead.

To improve communication and engagement with the public, District 9 has created an interactive website where users can find information regarding the U.S. 219 project.

The U.S. 219 Meyersdale to Old Salisbury Road website can be found by visiting the District 9 Construction Project/Roadwork page on the PennDOT's website. The page includes features such as an Interactive Project Map, with the color-coded project routes overlaid on a satellite view. The map's Layer List allows the viewer to highlight environmental factors such as stocked trout streams, trout-natural reproduction streams and FEMA 100-year flood zones around the project.



Views can also peruse full-color and illustrated reports, including the 145-page Planning and Environment Linkage (PEL) study, the 17-page Purpose and Need report, and the 27-page Coordination Plan for Agency and Public Involvement plan, three documents that would be costly and cumbersome for officials to print and distribute traditionally. There's also a comprehensive timeline tracking the projects progression.

The site also includes a section to submit a comment to PennDOT Project Manager Nicki Donahoe, who says the website will continue to include updated information and upcoming meetings until a final path (or alignment) has been selected, and then used to inform the public of more specific actions.

"(Website's announcements) will be updated to let folks know when we are back out there doing things like geotechnical drilling," Donahoe said. Once the alignment has been officially chosen and public meetings have ended, officials will meet with impacted property owners on a private basis, she added.