

COMMONWEALTH OF PENNSYLVANIA  
MOTOR CARRIER SAFETY ADVISORY COMMITTEE  
2021 ANNUAL REPORT

In accordance with Act 21 of 2001 the following is a report of the deliberations and actions of the Commonwealth's Motor Carrier Safety Advisory Committee (MCSAC) for the year 2021.

In terms of administrative duties, the Committee's Vice-Chair is Ted Leonard, PA AAA Federation; Secretary Mary Gaiski, PA Manufactured Housing Association. The committee fulfilled all obligations specified under its enabling legislation by holding four formal meetings on January 7, 2021, April 26, 2021, July 19, 2021, and October 19, 2021. Attached to this report are the meeting minutes as well as presentations from the meetings.

The full Committee meetings enabled discussions on pending and recently enacted law changes that affected Pennsylvania motor carriers. These discussions focused on the "Move Over" Law, changes to Commercial Driver Licenses, and authorizing weigh station bypass.

The full Committee continues to review and explore areas in motor carrier safety improvement to address the issues contained in Act 21 of 2001. The Committee heard safety concerns from PennDOT, PSP, and trucking industry representatives.

PennDOT representatives provided overviews on truck crashes and fatality statistics, Commercial Vehicle Platooning, Freight Movement Plan, Pennsylvania Strategic Highway Safety Plan, and Weather Related Closures/Restrictions for Commercial Vehicles. PennDOT representatives addressed questions by committee members at multiple meetings including concerns about safe truck parking.

The enforcement community plays an important role in the safety of our roadways and is represented on the committee by PSP and the PA Chiefs of Police Association representative. The PSP informed the committee about training opportunities, newly enforced federal regulations, and enforcement initiatives they conducted throughout the Commonwealth. The PSP representative discussed conducting a Commercial Vehicle Safety Symposium in 2022.

The full committee meetings enabled discussion over many other topics throughout 2021, but the most notable was on the future of PA transportation funding and legislative bills and law changes that affected PA motor carriers. 2021 marked a year of much deliberation in the Commonwealth about the future of transportation funding in Pennsylvania and the committee also weighed in on their industry's role.

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The committee believes in the potential of the new funding strategies and is willing to be involved at a reasonable and effective level. Motor carrier transportation is a significant part of Pennsylvania's economy and the safety of the industry's professionals and other drivers on our roads continues to be the dedicated concern of all committee members.

Respectfully Submitted by:

A handwritten signature in black ink that reads "Ted Leonard". The signature is written in a cursive, flowing style.

Ted Leonard, Vice Chair

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PA Motor Carrier Safety Advisory Committee

**On behalf of the 2021 Pennsylvania Motor Carrier Safety Advisory Committee members, as follows:**

|                                                    |                                              |
|----------------------------------------------------|----------------------------------------------|
| Secretary of Transportation                        | <b>Honorable Yassmin Gramian</b>             |
| Chairman, Pennsylvania Public Utilities Commission | <b>Honorable Gladys Brown<br/>Dutrieulle</b> |
| Chairman, Pennsylvania Turnpike Commission         | <b>Honorable William K. Lieberman</b>        |
| Commissioner of Pennsylvania State Police          | <b>Colonel Robert Evanchick</b>              |
| Chairman, House Transportation Committee           | <b>Honorable Tim Hennessey</b>               |
| Minority Chairman, House Transportation Committee  | <b>Honorable Mike Carroll</b>                |
| Chairman, Senate Transportation Committee          | <b>Honorable Wayne Langerholc, Jr.</b>       |
| Minority Chairman, Senate Transportation Committee | <b>Honorable Marty Flynn</b>                 |

**Representing the Pennsylvania Chamber of Business and Industry**

- Gregg Troian

**Representing the Pennsylvania Chiefs of Police Association**

- David Splain

**Representing the Special Court Judges**

- Honorable Rick W. Varner

**Representing the Interests of Independent Truckers (2)**

- Michael A. Maffei
- Roger A. Lee

**Representing the Pennsylvania Motor Truck Association (2)**

- Rebecca Oyler
- John Rigney

**Representing the Pennsylvania Truck Transportation Alliance (2)**

- John Keagle
- Mary T. Gaiski (Secretary)

**COMMONWEALTH OF PENNSYLVANIA**  
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**Representing the AAA Federation**

- John (Ted) E. Leonard (Vice-Chair)

**Representing the Pennsylvania Public Transportation Association**

- Sheila Gombita

**Representing the Pennsylvania Bus Association**

- Patricia Cowley

**Representing the Pennsylvania School Bus Association**

- Ryan Dellinger

**Representing the Pennsylvania Forest Products Association**

- Matt Gabler

**Representing the Interests of Motor Carrier Drivers**

- Gib Martin.

**Representing the Interests of Bulk Haulers**

- Robert Smith

**Representing the Moving and Storage Industry in Pennsylvania**

- Bob Dolan

**Representing the Petroleum Industry in Pennsylvania**

- Vacant

**Representative from a Class 1 Railroad**

- Rudy Husband

**Representing the Interests of Local Government**

- Edward Troxell

## MCSAC Meeting Minutes

January 7, 2021

1. Meeting opened by Ted Leonard
  - Roll Call
  - Quorum fulfilled
2. Robert Pento gave an update on the 2 outstanding vacancies on the Membership List
  - Seat #1 – PA Chamber of Business & Industry
  - Seat #18 – Petroleum Industry
3. Legislative Update
  - a. Nolan Ritchie, Senate Transportation Committee, Jason Gerard, House Transportation Committee, Josiah Shelley, House Transportation Committee, Meredith Biggica, House Transportation Committee.
    - [Act 38 of 2020](#) (Gabler): Permits a yellow flashing light on school vehicles; and, makes various improvements to the school bus camera enforcement program. **(In effect)**
    - [Act 64 of 2020](#) (Rothman): Authorizes the use of electronic power of attorney documents for transferring a vehicle's title to an insurance company; provides for a limited power of attorney for the sale, purchase or transfer of manufactured homes; and, allows a licensed dealer to use a secure power of attorney to transfer a vehicle when the transferor has lost the title. **(In effect)**
    - [Act 131 of 2020](#) (Mizgorski): Includes the following CDL provisions:
      - Reduces the timeframe from 30 days to 15 days for when a CDL holder must notify their employer if they are convicted of a Federal, State or local moving violation. If the moving violation occurs in Canada, the CDL holder has within 30 days to notify their employer.
      - Creates an additional fine of \$300 for not reporting the conviction or citation if the unreported violation includes violations relating to the following: Serious traffic offenses; Driving under the influence of alcohol or controlled substance; and, a Federal or State law or local ordinance in any other state or any Federal, provincial, territorial or municipal law in Canada that is classified as a felony or is related to driving under the influence of drugs or alcohol. **(Effective: 1/24/2021)**
    - Permits a driver who is 18 years of age or older and employed by a political subdivision to operate a commercial motor vehicle, without first obtaining a commercial driver's license, for the purpose of removing snow or ice from a roadway. **(Effective: Immediately)**
    - Requires a CDL candidate to complete training as prescribed by 49 CFR Part 380 (relating to special training requirements) before taking the following tests for the first time: The knowledge test for a hazardous materials endorsement; the skills test

for a Class A or B CDL; and, the skills test for a passenger or school bus endorsement. **(Effective: 1/1/2022)**

-Extends the timeframe from 180 days to 1 year from the date of issuance for an individual to hold a commercial driver learner's permit. **(Effective: 5/25/2021)**

-Requires PennDOT to disqualify an individual from operating a commercial motor vehicle for life upon receiving a record of conviction of using a commercial motor vehicle involved in human trafficking. **(Effective: 5/25/2021)**

[-1/6/2021 PennDOT Press Release](#)

-[Act 105 of 2020](#) (Mastriano): Strengthens penalties for violations stemming from the "Move Over" Law; and, provides similar protections for disabled vehicles. **(Effective: 4/27/2021)**

-[Act 106 of 2020](#) (Aument): Legalizes Personal Delivery Devices on the shoulder/berm of highways (or pedestrian areas) for last-mile robotic delivery of cargo and goods. **(Effective: 1/30/2021)**

-Transportation Funding will be paramount over the next 2 years along with annual electric vehicle fees, and changes to the DUI Law. One of the first hearings of the year will be with PennDOT to discuss the P3 Bridge Tolling ideal.

#### 4. Commercial Vehicle Platooning & Future of Automated Trucking Update

- a. Kevin R. Tobias, Administrative Specialist, Office of Transformational Technology, PennDOT

-The Smartbelt Coalition comprised of Pennsylvania, Ohio & Michigan Departments of Transportation, University of Michigan, Penn State University, Carnegie Mellon, and the PA & Ohio Turnpike Commissions met last October to discuss Multi-Jurisdictional Truck Platooning. (full presentation attached)

#### 5. Freight Movement Plan

- a. Michael D. Rimer, AICP, Transportation Planning Specialist Supervisor, PennDOT

-Keith Chase & Paul Kilbride gave background and development of the 2020-2021 Freight Plan which focuses strongly on implementation. Four draft priority goals include freight mobility with development and land use, advance project investments, provide planning, data and analytical tools for improved decision making and improve Multimodal Freight Transportation Operations and Safety.

-One final question brought to Committee was, what collaboration opportunities are there for MCSAC in the implementation of Pennsylvania's Freight Movement Plan?

6. New Business/Public Discussion:

- Robert Pento - Last December the modernization effort of our Automated Permit Routing Analysis System (APRAS) was launched. One of the highlights is that applicants can enter a starting and ending point and the system will generate a recommended route with a mapping interface.

-Kevin Tobias – Penn Start is a closed court facility/test track that will be used to test automated vehicles. More details will be presented when they become available.

-Gavin Gray - Every 5 years the Commonwealth has to do a Strategic Highway Safety Plan, which encompasses all of the safety activities that both the Department, our sister Agencies and Safety Stakeholders typically are engaged with to improve safety on our roadways. This exhaustive and comprehensive process has begun.

-Nolan Ritchie - Inquiry was made if any discussions about Surface Transportation Authorization in regard to Highway Safety. According to FHWA and PennDOT no official announcements have been made.

-Dan Walston, FHWA – Three truck parking roundtable discussions have been held and they are looking to schedule another session this Spring.

-Mike Maffei - inquired about House Bill 2215. There hasn't been any movement since February 2020 according to Nolan Ritchie.

7. Meeting adjourned.

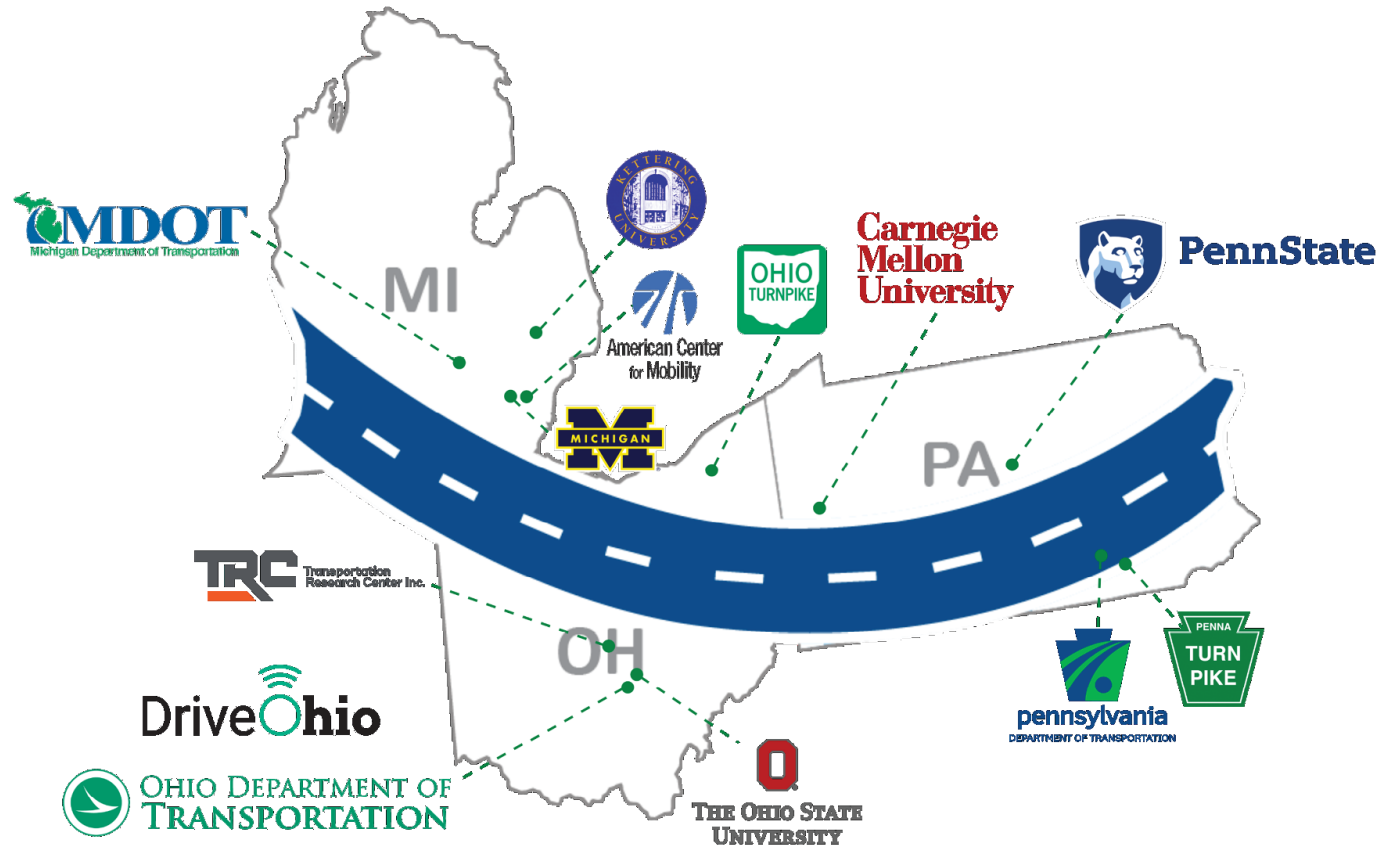
**Meeting Attendees:** Ted Leonard, Nolan Ritchie, Dennis McGee, Mike Maffei, Meredith Biggica, David Splain, Paul Kilbride, Casey Bottiger, Bob Dolan, Bill Houpt, Rudy Husband, Sheila Gombita, Patricia Crowley, Rob Smith, Ed Troxell, Robert, Stephen Adamczyk, Brad Updergrave, Ed Thompson, Kimberly Davis, George Harpster, Natasha Fackler, Gavin Gray, Mike Rimer, Kevin Tobias, Doug Tomlinson, Dennis McGee, James Lenker, Dan Walston, John Rigney, Tom Phelan

# **MULTI-JURISDICTIONAL TRUCK PLATOONING/ADS INTEROPERABILITY PROJECT & LESSONS LEARNED**

**CONDUCTED BY THE SMART BELT COALITION (SBC)**

# INTRODUCTION TO THE SBC

- Formed in 2016
- Initiated to leverage ongoing research and deployment of advanced transportation technologies



# PROJECT BACKGROUND

## Identifying the Need

- Midwest is a hub of freight activity
- Freight is a significant economic engine for SBC members
- States and agencies have their own policies and regulations
  - Potential Gaps and Differences
  - Identify differences and potential solutions

Average Daily Long-Haul Truck Traffic on the National Highway System: 2045



Note: Major flows include domestic and international freight moving by truck on highway segments with more than twenty five FAF trucks per day and between places typically more than fifty miles apart.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 4.3, 2017.



# PROJECT BACKGROUND

## Identifying an Industry Partner

- March 2020, SBC issued an RFI for partners (through ODOT)
  - Willing to demonstrate inter-agency platoon
  - Provide information on technology strategy/platforms
  - Proposed demonstration route
  - Infrastructure challenges
  - Incorporate a form of charitable contribution or donation commitment
    - Reduce “empty trailer” trips
- The SBC received 3 responses and moved forward with Locomation
  - Locomation is a Pittsburgh, PA based company, founded by CMU graduates.



# DEMONSTRATION PROCESS

## Meeting Schedule

- SBC Working Group
  - Agency representatives from the SBC
  - Research/Academic institutions (Optional)
- Communications Team
  - Communications personnel from each agency

Table 2: Truck Platooning Project Milestone Schedule

| Milestone                                             | Days to Event | Date                    |
|-------------------------------------------------------|---------------|-------------------------|
| Publish RFI                                           | 234           | March 02, 2020          |
| Close RFI                                             | 169           | May 06, 2020            |
| SBC meeting to discuss RFI responses                  | 160           | May 15, 2020            |
| SBC meeting with Locomation to discuss demonstration. | 134           | June 10, 2020           |
| SBC assign project team members                       | 134           | June 10, 2020           |
| SBC Project Team kick-off meeting                     | 106           | July 08, 2020           |
| SBC Project Team establish a project plan             | 76            | August 07, 2020         |
| Start Project Team weekly calls                       | 71            | August 12, 2020         |
| Establish Communications Team                         | 44            | September 8, 2020       |
| Locomation submit Platoon Operations Plan             | 42            | September 10, 2020      |
| Locomation provide Oregon pilot test results to team  | 30            | September 22, 2020      |
| Platoon Operations Plan review complete               | 10            | October 12, 2020        |
| Capture footage                                       | 3             | October 19, 2020        |
| Locomation complete test runs                         | 2             | October 20, 2020        |
| <b>Truck Platooning Demonstration</b>                 | <b>0</b>      | <b>October 22, 2020</b> |
| Locomation drive back to Pittsburgh                   | -1            | October 23, 2020        |
| Press release                                         | -5            | October 27, 2020        |
| Post-demonstration debrief                            | -6            | October 28, 2020        |



# DEMONSTRATION PROCESS

## Data Requests

- Locomotion requested data from the SBC agencies



## Platoon and ADS Operations Plan

- Locomotion requested data from the SBC agencies
  - Pennsylvania's plan was used as a template by the other agencies
  - The plan was reviewed by the agencies and accepted within 30 days upon receipt
- Law enforcement agencies were notified in each state



# DEMONSTRATION PROCESS

## Route and Schedule

- 10/20/2020 – Test Runs
- 10/22/2020 – Demonstration



| Map Reference | Route Milestone | Segment    |             | Cumulative |             | Location                                                                                            |
|---------------|-----------------|------------|-------------|------------|-------------|-----------------------------------------------------------------------------------------------------|
|               |                 | Duration   | Length (mi) | Duration   | Length (mi) |                                                                                                     |
| A             | Start Route     | 2 h 40 min | 161         | 0 h 0 min  | 0           | <b>The Greater Pittsburgh Community Food Bank</b><br>(1 N Linden St, Duquesne, PA 15110)            |
| B             | Service Stop    | 1 h 20 min | 83          | 2 h 40 min | 161         | <b>Middle Ridge Service Plaza</b><br>(Milepost 139.5 – Westbound, Ohio Turnpike, Amherst, OH 44001) |
| C             | Food Bank Stop  | 1 h 20 min | 71          | 4 h 00 min | 244         | <b>Toledo Northwestern Ohio Food Bank</b><br>(24 E Woodruff Ave, Toledo, OH 43604)                  |
| D             | End Route       | n/a        | n/a         | 5 h 20 min | 315         | <b>Forgotten Harvest Food Rescue Organization</b><br>(3000 W 14 Mile Rd, Royal Oak, MI 48073)       |



# OPERATIONAL LESSONS LEARNED

## Platoon Operation Plan

- Coordination
  - PennDOT's plan was sufficient
  - The plan required administrative text changes for each state
- Agency Processes
  - Agencies found it informative to understand other agency processes



# OPERATIONAL LESSONS LEARNED

## Data Needs

- Necessary Data
  - Elements of data requested by trucking company not prioritized
- Specific Data
  - More specific information about each data set would help in data gathering
- Difficult/Unavailable Data
  - Some requested data sets were difficult or unavailable to agencies
    - Pavement marking quality
    - Location of retaining walls



- Data Sharing Agreement
  - Some agencies required data sharing agreements for third parties to access data elements
- Data Standardization
  - Standardization of data sets between agencies is preferred by all parties involved.



# OPERATIONAL LESSONS LEARNED

## Law Enforcement

- Law Enforcement Notification
  - Varying state policies and regulations differ in the need and method of notifying law enforcement.

## Educational Opportunity

- Outreach
  - Agency and Locomotion staff interfaced with truck drivers and operators
  - Anecdotally, other drivers operators were excited about the technology



# OPERATIONAL LESSONS LEARNED

## Infrastructure Conditions and ADS Engagement

- Pavement Condition
  - Pavement conditions impacted performance of Platooning/ADS engagement
- Weather
  - Weather was a contributing factor to system disengagement.
  - There were fog conditions along parts of the route
- Work Zones
  - Locomotion was supplied with all known work zone locations
  - Locomotion's ADS systems were disengaged through work zones



# CONSIDERATIONS FOR EXECUTING A DEMONSTRATION

## Meeting Schedule

- Meeting Frequency and Length
- Project Team Involvement

## Coordination

- Food Bank Coordination
- Agency Coordination
- Procurement Coordination

## Event Involvement

- Day-of-Event Participation



# IN THE MEDIA



Pittsburgh Post-Gazette



The Vindicator



The Courier



The Columbus Dispatch



Metro Detroit Today



...and more



MCSAC Meeting Minutes  
April 26, 2021

Meeting opened by Ted Leonard  
Roll Call - Mary Gaiski  
Quorum fulfilled

### 1. Legislative Update

- Nolan Ritchie, Senate Transportation Committee
- [S.B. 382](#) (Langerholc) reforms the Public-Private Transportation Partnership (P3) statute and voids the PennDOT Pathways Major Bridge P3 Initiative. This legislation was introduced to bring transparency, public input and a proper checks-and-balance on the P3 Board, which passed a resolution on November 12, 2020, to impose user fees (tolls) on major bridges on the interstate system. This bill passed the Senate Transportation Committee on March 17, 2021.
- FYI: SB 382 passed the Senate the day after the MCSAC meeting, and it was referred to the House Transportation Committee for consideration.

The new penalties and provisions of the “Move Over Law” are effective on April 27, 2021. [Act 105](#) unanimously passed the General Assembly last Session. The new law doubles the fine amounts, assesses 2 points on a driver’s record and rebrands the “Steer Clear Law” to the “Move Over Law”. When a driver approaches an emergency response scene, they are required to move over into the adjacent lane or reduce their speed to no more than 20 M.P.H. below the posted speed limit. The “Move Over Law” also applies to disabled vehicles, if two of the following are in effect: hazard lights, caution signs and/or road flares.

### 2. Committee Membership and Administrative Needs - Robert Pento, P.E.

- Solicitation for Chair nominations to July was motioned by Mary Gaiski and seconded by Ted Leonard.
- Ryan Dellinger is the new Director of the PA School Bus Association for Seat 13 and should be appointed by the Governor.
- Rebecca Oyler, PMTA President needs to be appointed to Seat 6 on the committee and remove Joe Butzer, who was Acting President.
- Candidates for Seat 1 – PA Chamber of Business & Industry & Seat 18 – Petroleum Industry are now vacant.
- Legislation requirement under Title 75 §7804 needs to be reviewed by the Committee. An Annual Report has not been completed by the Committee since 2011.
- Doodle poll will be sent out for July and October 2021 meetings

### 3. Commercial Vehicle Safety/Crash Data Update

- Gavin Gray, P.E., Highway Safety Section Chief, PA Department of Transportation
- Presentation of Pennsylvania Strategic Highway Safety Plan was given and is attached to the minutes.

#### 4. New Business

- Ed Troxel suggested committee review and propose updates to §7802(a). Committee should consider information from PennDOT CV Crash reports to give the law more emphasis/visibility.
- Mary confirmed that Nolan was leading an effort to update the committee's legislative requirements under Title 75 §7804 (SB 724 of 2017), but the Bill did not advance. We will discuss further at a future meeting.

#### 5. Public Discussion

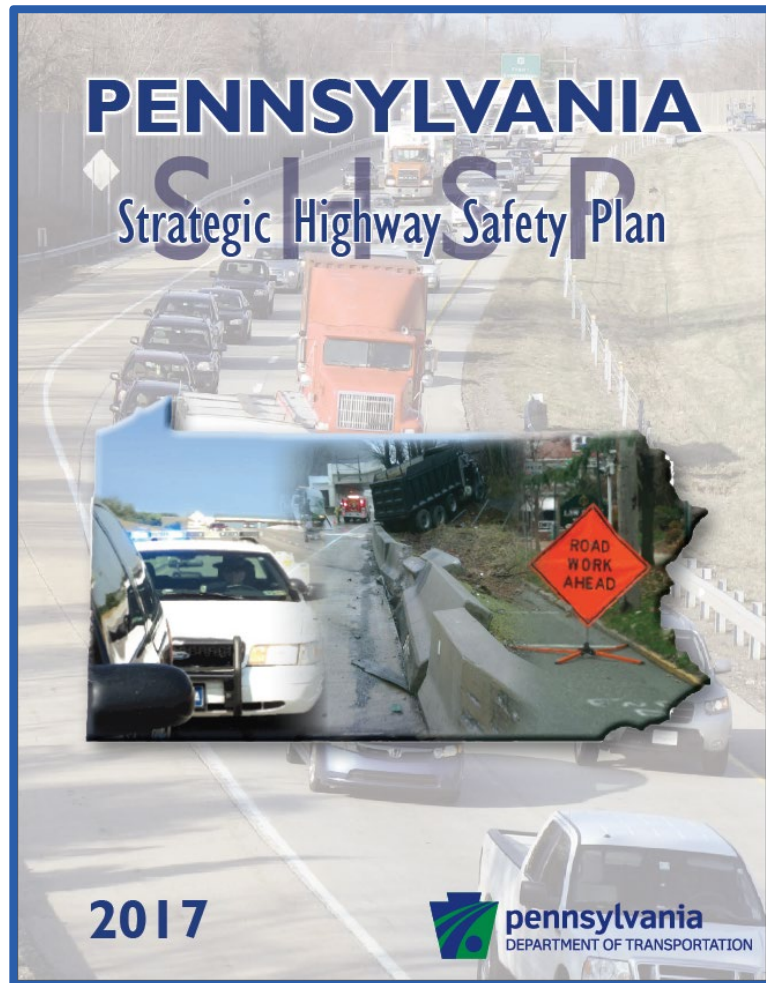
- Rebecca Oyler requested a copy of the PA MCSAC's report and recommendations for PennDOT/PSP's Winter Road CV Restrictions plan (Kim emailed on 4/26). Joe Butzer mentioned that since nothing is being done to provide safe places for truck parking during these restrictions, danger is increased.
- Patricia Cowley described a potential issue with the proposed federal Moving Forward Act. Currently, a bus company can have their own technicians state inspect their vehicles in Pa as their technicians are state certified to perform state inspections. Section 4403 will change this, but she is thinking that the proposed federal law is addressing those states that do not have a state inspection and only an annual DOT inspection. She asked PennDOT for their interpretation and position on the legislation. Bob Pento will follow up and provide a response.

**Meeting Attendees:** Robert Smith, Rebecca Oyler, John Rigney, Ted Leonard, Matt Gabler, Sheila J. Gombita, Gib Martin, Ed Troxell, Robert Krol, David Splain, James Lenker, Mary Gaiski, Patricia Cowley, Bob Dolan, Garth Warner, Meredith Biggica, Nolan Ritchie, Brad Updegrave, Douglas Tomlinson, Gavin Gray, Christopher Walston, Joe Butzer, Dennis McGee, William Houpt, Ryan Dellinger, Doug Kempt, Gregory Fischer, David Splain, Jerry D. Nemes, Natasha Fackler, George Harpster, Kimberly Davis

# CMV CRASH DATA UPDATE

GAVIN GRAY, P.E. ●● APRIL 26, 2021

# SAFETY STRATEGIES – COMMERCIAL VEHICLE



2017 Pennsylvania Strategic Highway Safety Plan

[https://www.penndot.gov/TravelInPA/Safety/Documents/PA%20SHSP%202017-02-15%20\(HRRR%20Errata\).pdf](https://www.penndot.gov/TravelInPA/Safety/Documents/PA%20SHSP%202017-02-15%20(HRRR%20Errata).pdf)

- Consider exclusive truck lanes
- Consider commercial vehicle safety in the planning, design, and operation of the transportation system
- Implement vehicle technologies for commercial vehicles and their drivers
- Promote trucks equipped with added safety measures such as under-ride guards
- Enact legislation and implement automated traffic enforcement



Engineering



Education



Enforcement



Emergency Medical Services



Legislation\*



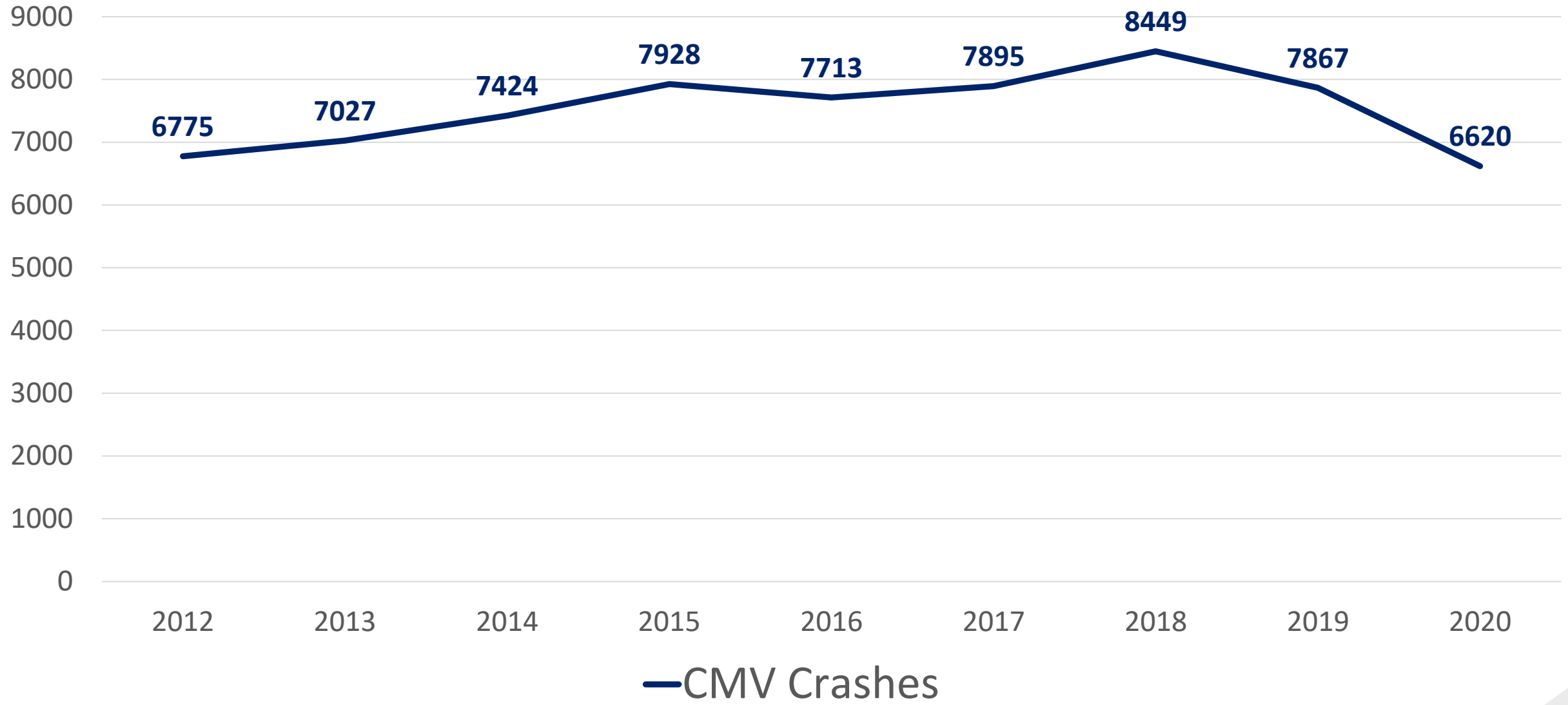
Marketing



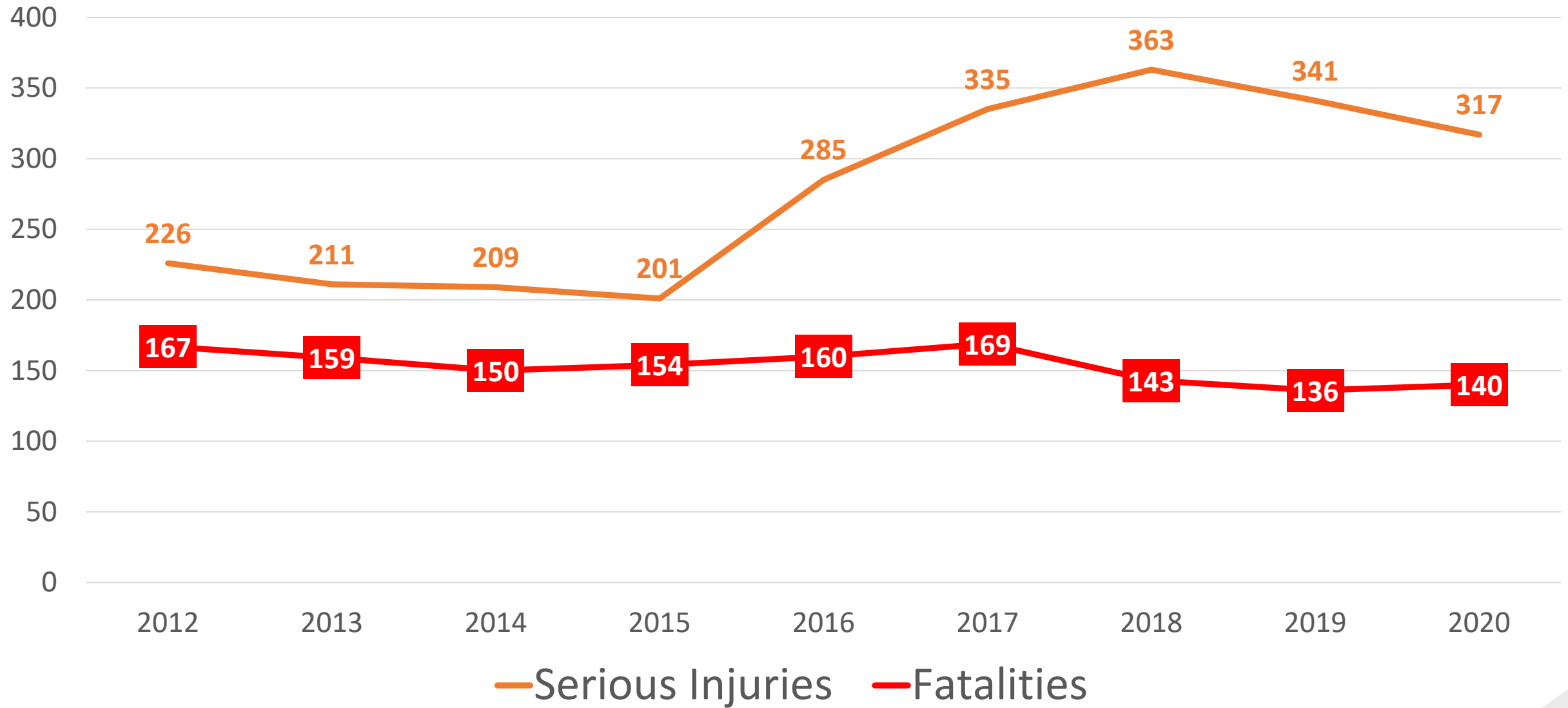
Technology



# ALL CMV CRASHES



# CMV FATALITIES & SERIOUS INJURIES

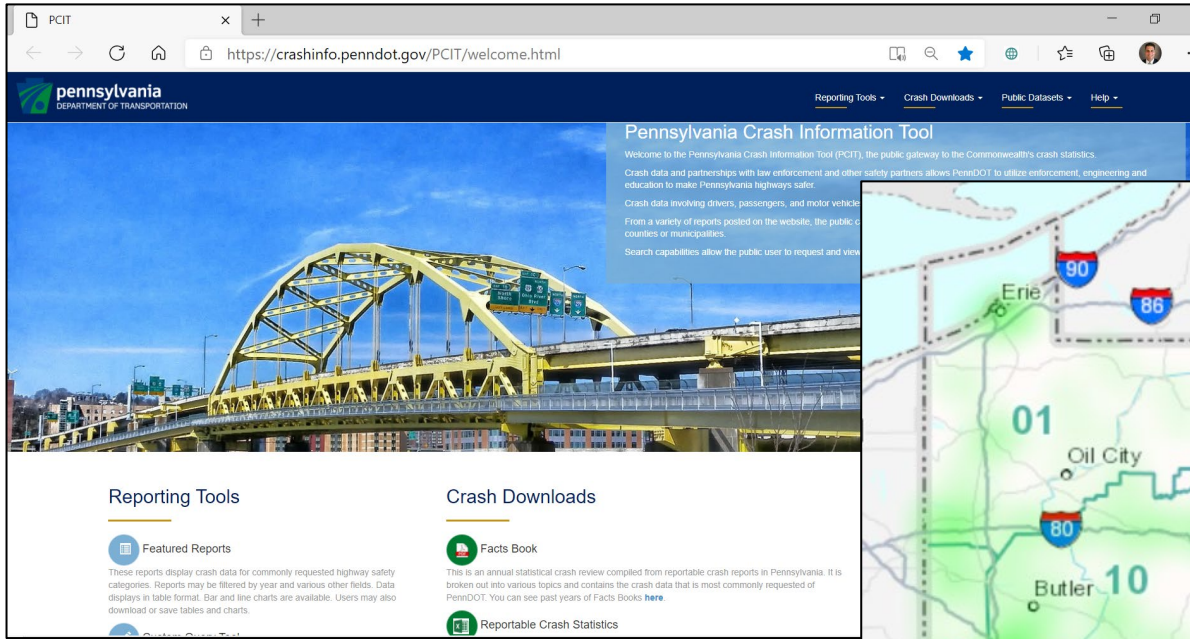


# 5YR CMV FACTORS

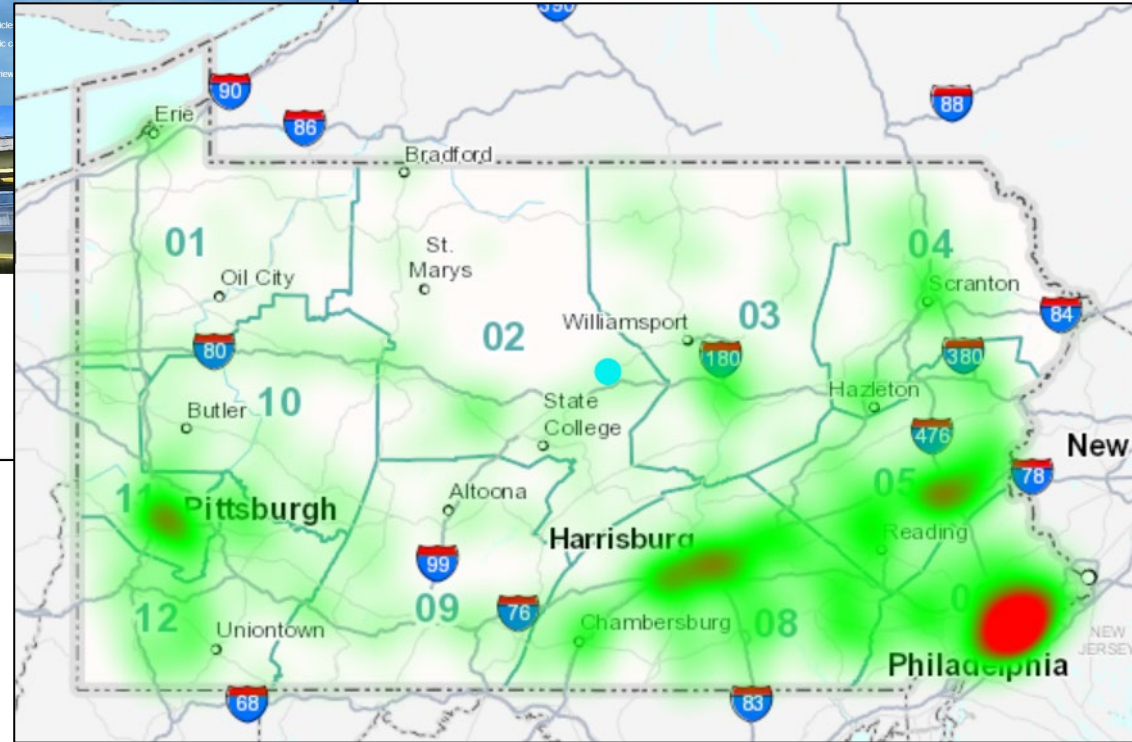
|                              | Actions | Percentage |
|------------------------------|---------|------------|
| Too fast for condition       | 8814    | 11%        |
| Careless pass or lane change | 5014    | 6%         |
| Driving was distracted       | 3469    | 4%         |
| Improper or carless turn     | 3054    | 4%         |
| Tailgating                   | 3714    | 3%         |
| Affected Physical Condition  | 2151    | 3%         |
| Running red light            | 1118    | 1%         |



# CRASH INFORMATION TOOL



The screenshot shows the PCIT website in a web browser. The URL is <https://crashinfo.penndot.gov/PCIT/welcome.html>. The page features the Pennsylvania Department of Transportation logo and a navigation menu with links for Reporting Tools, Crash Downloads, Public Datasets, and Help. A large banner image of the Pittsburgh bridge is on the left. On the right, a welcome message states: "Welcome to the Pennsylvania Crash Information Tool (PCIT), the public gateway to the Commonwealth's crash statistics. Crash data and partnerships with law enforcement and other safety partners allows PennDOT to utilize enforcement, engineering and education to make Pennsylvania highways safer. Crash data involving drivers, passengers, and motor vehicle. From a variety of reports posted on the website, the public can request and view crash data by county or municipality. Search capabilities allow the public user to request and view crash data by county or municipality." Below the banner, there are two main sections: "Reporting Tools" with a "Featured Reports" link and a description of report categories, and "Crash Downloads" with links for "Facts Book" and "Reportable Crash Statistics".



<https://crashinfo.penndot.gov/>



# QUESTIONS

**GAVIN GRAY**  
**HIGHWAY SAFETY SECTION CHIEF**  
**PENNDOT**  
**717-783-1190**  
**[GAGRAY@PA.GOV](mailto:GAGRAY@PA.GOV)**

# PENNSYLVANIA MOTOR CARRIER SAFETY ADVISORY COMMITTEE

July 19, 2021

## MEETING NOTES

- Meeting opened by Ted Leonard
- Roll Call - Mary Gaiski  
**Meeting Attendees:** Mary Gaiski, Robert Smith, Rebecca Oyler, John Rigney, Ted Leonard, Matt Gabler, Michael Maffei, John Keagle, Gib Martin, Ed Troxell, Robert Krol, James Lenker, Nick Ninosky, Emily Watts, Patricia Cowley, Bob Dolan, Garth Warner, Meredith Biggica, Brad Updegrave, Douglas Tomlinson, Gavin Gray, Ryan McNary, William Houpt, Ryan Dellinger, Andrew Turriziani, Natasha Fackler, Bob Pento, George Harpster, Kimberly Davis
  - Quorum fulfilled
- 1. Legislative Update  
*Nolan Ritchie provided a written update*

### E-Powered Trucks

#### [SB 153](#) (Langerholc)

- **Overview:** Authorizes trucks powered by an electric battery to operate at 82,000 pounds, in alignment with [federal regulations](#).
- **Status:** Unanimously passed Senate Transportation on 6/22/2021. Referred to Senate Appropriations on 6/23/2021.

#### [HB 722](#) (Rothman)

- **Overview:** Authorizes trucks powered by an electric battery to operate at 82,000 pounds, in alignment with [federal regulations](#).
- **Status:** Unanimously passed the House on 6/8/2021. Referred to Senate Transportation on 6/9/2021.

### Reforming P3s

#### [SB 382](#) (Langerholc)

- **Overview:** Reforms the Public-Private Transportation Partnership (P3) statute and ends PennDOT's P3 bridge tolling initiative.
- **Status:** Passed the Senate on 4/27/2021 (28-19). Referred to House Transportation on 4/29/2021.

### Heavy Truck Issues

#### [SB 58](#) (Martin)

- **Overview:** Increases the weight limit up to 95,000 pounds for municipally-hauled solid waste.
- **Status:** Referred to Senate Transportation on 1/20/2021.

#### [HB 1232](#) (Silvis)

- **Overview:** Increases the weight limit up to 95,000 pounds for agricultural liming material, agricultural seed or fertilizer.
- **Status:** Passed the House on 6/24/2021 (122-79). Referred to Senate Transportation on 6/25/2021.

#### **[HB 1261](#) (Oberlander)**

- **Overview:** Increases the weight limit up to 95,000 pounds for commercial implement of husbandry and farm equipment and authorizes certified escorts in lieu of State Police.
- **Status:** Referred to House Transportation on 4/21/2021.

Note: The following organizations expressed their opposition to these bills:

- PA State Association of Boroughs
- PA State Association of Township Supervisors
- PA Chiefs of Police Association
- PA State Troopers Association
- PA Sheriffs' Association

Ed Troxel noted that the PA Boroughs Assoc. is neutral on HB 1261 and support SB 242

## **DRIVE SMART Act**

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. ("Rails" in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth's multimodal transportation system. Key issues for MCSAC are as follows:

- The DRIVE SMART Act "supports motor carriers" by not increasing their taxes or fees, as the commercial transportation industry stepped-up during Act 89 of 2013.
- Provide a roadmap towards testing driverless Highly Automated Vehicles.
- Following [S.B. 382](#) (Langerholc), encourage the P3 Board to consider only tolling the I-95 Gerard Point Bridge, which is the longest bridge in the State and includes a double-stack roadway (\$600 million).
- Dedicate a portion of the American Rescue Plan Act (ARPA) to provide immediate relief for the design and construction of PennDOT's highways and bridges.
  - **Note: \$279 million was allocated to PennDOT in the 2021-22 budget.**
- Following [S.B. 242](#) (Pittman), reduce the transfer from the Motor License Fund to the PA State Police (PSP) while ensuring a reliable, sustainable funding source for the PSP.
- Dedicate a portion of ARPA for transit capital improvements to provide immediate relief to PTC.
- Update Title 74 (Transportation) with an agreed-to proposal from rural and small urban transit agencies, Southeastern Pennsylvania Transportation Authority (SEPTA) and the Port Authority of Allegheny County (PAAC) to better manage transit agencies across the Commonwealth.
- Authorize local revenue generating options for SEPTA and PAAC.

## **2. Pennsylvania Litter Action Plan - Natasha Fackler, Policy Director & Emily Watts, Executive Policy Specialist, PennDOT**

- An overview of the Department's Litter Plan was given. The full presentation is attached.

- Two case studies were published in February of 2020 entitled the [Pennsylvania Litter Research Study](#) and [the Municipal Litter and Illegal Dumping Cost Study](#). Both studies concluded that, in order to reduce the amount of litter in the Commonwealth, local and state governments must focus more on educating the public on litter prevention and enforcing and enacting laws against littering.
- An interactive feedback survey was conducted during the meeting on the Litter Action Plan recommendations (results attached).

### 3. 511 Pennsylvania Update - Ryan McNary, Manager, Traffic Systems & Performance, PennDOT

- Overview was given of the 511 PA system updates. A copy of the presentation is attached.

### 4. Committee Membership Update – Bob Pento, PennDOT-BOMO

| Seat Number                                      | Status                                                                                                                            |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| Seat *1 - PA Chamber of Business & Industry      | <b>VACANT on 7/19/21. On 8/19/21, Mr. Gregg Troian, Pres., PGT Trucking was appointed by Governor's office.</b>                   |
| Seat *2 - Chiefs of Police Association           | Mr. David Splain, Chief of Police, Nether Providence Twp., Delaware Co.                                                           |
| Seat *3 - Special Court Judges Association of PA | Honorable James A. Lenker, Magisterial District Judge, Dauphin Co. <b>(Retiring by Jan 2022 and will require new appointment)</b> |
| Seat *4 - Independent Trucker Interests          | Mr. Roger A. Lee                                                                                                                  |
| Seat *5 - Independent Trucker Interests          | Mr. Michael Maffei                                                                                                                |
| Seat *6 - PA Motor Truck Assoc.                  | Mr. Joe Butzer <b>(Will be reappointed to Ms. Rebecca Oyler, President and CEO)</b>                                               |
| Seat *7 - PA Motor Truck Assoc.                  | Mr. John Rigney, Director of Safety                                                                                               |
| Seat *8 - PA Truck Transportation Alliance       | Ms. Mary T. Gaiski, Secretary/Treasurer                                                                                           |
| Seat *9 - PA Truck Transportation Alliance       | Mr. John Keagel, Vice President/General Manager, H R Ewell Inc.                                                                   |
| Seat 10 - PA AAA Federation                      | Mr. Ted (John) Leonard, Vice Chair                                                                                                |
| Seat 11 - PA Public Transportation Association   | Ms. Sheila Gombita, Freedom Transit                                                                                               |
| Seat 12 - PA Bus Assoc.                          | Ms. Patricia Cowley, Executive Director                                                                                           |
| Seat 13 - PA School Bus Assoc                    | Mr. Ryan Dellinger <b>(in appointment process)</b>                                                                                |
| Seat 14 - PA Forest Products Association         | Mr. Matt Gabler, Executive Director                                                                                               |
| Seat 15 - Interest of Motor Carrier Drivers      | Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.                                                                                    |
| Seat 16 - Interests of Bulk Carriers             | Mr. John Tippery, Sheetz <b>(Will be reappointed to Mr. Rob Smith, Sheetz)</b>                                                    |
| Seat 17 - Moving and Storage Industry            | Mr. Bob Dolan                                                                                                                     |
| Seat 18 - Petroleum Industry                     | <b>CURRENTLY VACANT – Awaiting recommendation from Governor's office.</b>                                                         |
| Seat 19 - Class I Railroad                       | Mr. Rudy Husband, Norfolk Southern                                                                                                |

- Mary confirmed that Nolan was leading an effort to update the PA MCSAC's legislative requirements under Title 75 §7804 (SB 724 of 2017), but the Bill did not advance. We will discuss further at a future meeting.

## 5. New Business

### California Air Research Board (CARB) Emissions Standards in Pennsylvania

- John Rigney noted adopting CARB emissions standards in PA would add significant cost to the motor carrier industry.
- Rebecca Oyler said the standards, which go into effect in 2022, affects equipment warranties.
- It was noted that PA DEP's position is that the Commonwealth opted in to the California standards years ago so the change is automatic and there will be no warning or announcement from DEP.
- For the next meeting, request a representative from DEP to attend and present on CARB requirements.

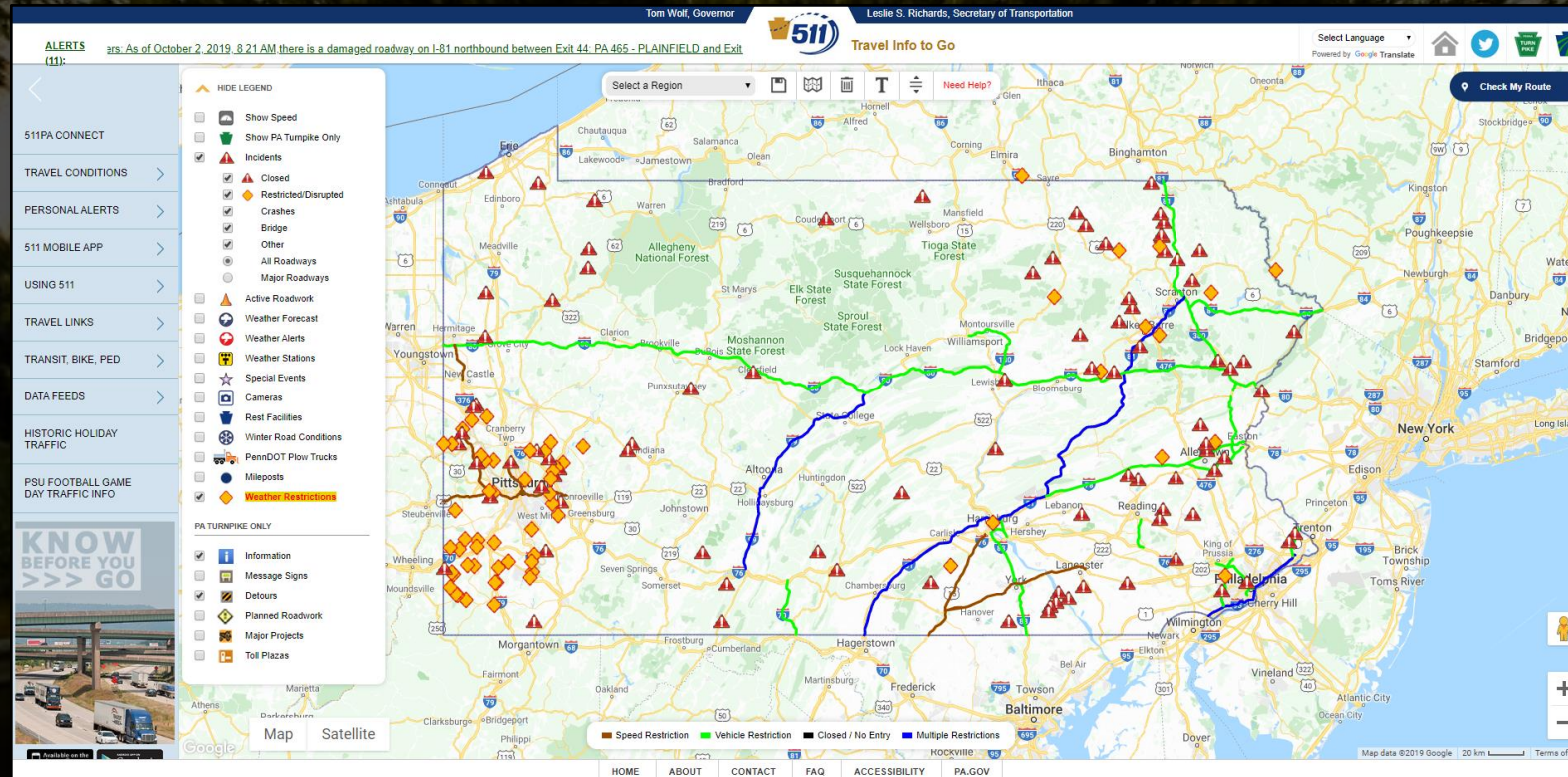
### PennDOT Winter Restrictions for Motor Carriers

- Rebecca Oyler said the last draft plan she saw was for 2019. She requested this as an agenda item for the next meeting but she will also contact PennDOT BOMO Winter Services for an update.

## 5. Public Discussion

- Mike Maffei asked for status on HB 37 regarding hand held cellphones and SB 419 regarding radar speed enforcement by local police. Ed Troxel responded that SB 37 was not moving.
- Mike Maffei asked for an update on any actions Pennsylvania is taking regarding truck parking.
  - Bob Pento noted that PennDOT is working on an update to the [2007 study conducted by the Transportation Advisory Committee \(TAC\)](#).
  - Brad Updegrave said the PA Turnpike has no plans to create additional parking spaces for trucks beyond those created as part of the recent [Truck Parking Information Management System \(TPIMS\)](#).
- Brief discussion about [Transportation Revenue Options Commission \(TROC\)](#). Ted Leonard said the effort is coming to closure and may have an impact on motor carriers. The commission's draft report is under review now and due to Governor Wolf in August 2021.
- Ed Troxel requested that we return to in-person meetings and return to noon starting time with lunch as we have in the past.
- Final quarterly meeting for 2021 should be held in October. PennDOT BOMO will send out an availability survey with meeting minutes.

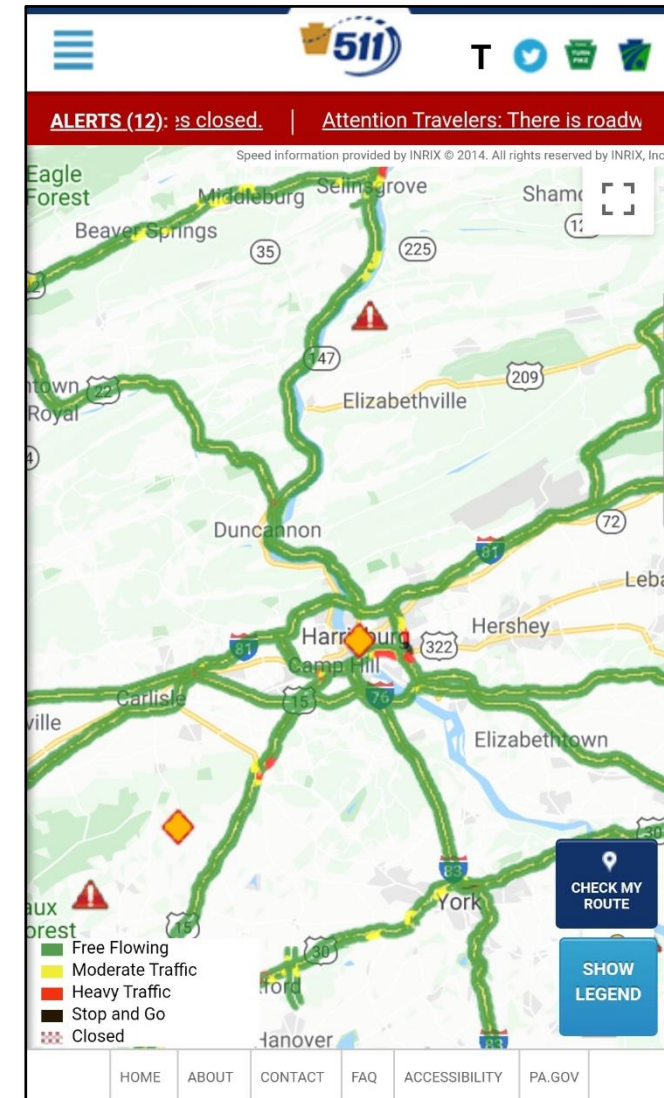
# 511PA: An Overview



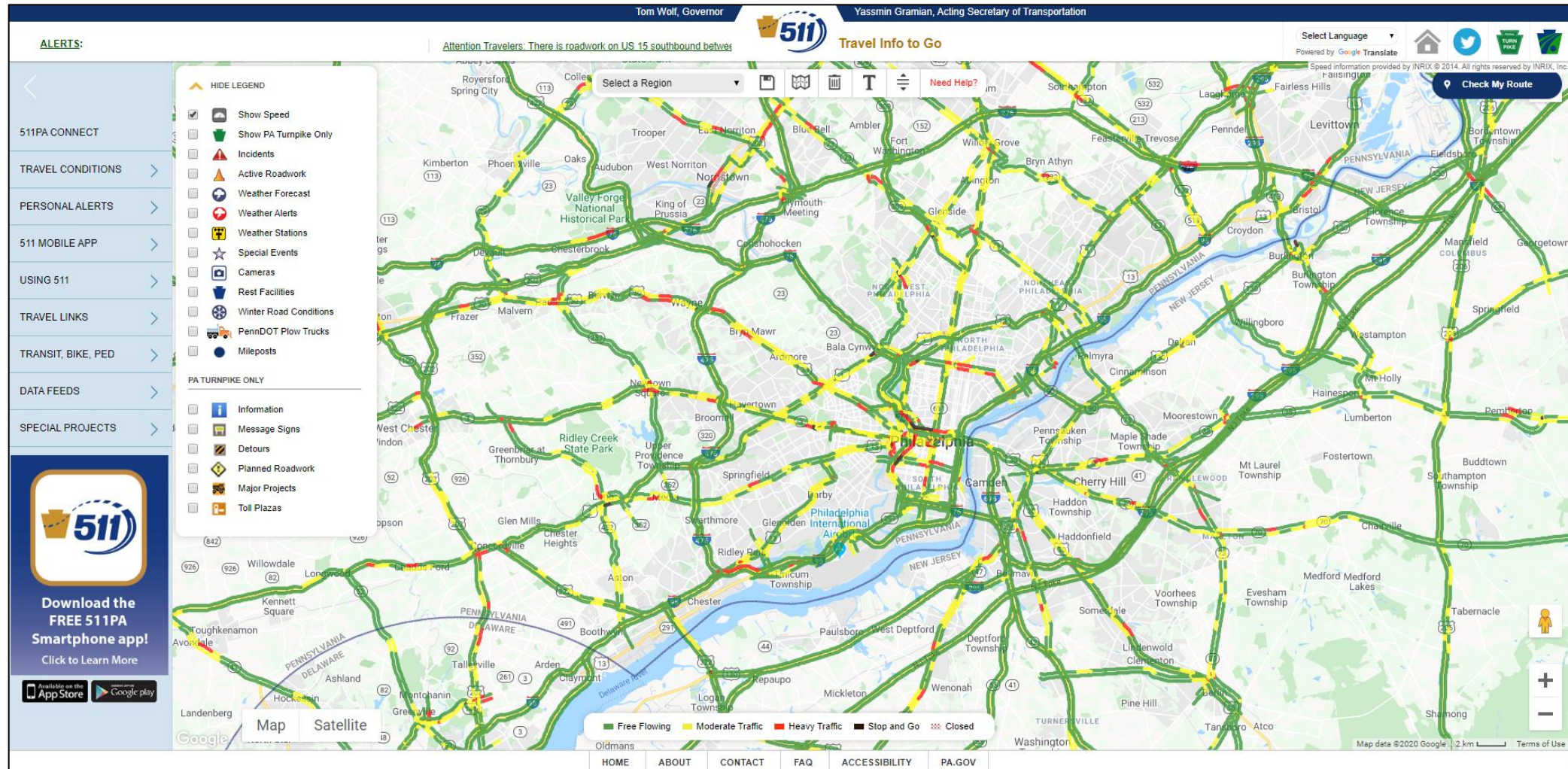
Ryan McNary, Manager  
Traffic Systems and Performance

# Agenda

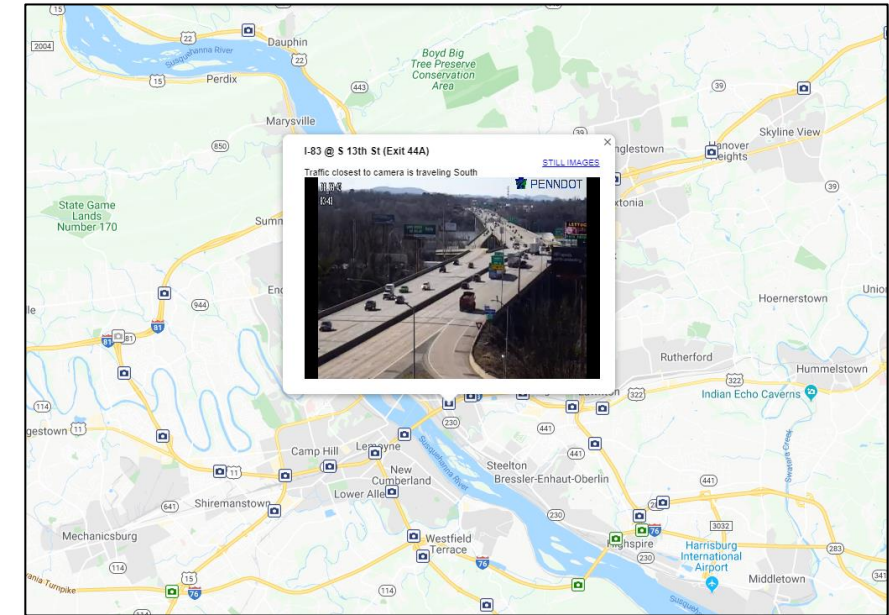
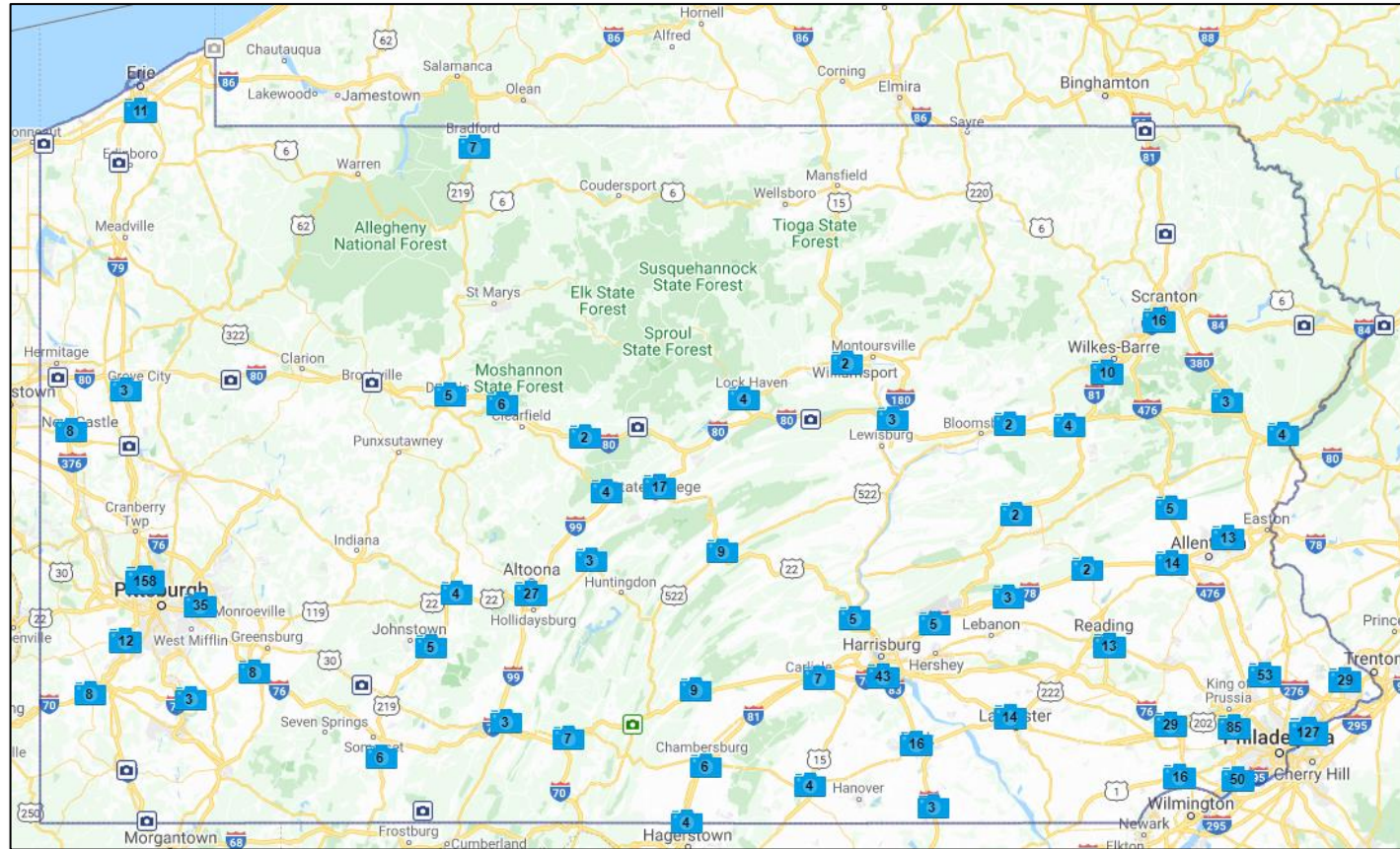
- Overview
  - Real Time Traffic Data
  - Cameras
  - New: Low Bridges
- Mobile App
  - New: Commercial Vehicle Mode
- Winter Weather
  - Dedicated Vehicle Restriction Page
  - Plow Trucks
  - Check My Route
- Personal Alerts
  - New: Notification Options
- On-Demand Traffic Reports Phone System
- Coming Soon – Virtual HAR
- Q&A



# Website: Live Traffic Data



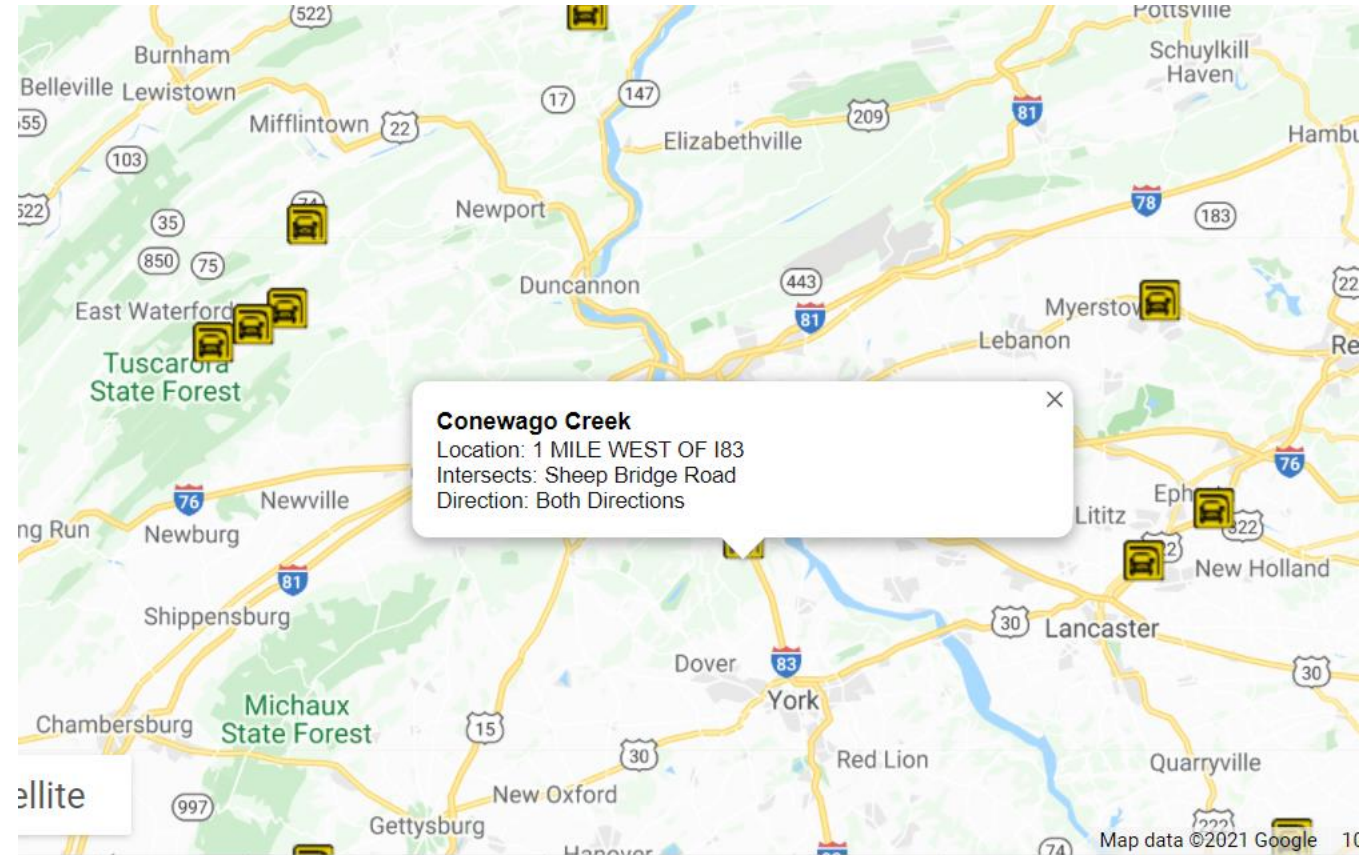
# Website/Mobile: Traffic Cameras – Streams and Snapshots



- Camera icons cluster at higher zoom levels.
- Live streams and static images available.
- Works on desktop computers and mobile devices.

# New: Low Bridges

- All PennDOT bridges under 13'6"
- Available on traffic map and as drive mode alerts on the mobile app



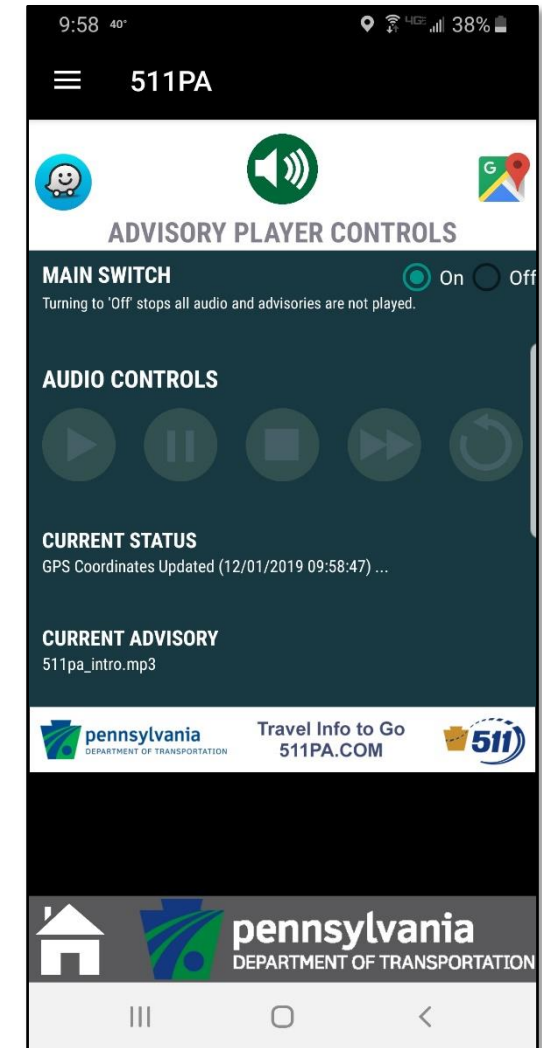


# 511PA Mobile App

# Mobile App – Android & iOS (Apple)



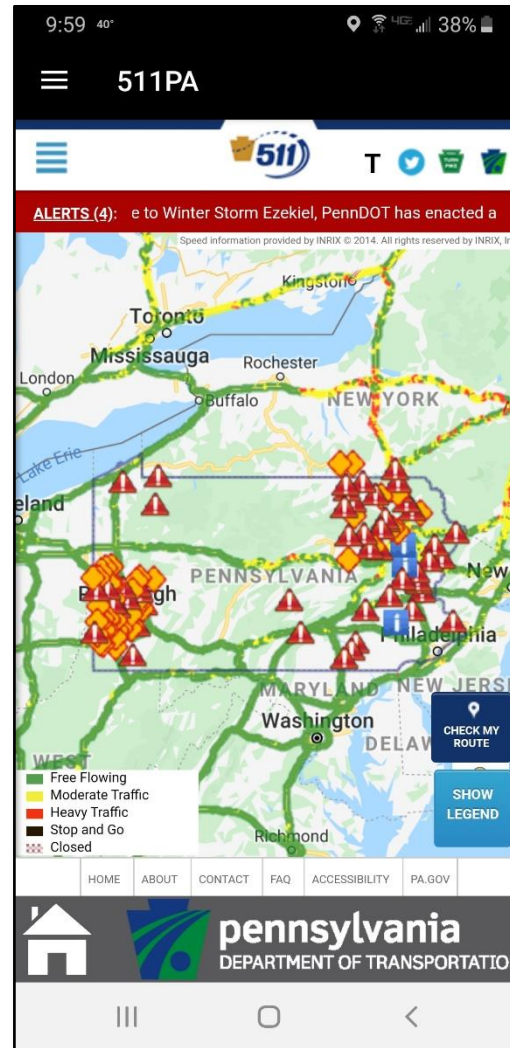
- Hands/Eyes Free Mode
- Navigation Integration:
  - Hear PennDOT/Turnpike traffic alerts with Google/Waze directions/notifications



# Mobile App – Android & iOS (Apple)

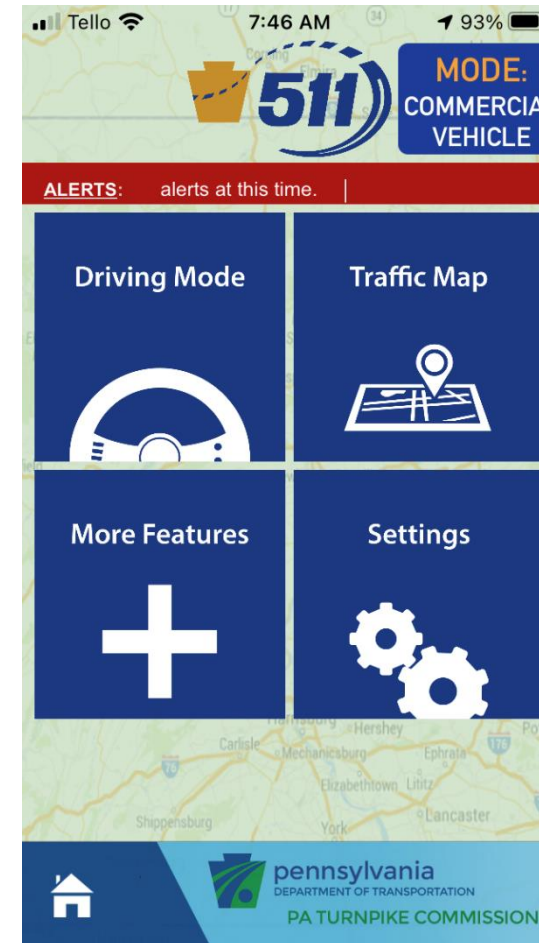


- Trip Planning – all website features
- Map Centered on User
- Interoperable across states – NJ & WV



# New: Mobile App Commercial Vehicle Profile

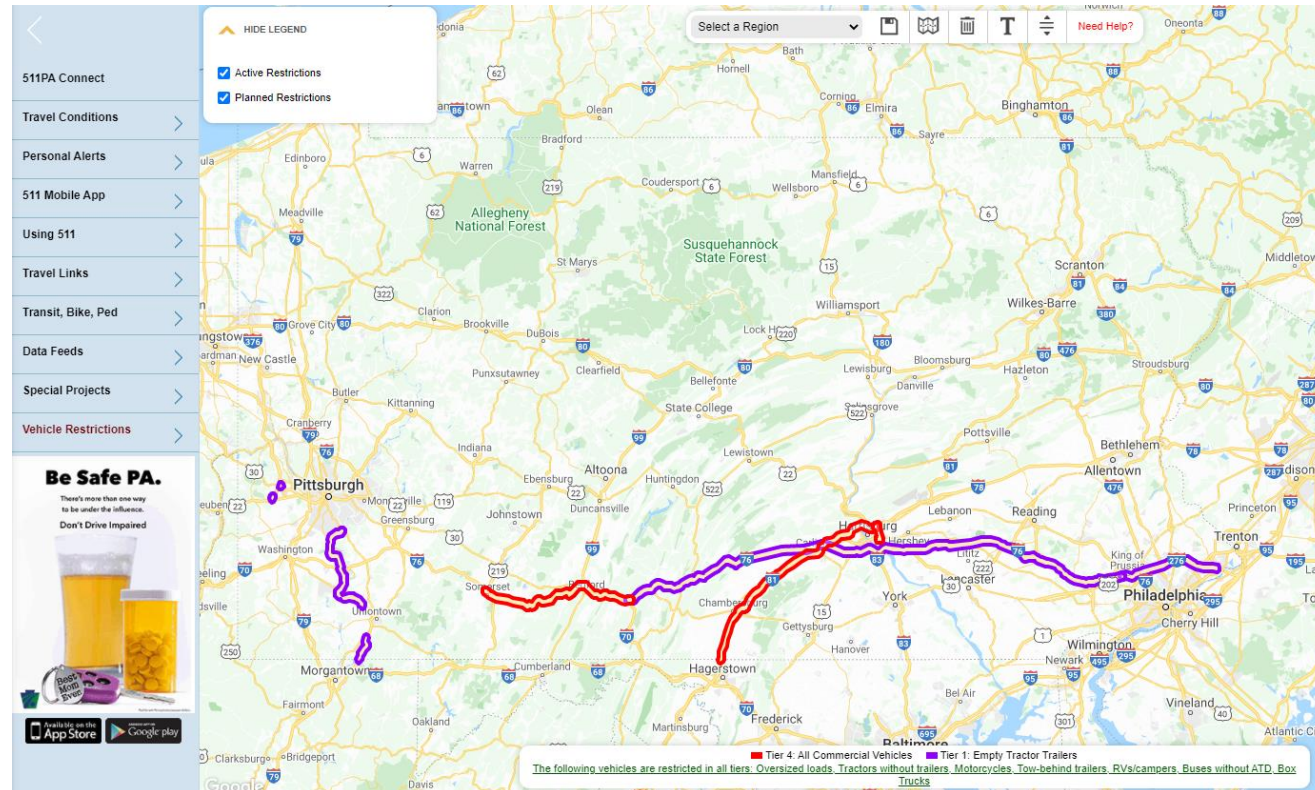
- Users can indicate whether they are a passenger or commercial vehicle
- Different alert options based on selection
  - Low Bridge alerts
  - Vehicle Restrictions
  - More in the future





# 511PA Winter Weather

# Dedicated Vehicle Restriction Page



## Vehicle Restrictions

### Tier 4: All Commercial Vehicles

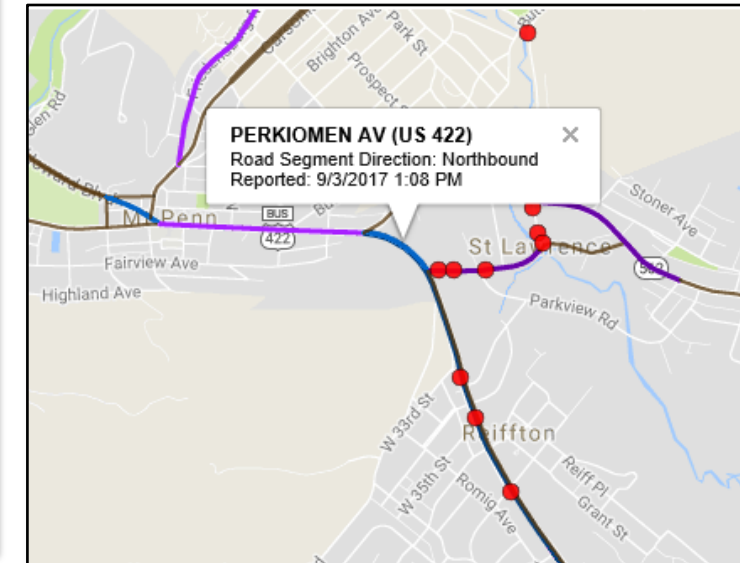
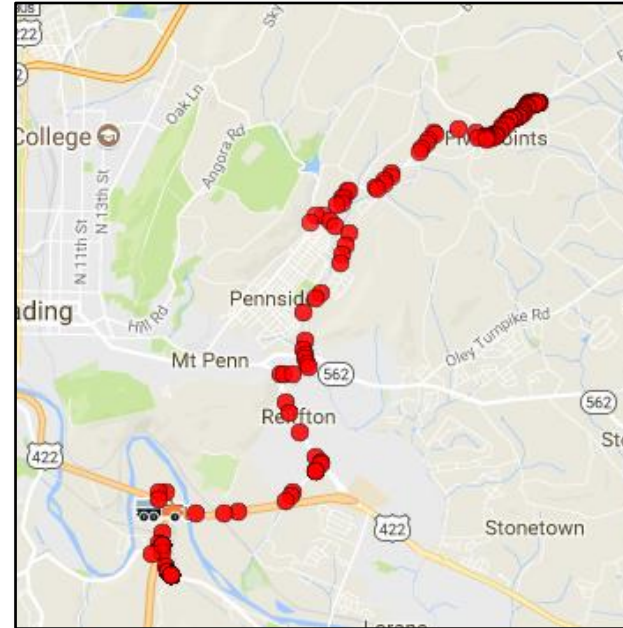
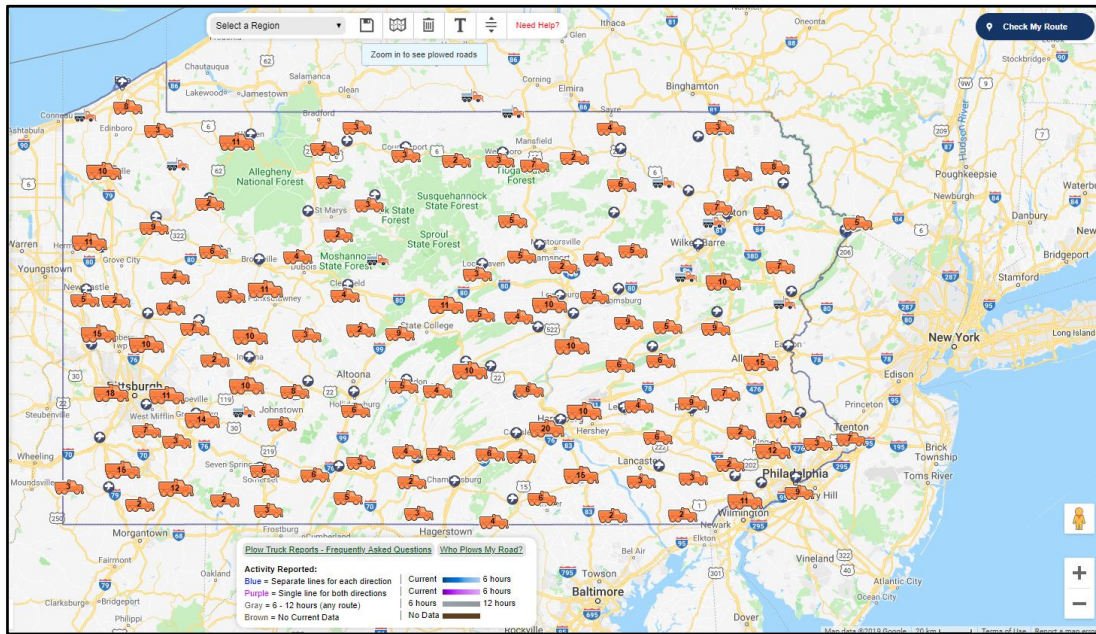
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### Tier 1: Empty Tractor Trailers

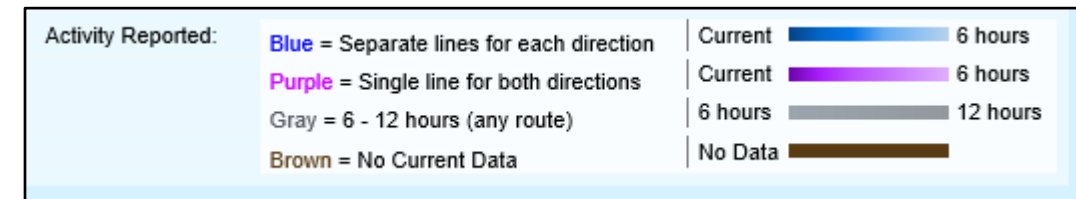
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 PA 43 Turnpike

The following vehicles are restricted in all tiers: Oversized loads, Tractors without trailers, Motorcycles, Tow-behind trailers, RVs/campers, Buses without ATD, Box Trucks

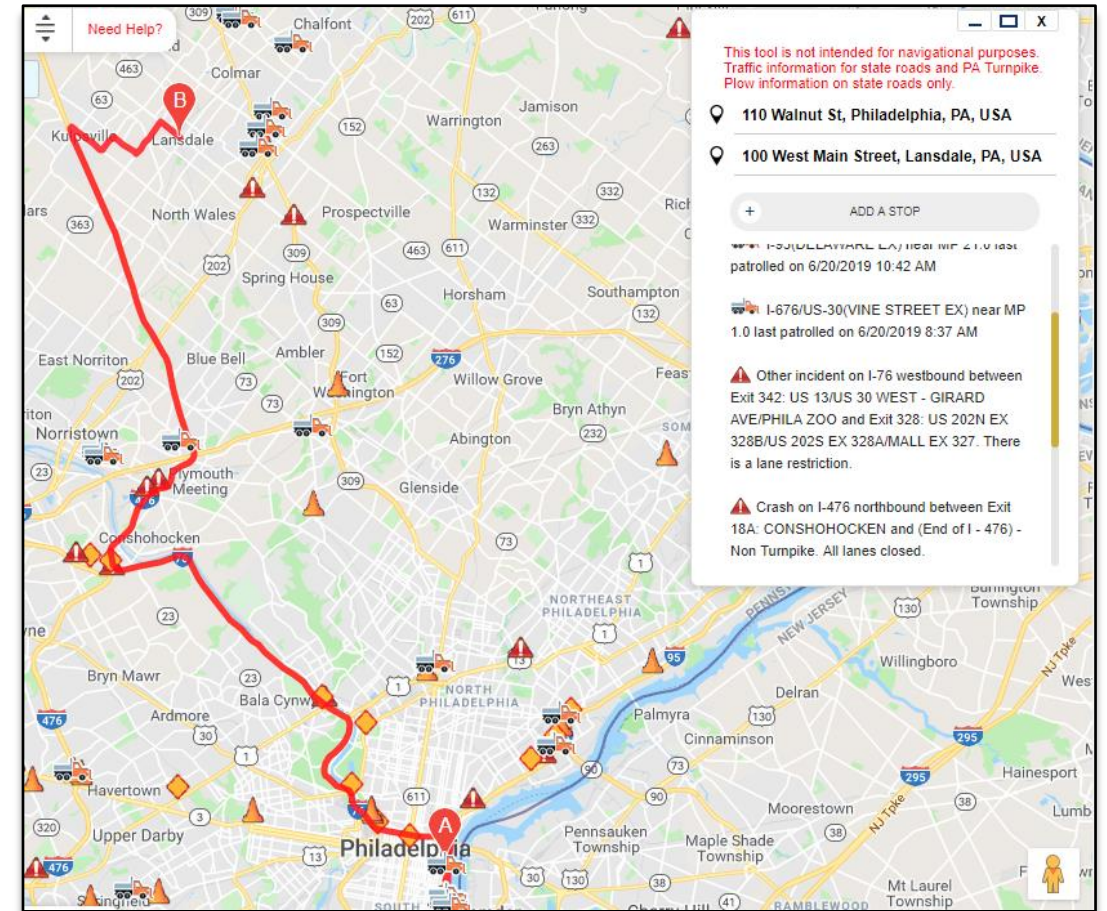
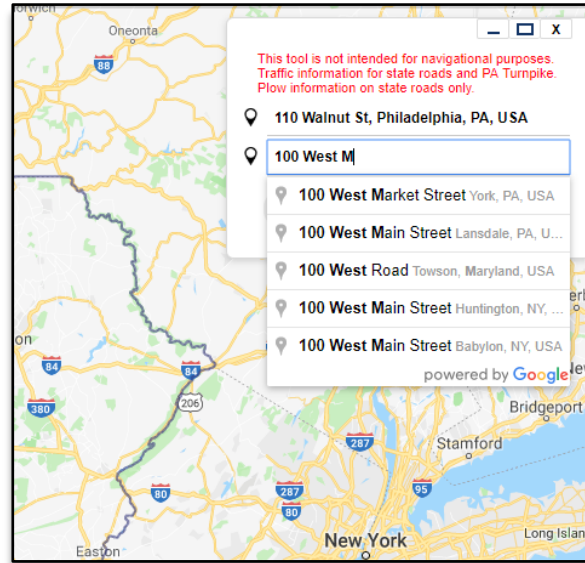
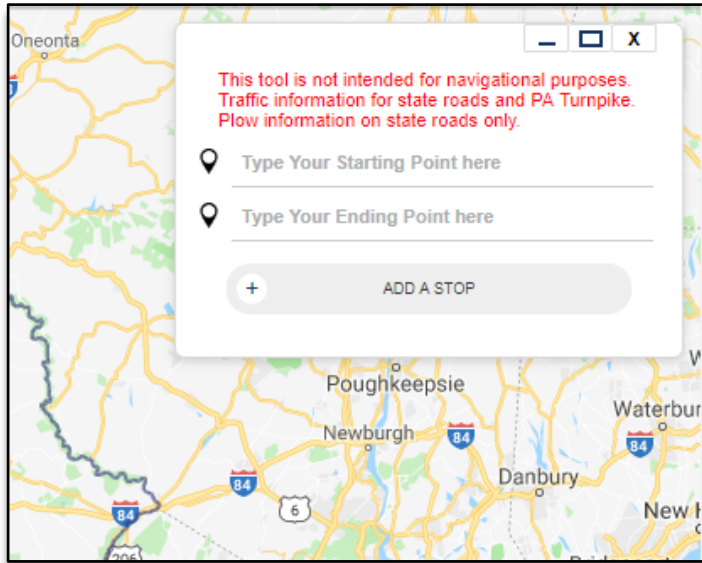
# Website/Mobile: Plow Trucks



- 30 min – 6 hours of individual truck history.
- Roadways highlighted for up to 12 hours of history.
- View on desktop or mobile devices.



# Website/Mobile: Check My Route



- User can customize start and end points.
- Draws route on map.
- Lists last time plow traveled on road, as well as accidents and construction on route.



# 511PA Personal Alerts

# Personal Alerts



- Edit personal info/user profile.
- Subscribe/unsubscribe from alerts
- Alerts may be configured so they are only sent during particular days and times
- Select specific alert types – including speed/Vehicle Restrictions

Traffic Profile Area

[Select by route](#)

Check the days you wish to be notified

☐ Entire Week  
☐ Weekend  
☒ Week Days

☐ Mon ☐ Tue ☐ Wed ☐ Thu ☐ Fri ☐ Sat ☐ Sun

Profile Details - Last Updated

Choose the time periods for which you want to receive traffic reports

\* Beginning Time

08:00 AM ▼

\* Ending Time

10:00 AM ▼

Other Details

\* Where would you like alerts to be sent?

johnf@ilogcorp.com ▼

\* Please enter a name to associate with this profile

Morning Commute

Add Profile

# New: Personal Alert Notification Options

- Can sign up only to receive certain alert **types** for an area
  - Previously could only receive all alerts
- Restrictions are available as a separate option

**Notification Types**

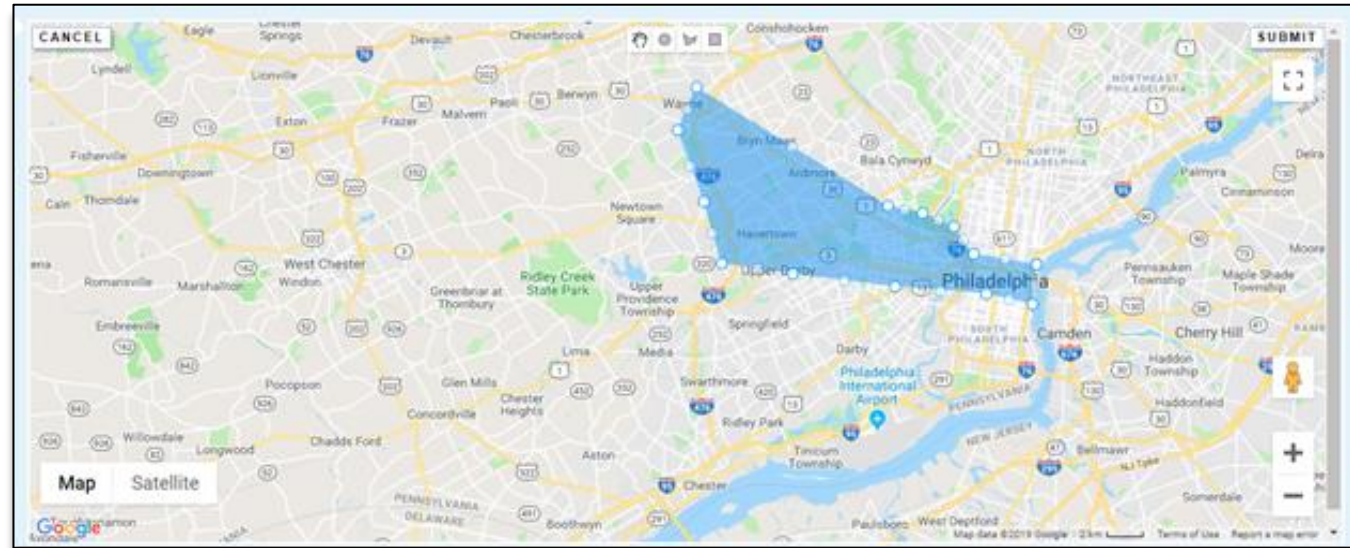
Select which type of alerts you would like to be notified of

- ☐ Incidents
- ☐ Roadwork
- ☐ Travel Information
- ☒ Travel Restrictions
- ☐ Weather Related

# Personal Alerts



- Select area by drawing a shape on a map, rather than clicking through roadway dropdown options.
- Sends alerts for all roads in the area drawn.
- Subscribe for email or text message alerts.





# 511PA: On-Demand Traffic Reports Phone System

# On-Demand Traffic Report IVR Phone System



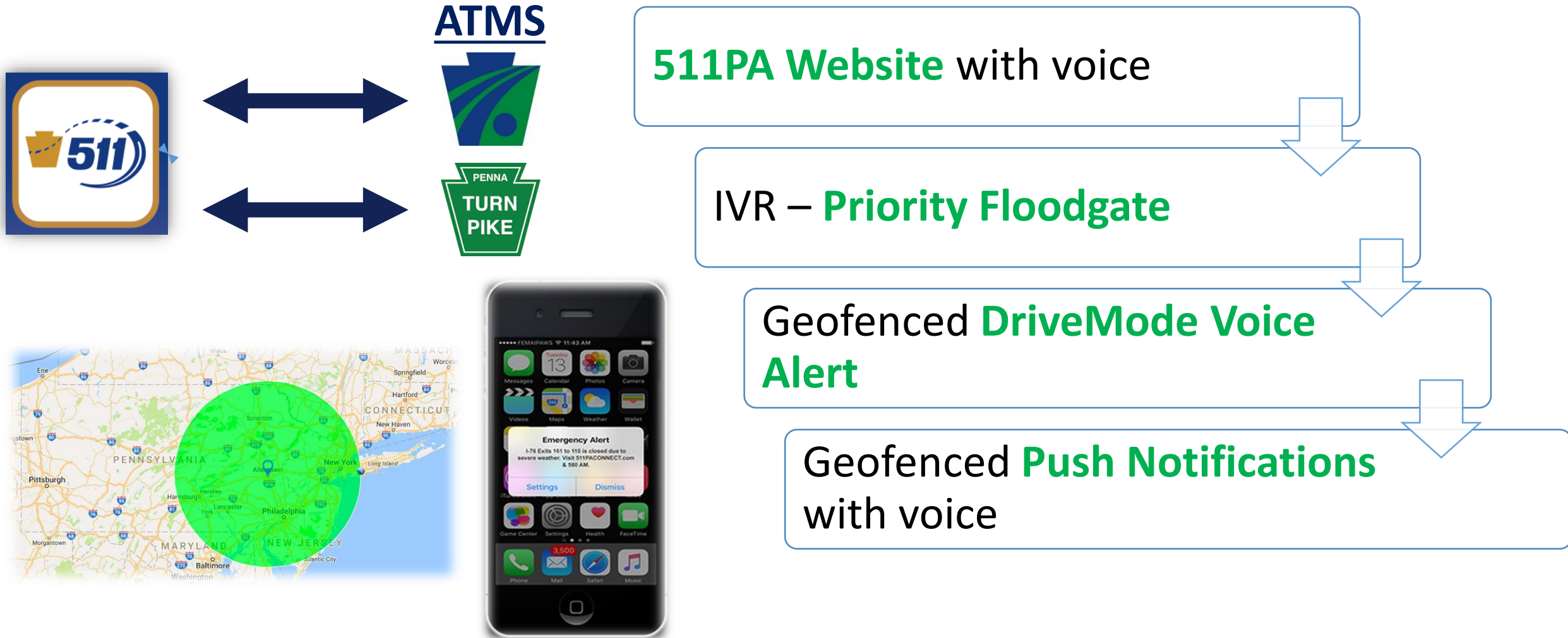
- Sounds like a traffic report.
- Only reads information that is currently impacting traffic.
- Official data provided by PennDOT.
- Continue to hear important announcements that might otherwise be on DMS or highway advisory radio stations.





# 511PA: Coming Soon

# Virtual Highway Advisory Radio (HAR)



# Thank you! Questions?

Ryan McNary  
[rymcnary@pa.gov](mailto:rymcnary@pa.gov)

Scott Benedict  
[scbenedict@pa.gov](mailto:scbenedict@pa.gov)

# PENNSYLVANIA'S LITTER ACTION PLAN

NATASHA FACKLER, POLICY DIRECTOR

EMILY WATTS, EXECUTIVE POLICY SPECIALIST

JULY 19, 2021

# AGENDA

Introductions

Litter Action Plan - Goal

Litter Action Plan - Workgroups

Recommendations

Feedback

Next Steps



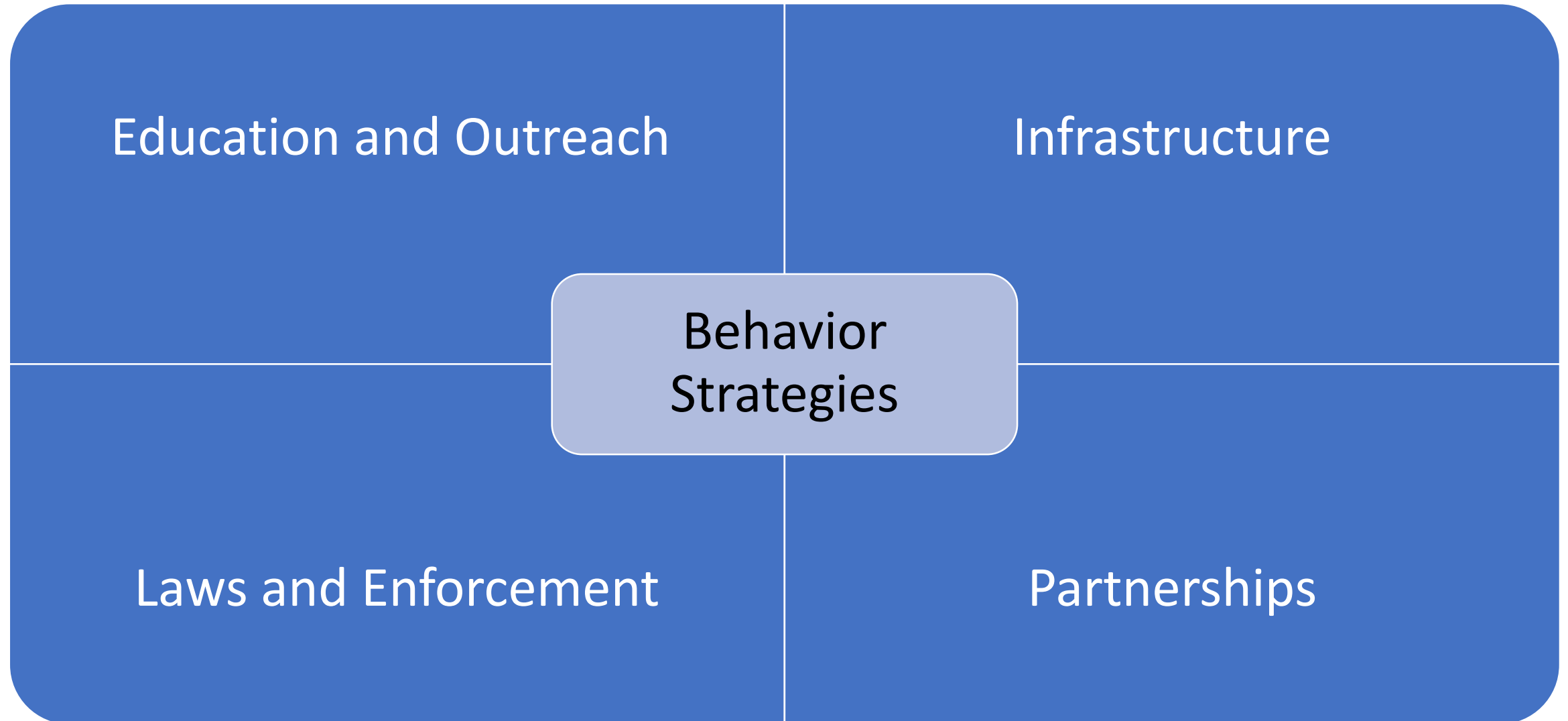
# PENNSYLVANIA LITTER ACTION PLAN

## GOAL:

Prevent littering in Pennsylvania through development and implementation of a research-based plan of recommended actions that can be used statewide to change littering behavior.



# LITTER ACTION PLAN WORKGROUPS



# EDUCATION & OUTREACH WORKGROUP

- Develop a state-wide anti-litter campaign
  - Slogan and branding
  - Online toolkit to share with partners
  - Highlight community pride and instill a sense of responsibility on all Commonwealth residents



# LAWS AND ENFORCEMENT WORKGROUP

- Evaluate the effectiveness of current laws and ordinances related to littering and identify possible statutory and enforcement updates
- Need to educate law enforcement, local fire companies and first responders
- Update litter-related language on vehicle registration cards
- Provide education on littering to the judicial system



# INFRASTRUCTURE WORKGROUP

- Provide ample public waste receptacles in strategic and heavily trafficked locations.
- Ensure public waste receptacles are well-maintained and clean.
- Allow for rural transfer stations to aid in waste management in rural Pennsylvania.



# LITTER ACTION PLAN

- Currently being drafted
- Broken down into sections:
  - How we all can fight litter
  - Local government
  - State government
  - General Assembly
  - Businesses



# FEEDBACK



# WHAT'S NEXT



- DEP & PennDOT Policy Offices to compile draft recommendations in the report



# WHAT'S NEXT (CONT.)



- Provide draft Litter Action Plan report recommendations to the Workgroups for review
- Reconvene all workgroups for a meeting in Fall 2021 to discuss draft recommendations
- DEP and PennDOT to finalize draft and publish the Pennsylvania Litter Action Plan in Q4 2021



# THANK YOU!

NATASHA FACKLER: [NFACKLER@PA.GOV](mailto:NFACKLER@PA.GOV)

EMILY WATTS: [EWATTS@PA.GOV](mailto:EWATTS@PA.GOV)

# From your perspective, what is good about these recommendations?

Builds cooperative efforts

Great recommendations

Engage partners

Urge more enforcement of the current law

Getting more engagement can be helpful

Tie in with recycling

PSAs

Bringing select groups together to work toward common goal

Provide tools to engage more local community groups -- like scouts, churches, etc.

# From your perspective, what is good about these recommendations?

It begins handling this problem.

creates awareness and support from communities

We can share the campaign information with our Members in newsletters and social media. In turn, they can share with their employees and beyond.

# How can you/your company be a partner in our fight against litter?

Donations and campaigns.

Sponsor community events

Make sure things are cleaned up, post-crash, by the towing companies as required by law. Certain circumstances required extra diligence to find litter from crashes

Happy to pass on news through newsletters, but there needs to be specific action items other than "don't litter"

Reminders that everyone is responsible for their own actions , messages for Assoc newsletters as fillers

If litter is seen and can safely be picked up, contribute to the clean up

Munis can support the NGO's

Specific action items for companies would include sponsoring a cleanup event or a community group to do so. Tell them what they can do that is positive.

testing

# What resources and/or infrastructure would you like to see to help reduce litter?

Digital signage

Social media messaging to encourage proper disposal of litter

Toolkits for community groups who want to step up -- for example, a "how to" and resources.

Use resources to promote a public campaign that community groups can get involved in.

Is this an allowable expense for liquid fuels allocated to munis?

Posting pictures of more severe cases of litter to give a visual

Strengthen vehicle code re litter law and vehicle /load clean up after a crash. There are limits to what is there now that allows loopholes.

Accountability for violators

Enforce penalties in current law

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what about having community groups sponsor/donate, maybe even decorate, trash cans

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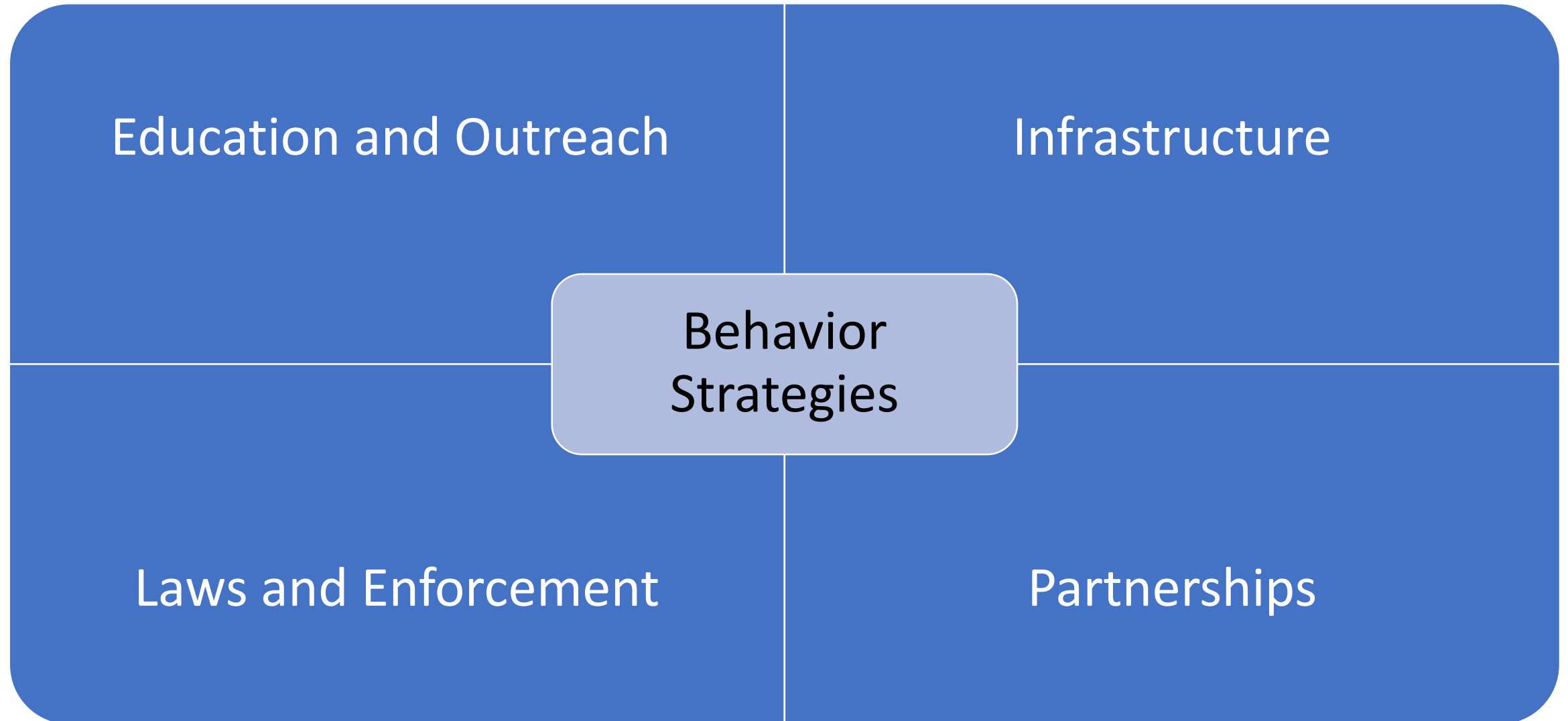
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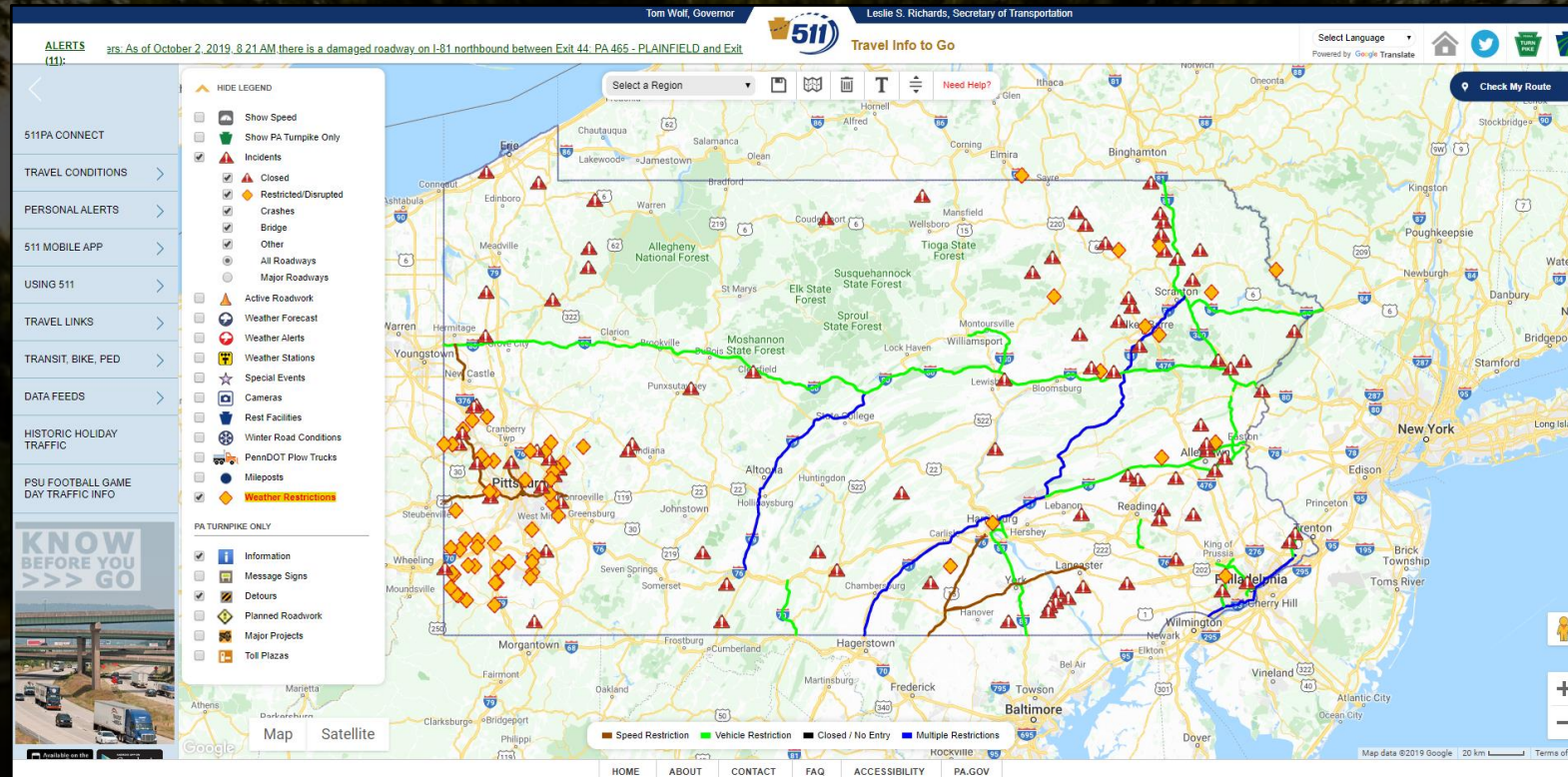


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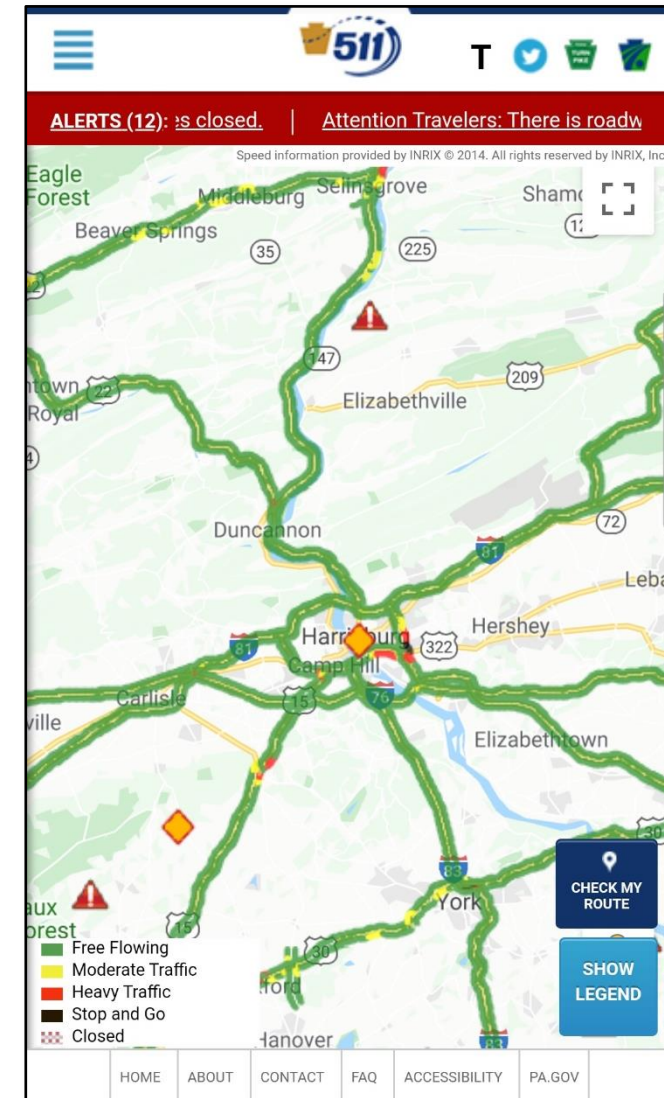
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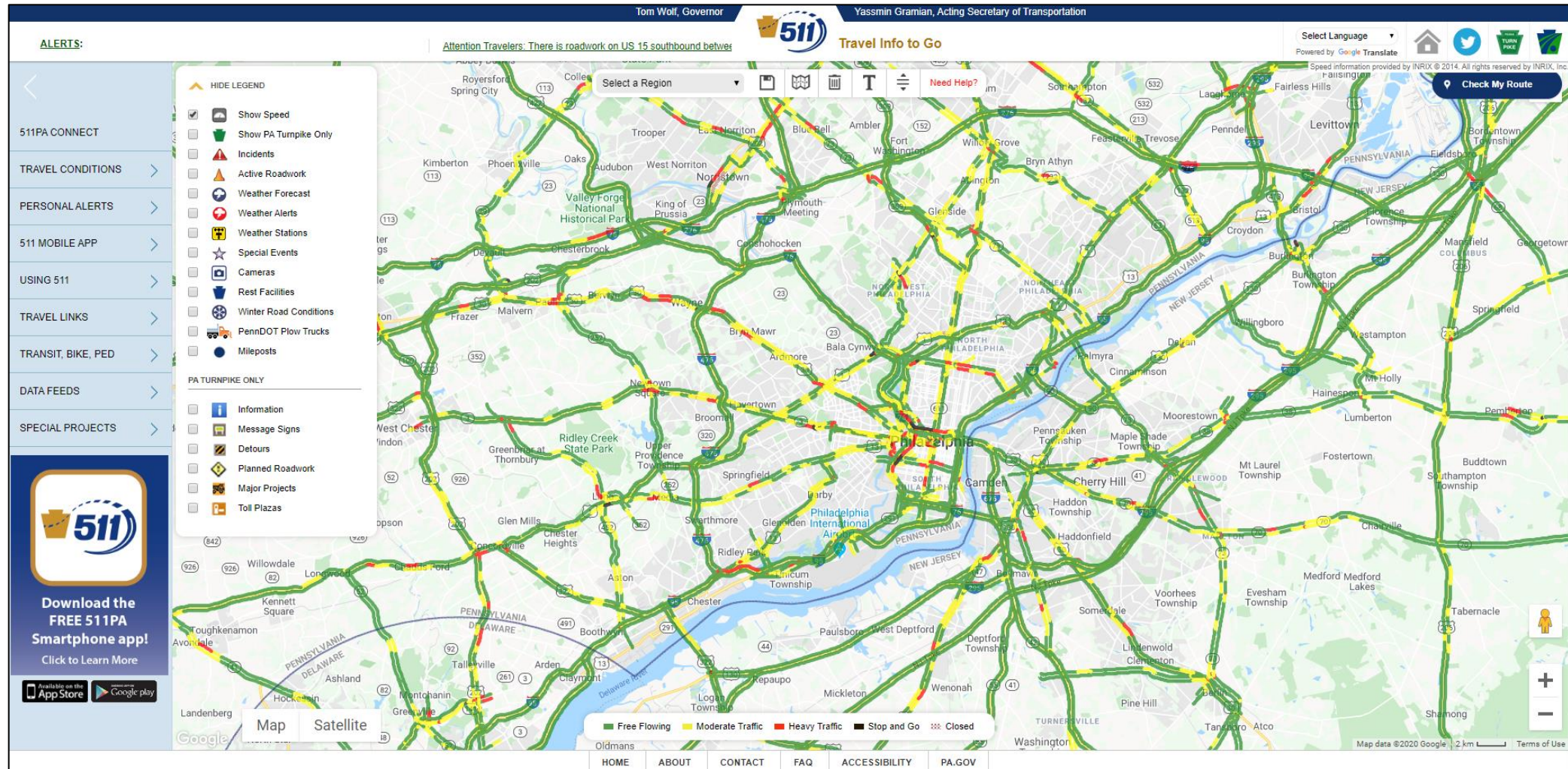
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Traffic Systems and Performance

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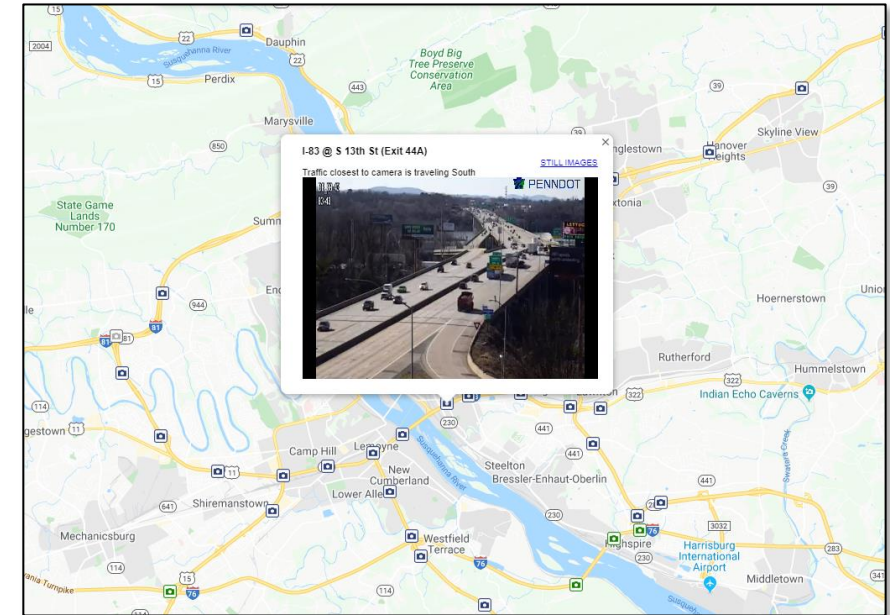
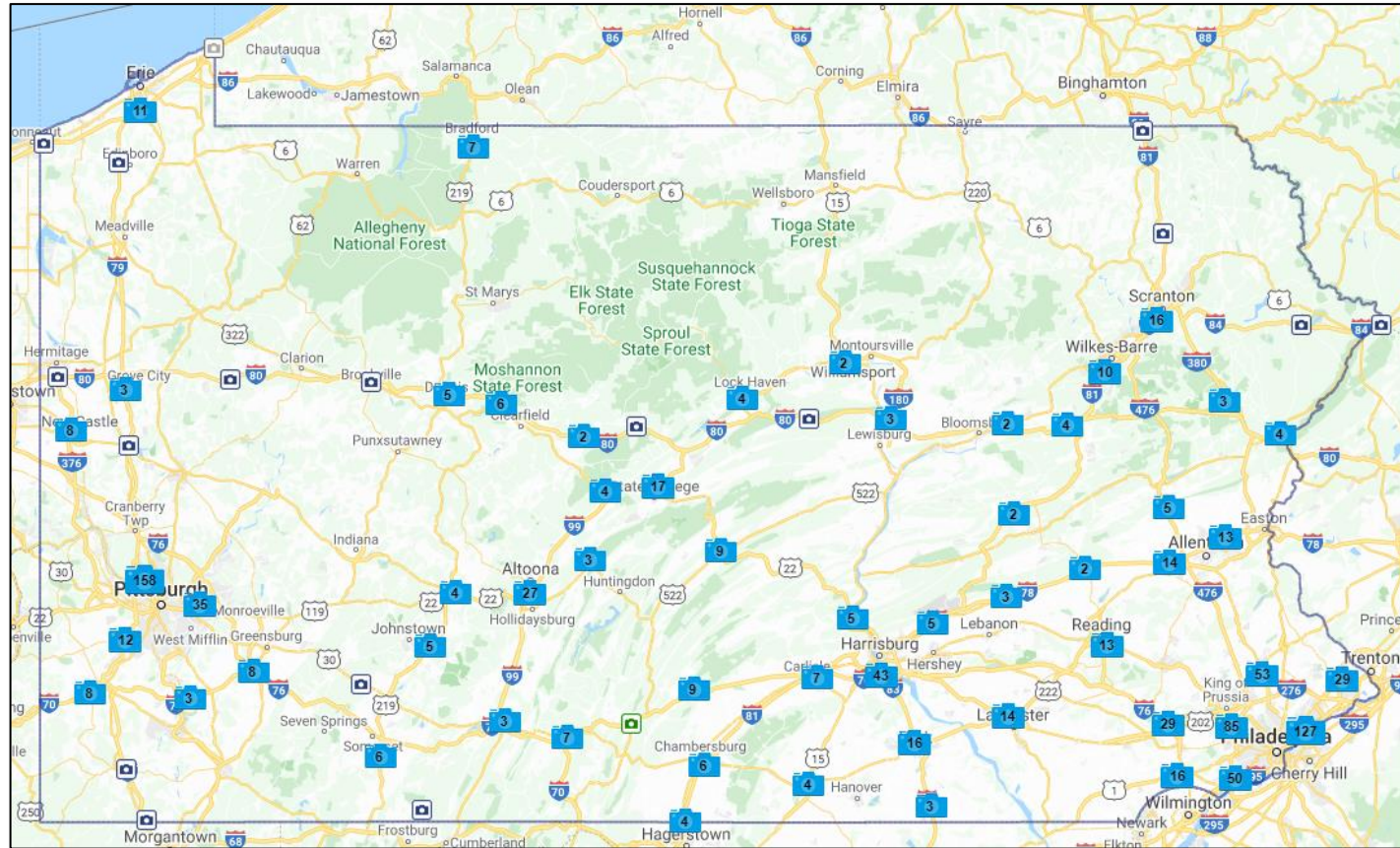
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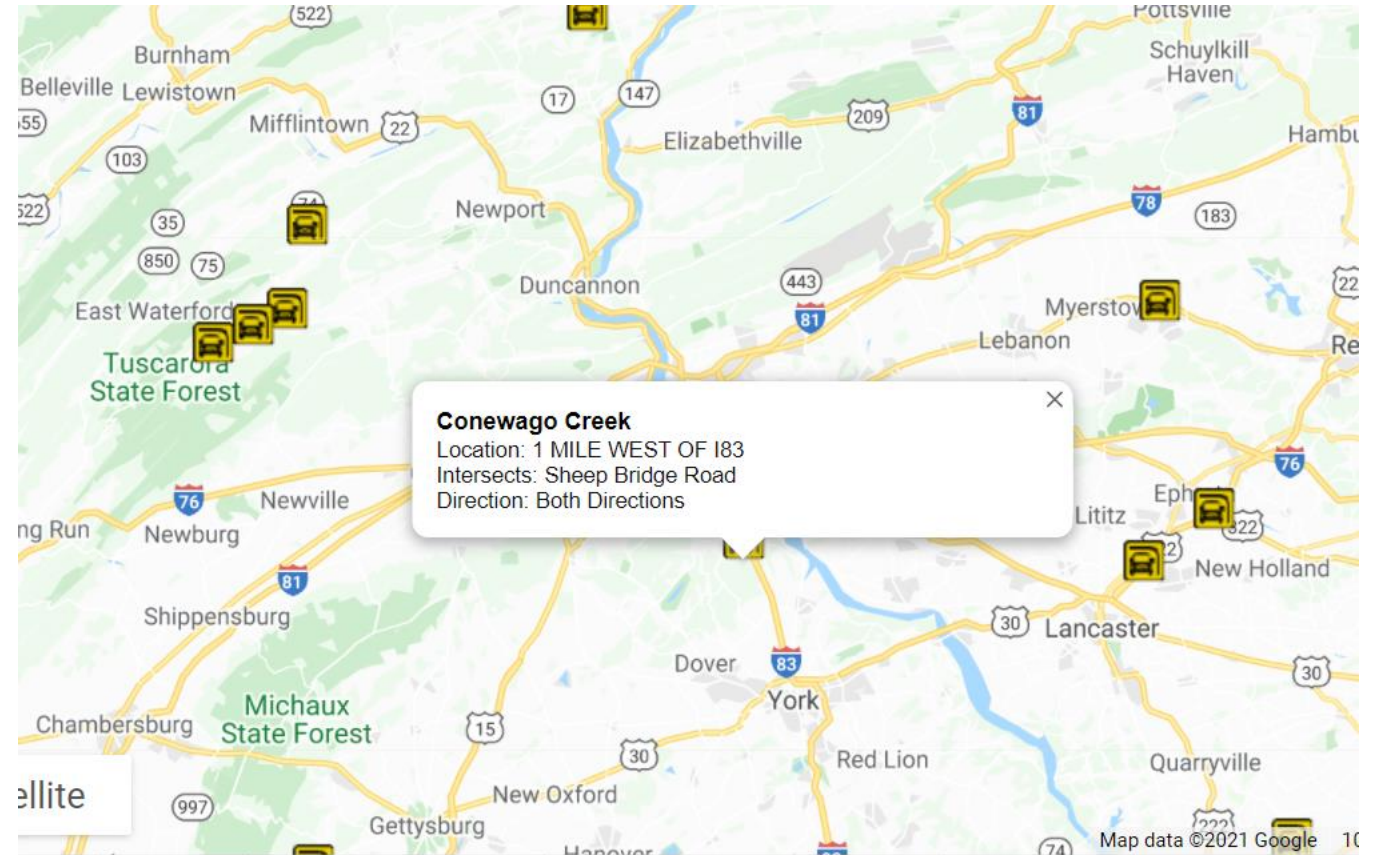
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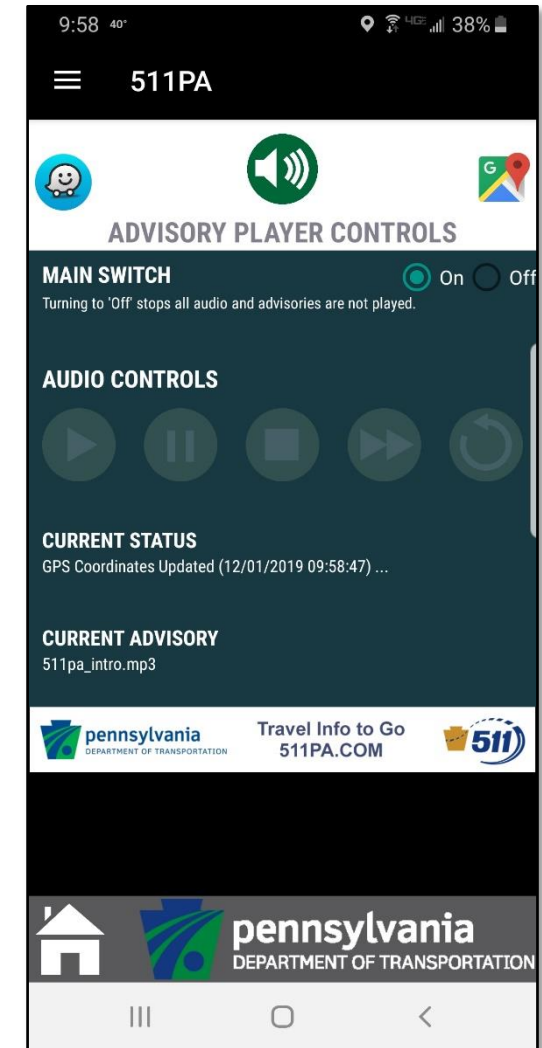


# 511PA Mobile App

# Mobile App – Android & iOS (Apple)



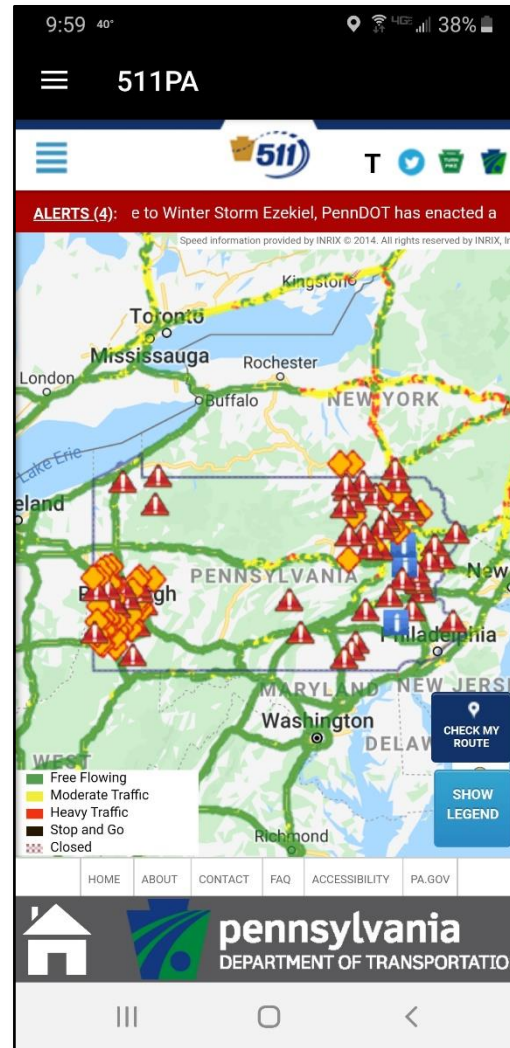
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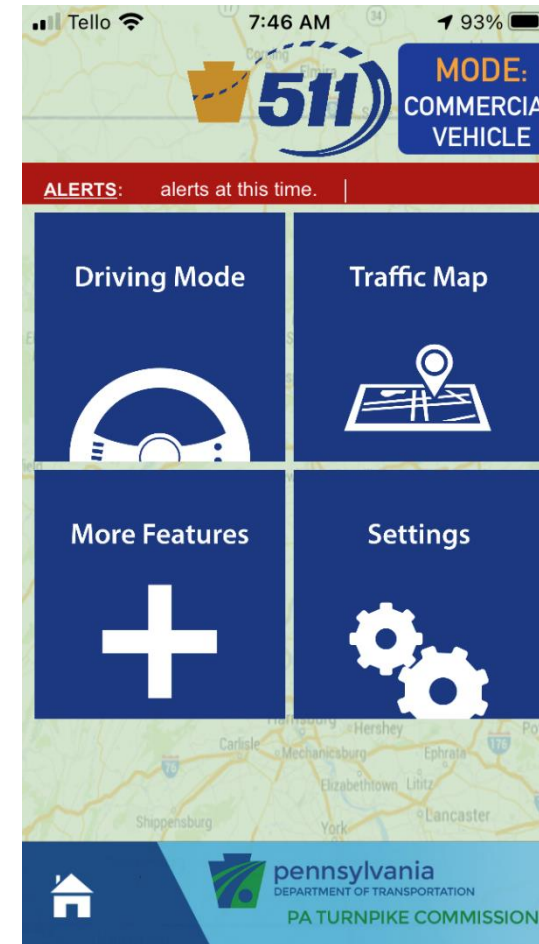


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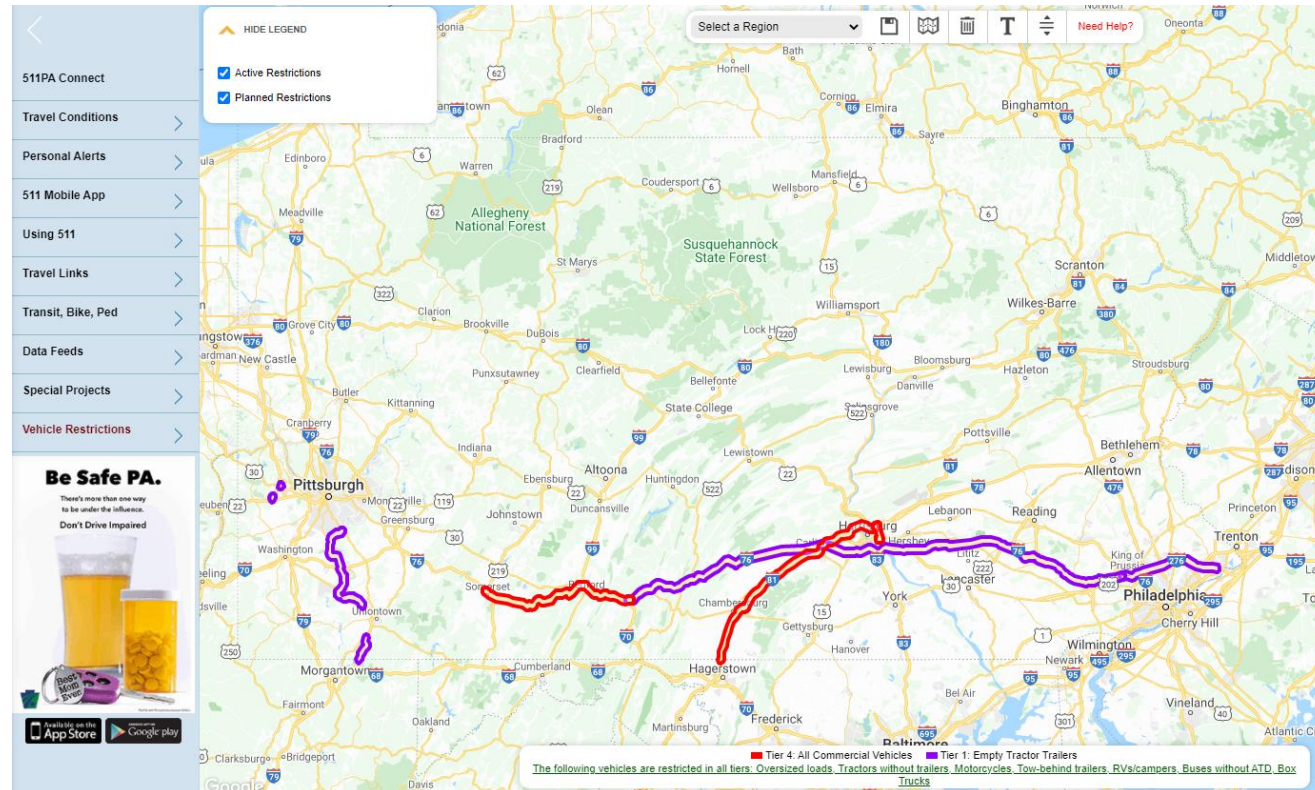
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# Dedicated Vehicle Restriction Page



## Vehicle Restrictions

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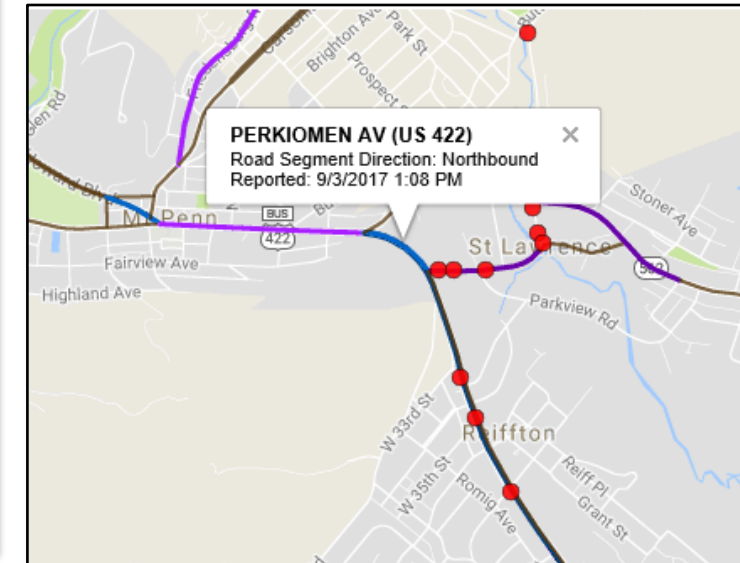
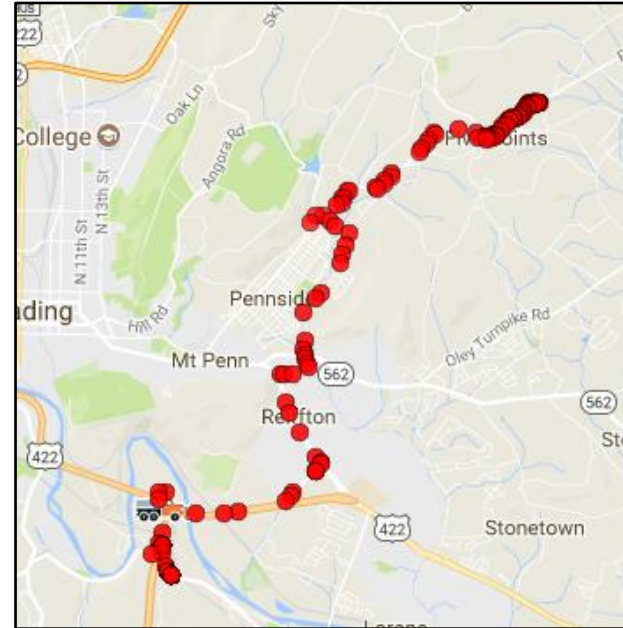
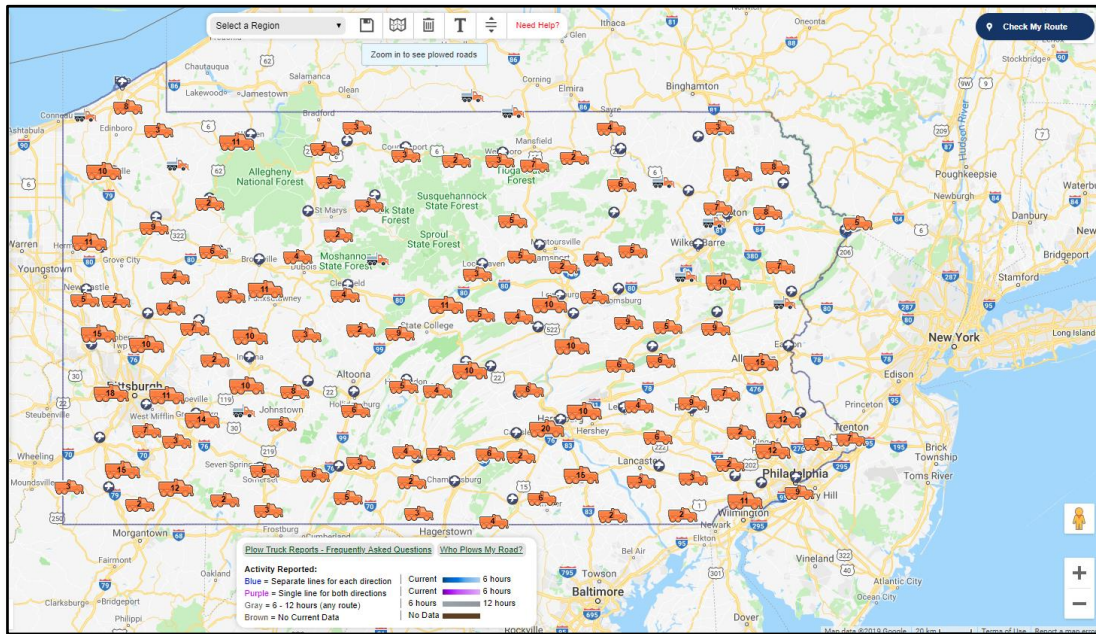
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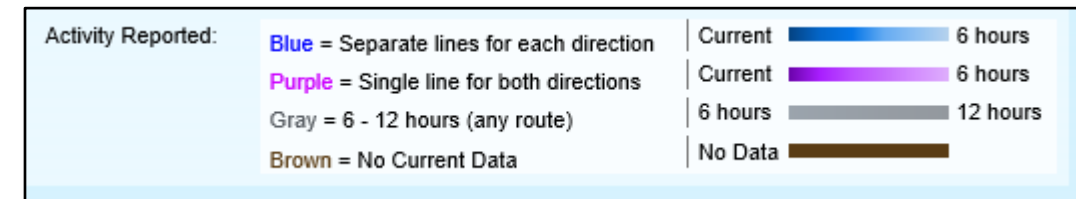
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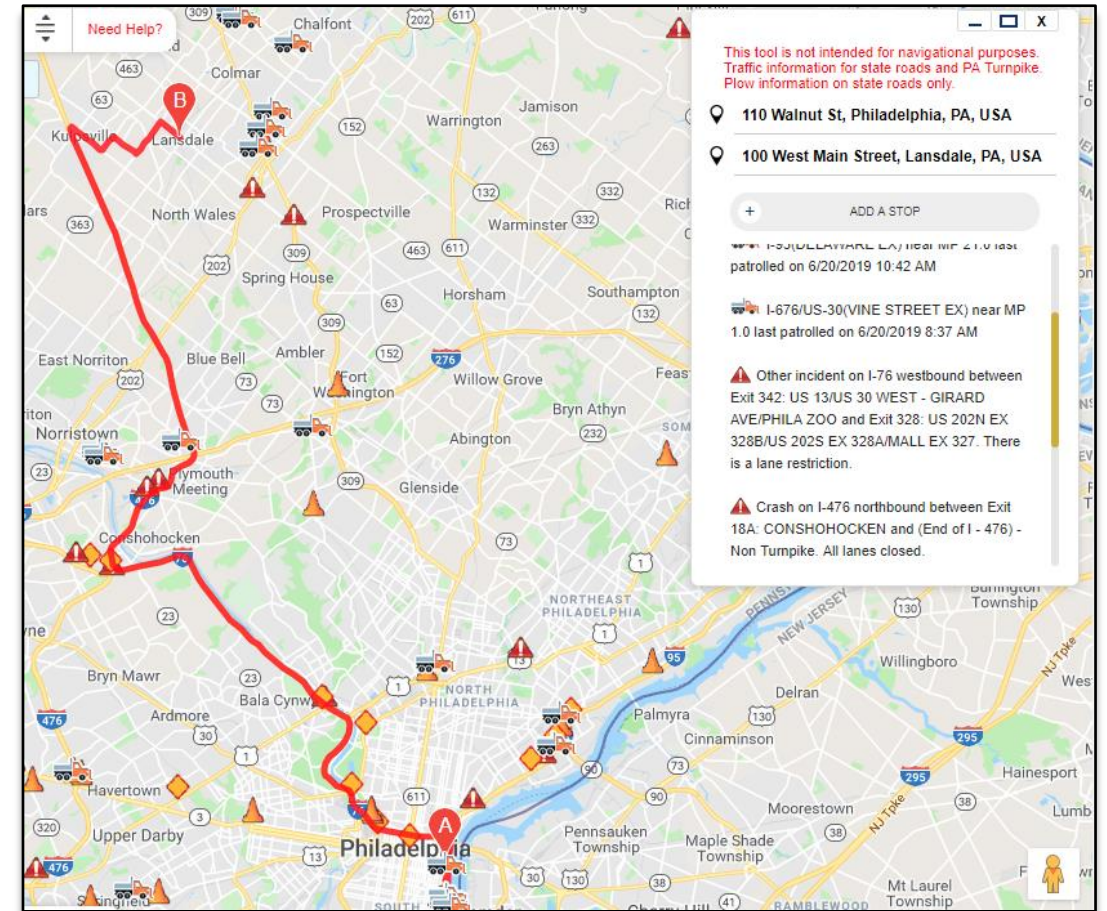
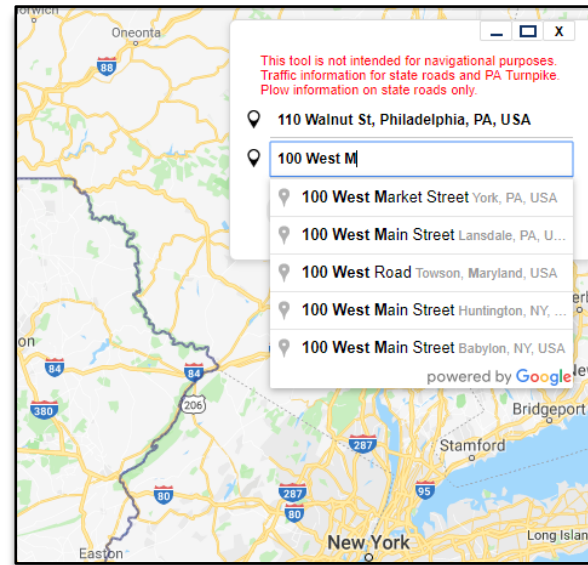
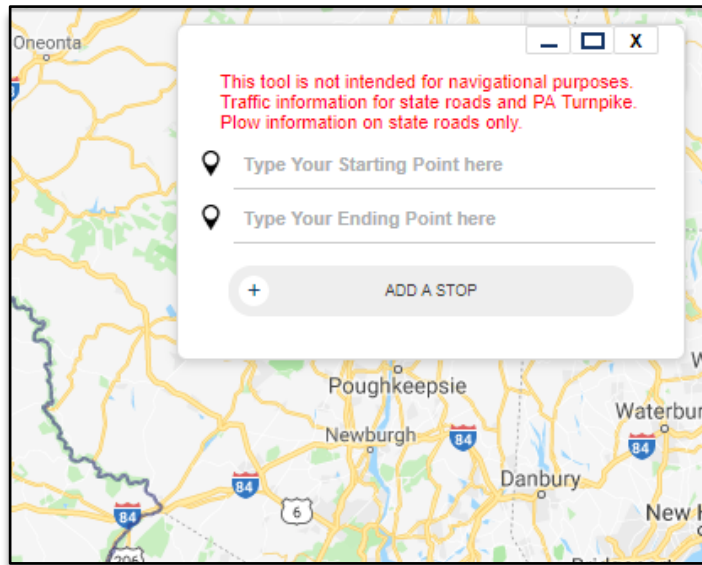
# Website/Mobile: Plow Trucks



- 30 min – 6 hours of individual truck history.
- Roadways highlighted for up to 12 hours of history.
- View on desktop or mobile devices.



# Website/Mobile: Check My Route



- User can customize start and end points.
- Draws route on map.
- Lists last time plow traveled on road, as well as accidents and construction on route.



# 511PA Personal Alerts

# Personal Alerts



- Edit personal info/user profile.
- Subscribe/unsubscribe from alerts
- Alerts may be configured so they are only sent during particular days and times
- Select specific alert types – including speed/Vehicle Restrictions

Traffic Profile Area

[Select by route](#)

Check the days you wish to be notified

☐ Entire Week  
☐ Weekend  
☒ Week Days

☐ Mon ☐ Tue ☐ Wed ☐ Thu ☐ Fri ☐ Sat ☐ Sun

Profile Details - Last Updated

Choose the time periods for which you want to receive traffic reports

\* Beginning Time

08:00 AM ▼

\* Ending Time

10:00 AM ▼

Other Details

\* Where would you like alerts to be sent?

johnf@ilogcorp.com ▼

\* Please enter a name to associate with this profile

Morning Commute

Add Profile

# New: Personal Alert Notification Options

- Can sign up only to receive certain alert **types** for an area
  - Previously could only receive all alerts
- Restrictions are available as a separate option

**Notification Types**

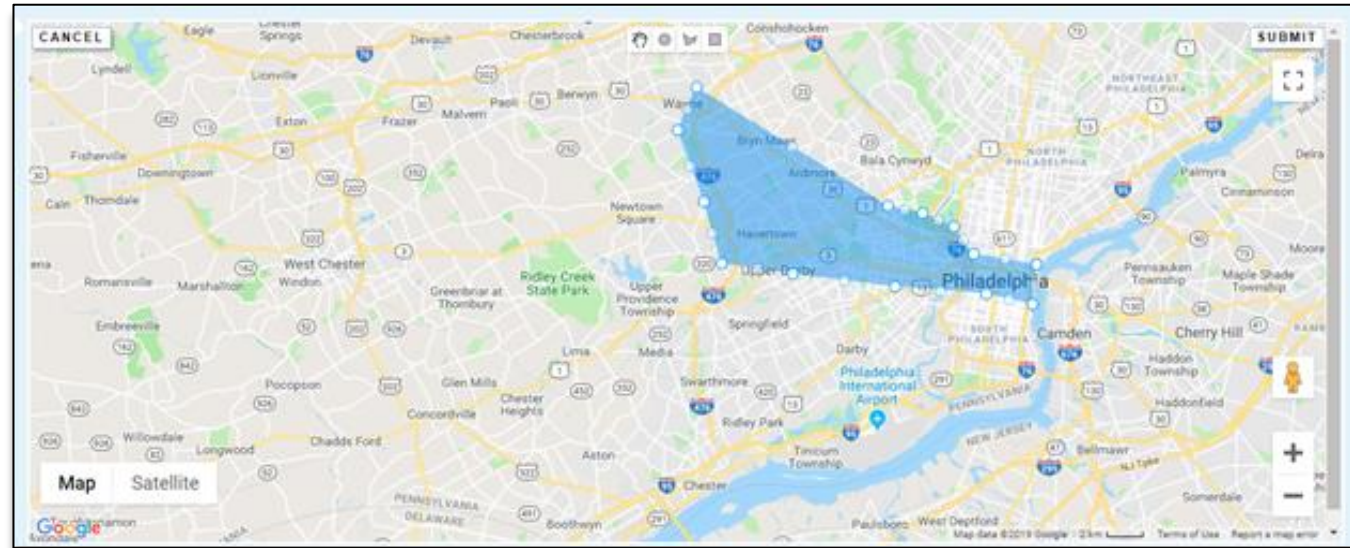
Select which type of alerts you would like to be notified of

- ☐ Incidents
- ☐ Roadwork
- ☐ Travel Information
- ☒ Travel Restrictions
- ☐ Weather Related

# Personal Alerts



- Select area by drawing a shape on a map, rather than clicking through roadway dropdown options.
- Sends alerts for all roads in the area drawn.
- Subscribe for email or text message alerts.





# 511PA: On-Demand Traffic Reports Phone System

# On-Demand Traffic Report IVR Phone System



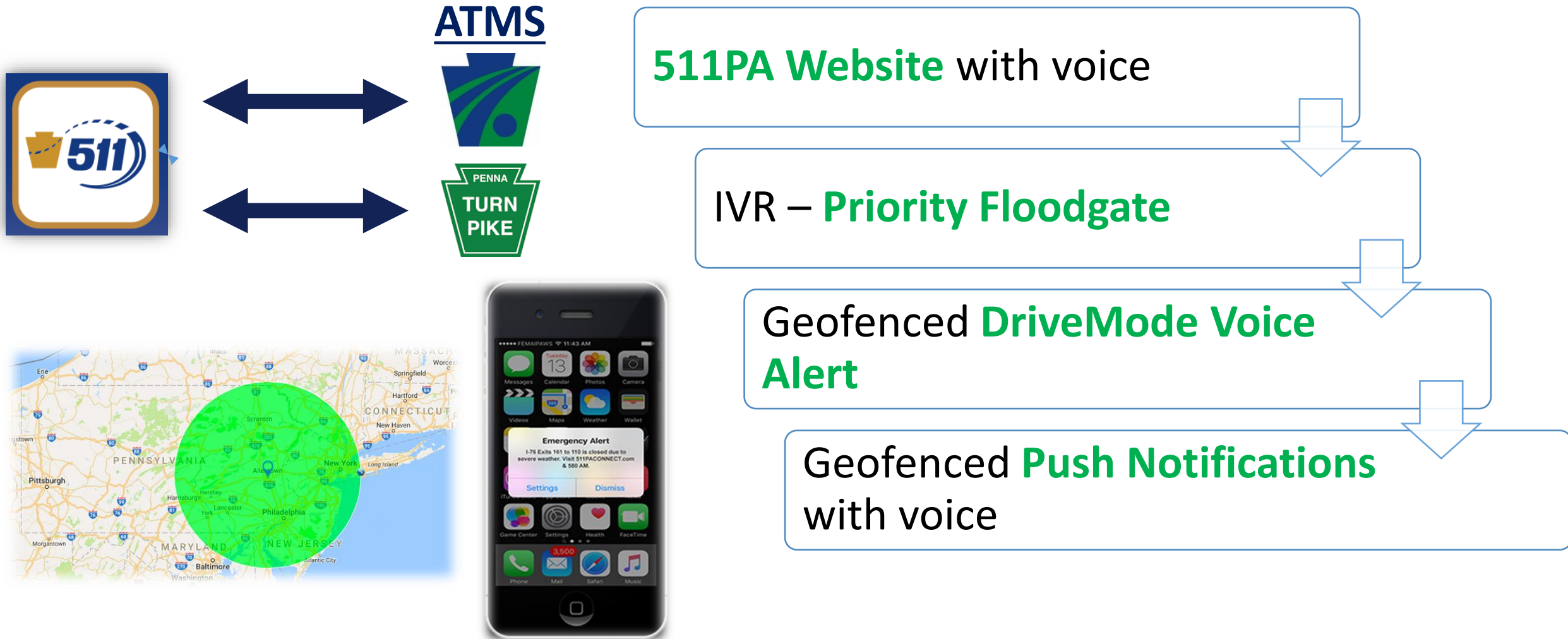
- Sounds like a traffic report.
- Only reads information that is currently impacting traffic.
- Official data provided by PennDOT.
- Continue to hear important announcements that might otherwise be on DMS or highway advisory radio stations.





# 511PA: Coming Soon

# Virtual Highway Advisory Radio (HAR)



# Thank you! Questions?

Ryan McNary  
[rymcnary@pa.gov](mailto:rymcnary@pa.gov)

Scott Benedict  
[scbenedict@pa.gov](mailto:scbenedict@pa.gov)

**PA Motor Carrier Safety Advisory Committee Meeting Minutes  
October 19, 2021**

Meeting opened by Ted Leonard  
Roll Call - Mary Gaiski  
Quorum fulfilled

**1. Legislative Update submitted by Nolan Ritchie, Executive Director, Senate Transportation Committee**

- **See attachment** for details with changes from previous report in RED. Changes also listed below.

**E-Powered Trucks**

- [\*\*SB 153\*\*](#) (Langerholc)  
**Overview:** Authorizes trucks powered by an electric battery to operate at 82,000 pounds, in alignment with [federal regulations](#).  
**Status:** Passed the Senate on 9/27/2021 (48-1). Referred to House Transportation on 9/28/2021.
- Greg Troian, President, PGT Trucking asked whether SB 153 pertains to Hydrogen Power Vehicles? Nolan Ritchie stated that he would investigate this and report back to the Committee.

**Addressing the School Bus Driver Shortage**

- [\*\*SR 172\*\*](#) (Langerholc and Yudichak)  
**Overview:** Urges Congress and the U.S. Department of Transportation to take action on the nationwide school bus driver shortage.  
**Status:** Transmitted as directed on 10/6/2021.
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**Overview:** Urges Congress and the U.S. Department of Transportation to take action on the nationwide school bus driver shortage.  
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**Authorizing Electronic Weigh Station Bypass**

- [\*\*SB 827\*\*](#) (J. Ward)  
**Overview:** Establishes the Weigh Station Preclearance Program under the State Police.  
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- [\*\*HB 1410\*\*](#) (Fee)  
**Overview:** Establishes the Weigh Station Preclearance Program under the State Police.  
**Status:** Unanimously passed the House on 9/28/2021. Referred to Senate Transportation on 9/28/2021.

## **2. Weather-Related Closures/Restrictions for Commercial Vehicles – Dan Whetzel, PennDOT Section Chief, Emergency Incident Management**

- An overview of the Winter Weather Vehicle Restrictions was given. **The full presentation is attached.**
- Matt Gabler asked if information on these restrictions could be provided so they could publish in their membership newsletter. Infographics describing the Department's Weather Event Travel Restriction Plan will be provided with the meeting minutes (**attached**).

## **3. Re-introduction of SB 724 of 2017, Nolan Ritchie, Executive Director, Senate Transportation Committee**

- Overview was given of Title 75, Chapter 78.
- Committee members are to review the attached proposed changes previously introduced as SB 724 of 2017 and respond back to Nolan within two (2) weeks with any feedback.
- Nolan suggested that committee leadership identify a sponsor to reintroduce the legislation.
- The consensus was it is unlikely this will be introduced during the current legislative session.

## **4. New Business**

- Major Krol, Pennsylvania State Police (PSP), asked if there is interest in hosting a Commercial Vehicle Safety Symposium for 2022. The event could potentially be held in the May/June 2022 timeframe and PSP is willing to explore use of safety grants to fund this event once again. The committee supported the idea and Maj. Krol committed to leading the effort and will form a sub-committee to plan the event. An email will be sent by PSP requesting participants.
- Proposed PA MCSAC meeting dates for 2022 – February 10<sup>th</sup>, May 11<sup>th</sup>, August 11<sup>th</sup>, November 9<sup>th</sup>. Once dates are confirmed invites will be sent out to everyone.

## **5. Public Discussion - None**

**Meeting Attendees:** Mary Gaiski, Robert Smith, Ted Leonard, Matt Gabler, Ed Troxell, Maj. Robert J Krol, Jr., Capt. Bob Wagner, Sgt. Mike Pavelko, , Patricia Cowley, Bob Dolan, Emily Watts, Sheila J. Gombita, James Hibbs, Greg Troian, Nolan Ritchie, Ryan Dellinger, Andrew Turriziani, Dan Farley, Dan Whetzel, Robert Pento, Nick Ninosky George Harpster, Kimberly Davis

## Bills under Consideration by the General Assembly of Interest to MCSAC

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- PA State Association of Boroughs
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- PA Sheriffs' Association

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## DRIVE SMART Act

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. ("Rails" in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth's multimodal transportation system. Key issues for MCSAC are as follows:

- The DRIVE SMART Act "supports motor carriers" by not increasing their taxes or fees, as the commercial transportation industry stepped-up during Act 89 of 2013.
- Provide a roadmap towards testing driverless Highly Automated Vehicles.

- Following S.B. 382 (Langerholc), encourage the P3 Board to consider only tolling the I-95 Gerard Point Bridge, which is the longest bridge in the State and includes a double-stack roadway (\$600 million).
- Dedicate a portion of the American Rescue Plan Act (ARPA) to provide immediate relief for the design and construction of PennDOT's highways and bridges.
  - **Note: \$279 million was allocated to PennDOT in the 2021-22 budget.**
- Following S.B. 242 (Pittman), reduce the transfer from the Motor License Fund to the PA State Police (PSP) while ensuring a reliable, sustainable funding source for the PSP.
- Dedicate a portion of ARPA for transit capital improvements to provide immediate relief to PTC.
- Update Title 74 (Transportation) with an agreed-to proposal from rural and small urban transit agencies, Southeastern Pennsylvania Transportation Authority (SEPTA) and the Port Authority of Allegheny County (PAAC) to better manage transit agencies across the Commonwealth.
- Authorize local revenue generating options for SEPTA and PAAC.

Updated: 10/19/2021

# WINTER WEATHER VEHICLE RESTRICTIONS



DAN WHETZEL – OCTOBER 19<sup>TH</sup> , 2021

## Overview

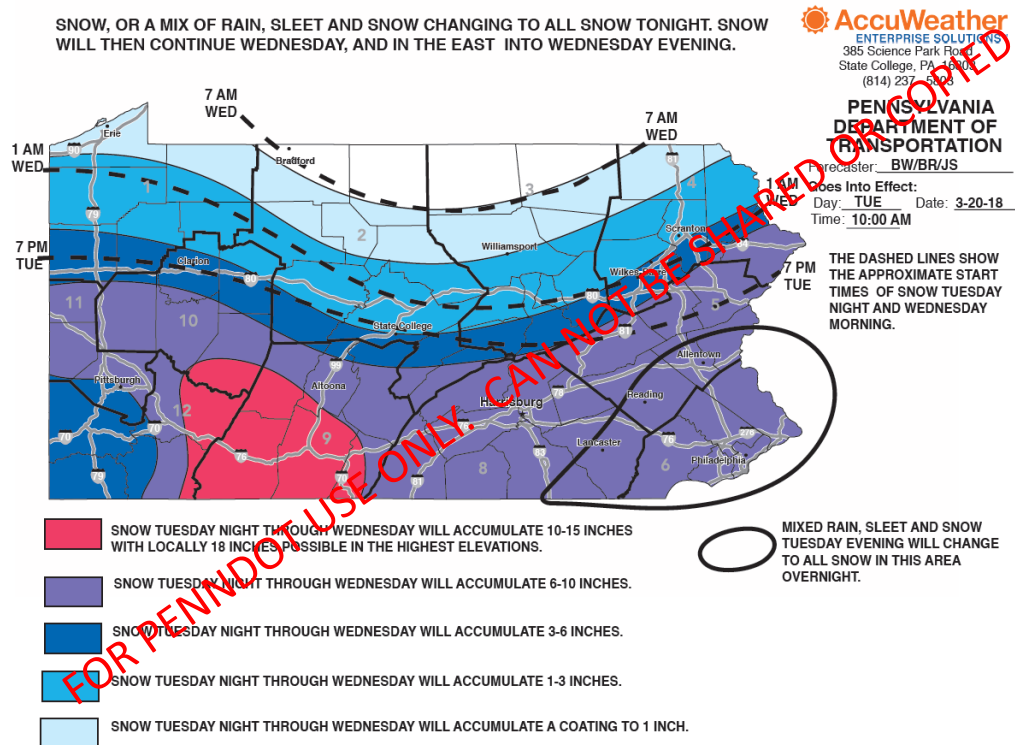
- Pre-Event
- Coordination of Agencies
- Communications
- Levels of Restrictions



# WINTER WEATHER RESTRICTIONS

## Pre-Event

- Winter Weather Forecast
- Winter Weather Meeting (statewide)



# WINTER WEATHER RESTRICTIONS

## Coordination of Agencies

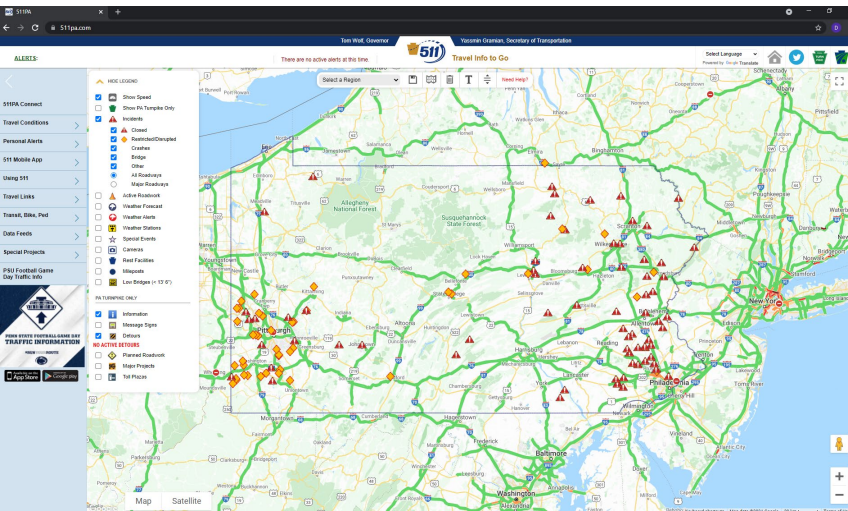
- Key Agency Leaders Discussion
- Plans
- Level of Activation



# WINTER WEATHER RESTRICTIONS

## Communications

- Internal Communications
- Public Communications
- Methods of spreading the message



# WINTER WEATHER RESTRICTIONS

## Levels of Restrictions

- Speed Limit Restrictions
- Commercial Vehicle Restrictions

### PENNSYLVANIA Weather Event Vehicle-Restriction Plan

**TRAVEL RESTRICTIONS** (APPLIED BEFORE — AND WITH — ALL BELOW TIERS)

 **Speed Restrictions** (ALL VEHICLES — 45 MPH)  
 **Commercial Right Lane Only**

---

**TIER 1** **VEHICLES BANNED**  
All Travel Restrictions plus:  
 **EMPTY**  **EMPTY**  **EMPTY**  **EMPTY**  **EMPTY**  **EMPTY**  
 **OVERSIZE LOAD**  **BOX TRUCKS**  **RVs**  **TRAILER**   
 **EXCEPT** 

---

**TIER 2** **VEHICLES BANNED**  
All Tier 1 restrictions plus:  
 **LOADED**  **LOADED**  **EXCEPT**  **CHAINS OR BOND** 

---

**TIER 3** **VEHICLES BANNED**  
All Tier 1 & 2 restrictions plus:  
 **LOADED**  **LOADED**  **EXCEPT**  **CHAINS OR BOND**

---

**TIER 4** **VEHICLES BANNED**  
All Tier 1, 2 & 3 restrictions plus:  
 **CHAINS ON BOARD**

---

**TIER 5** **VEHICLES BANNED**  
**FULL BAN: ALL** vehicles including passenger cars & trucks  
  **EXCEPT**  **EMERGENCY RESPONDERS**





## Vehicle Restrictions

### Speed and Right Lane Only Restrictions

- 45 MPH speed restriction will include CMV's right lane only when enacted.
- Speed restrictions request go from the county to the district office to then be approved by Area Command
- Restrictions need to be lifted as soon as conditions warrant.

All Vehicle Restrictions can only be approved and implemented by PennDOT Area Command.



# WINTER WEATHER RESTRICTIONS

## Tier 1 CMV Restrictions

**TIER 1**

**VEHICLES BANNED**

All Travel Restrictions plus:

EMPTY EMPTY EMPTY EMPTY EMPTY TANKER

OVERSIZE LOAD BOX TRUCKS RVs TRAILER

EXCEPT ATD EQUIPPED



# WINTER WEATHER RESTRICTIONS

## Tier 2 CMV Restrictions



### VEHICLES BANNED

All Tier 1 restrictions plus:



EXCEPT



# WINTER WEATHER RESTRICTIONS

## Tier 3 CMV Restrictions



### VEHICLES BANNED

All Tier 1 & 2 restrictions plus:



*EXCEPT*



# WINTER WEATHER RESTRICTIONS

## Tier 4 CMV Restrictions



### VEHICLES BANNED

All Tier 1, 2 & 3 restrictions plus:



# WINTER WEATHER RESTRICTIONS

## Tier 5 Restrictions



A horizontal banner with a dark blue background and white snowflake patterns. On the left is a large white snowflake with 'TIER 5' inside. To its right is a white rectangular box containing the text 'VEHICLES BANNED'. Below this box, the text 'FULL BAN: ALL vehicles including passenger cars & trucks' is displayed. Underneath this text are icons of a pickup truck and a sedan, followed by the word 'EXCEPT' in italics, and then a white shield icon with 'EMERGENCY RESPONDERS' inside. The bottom of the banner features a white wavy line representing snow. In the bottom right corner, there are three logos: the PEMA logo, the Pennsylvania Turnpike logo, and a stylized green and blue logo.

**TIER 5**

**VEHICLES BANNED**

**FULL BAN: ALL vehicles including passenger cars & trucks**

*EXCEPT*

**EMERGENCY RESPONDERS**

PEMA

PENNA TURN PIKE



# WINTER WEATHER RESTRICTIONS

[www.511pa.com](http://www.511pa.com)

Thank You

Please have a safe winter season

Dan Whetzel - PennDOT

Section Chief – Emergency Incident Management

[dwhetzel@pa.gov](mailto:dwhetzel@pa.gov) 717-787-6527



# PENNSYLVANIA

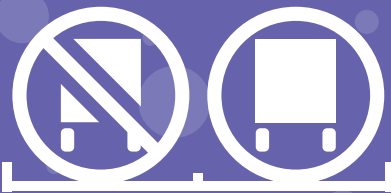
# Weather Event Travel Restrictions



**TRAVEL RESTRICTIONS POSSIBLE**  
(MAY BE POSTED ON SOME PORTIONS OF ROADWAY)

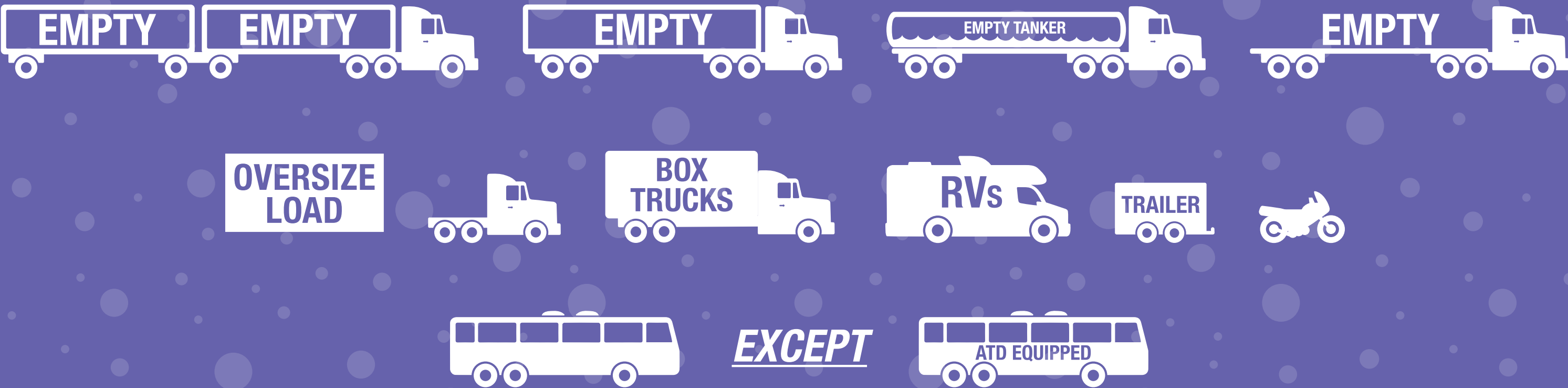


Speed Restrictions  
(ALL VEHICLES – 45 MPH)



Commercial  
Right Lane Only

## VEHICLES BANNED



# PENNSYLVANIA

# Weather Event Travel Restrictions



**TRAVEL RESTRICTIONS POSSIBLE**  
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Commercial  
Right Lane Only

## VEHICLES BANNED



EXCEPT



Oversize  
Load



# PENNSYLVANIA

# Weather Event Travel Restrictions



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***EXCEPT***



**OVERSIZED  
LOAD**



# PENNSYLVANIA

# Weather Event Travel Restrictions



## TRAVEL RESTRICTIONS



Speed Restrictions (ALL VEHICLES – 45 MPH)

## VEHICLES BANNED



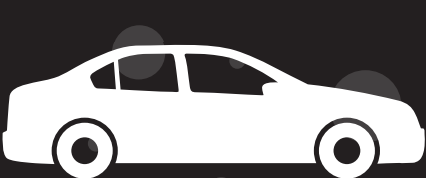
# PENNSYLVANIA

# Weather Event Travel Restrictions



## VEHICLES BANNED

**FULL BAN:**  
ALL vehicles including passenger cars & trucks



*EXCEPT*



**EMERGENCY  
RESPONDERS**



**OVERSIZE  
LOAD**





# PENNSYLVANIA



# Weather Event Speed/Vehicle Restriction Plan

## TRAVEL RESTRICTIONS (AS CONDITIONS WARRANT)



All Vehicles – 45 mph Speed Limit



Commercial Right Lane Only

## BANNED VEHICLE TIERS



Not Permitted



Not Permitted EXCEPT with Chains/ Traction Devices on Board



Permitted

|  | BANNED VEHICLE TIERS |   |   |   |   |
|--|----------------------|---|---|---|---|
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DAN WHETZEL – OCTOBER 19<sup>TH</sup> , 2021

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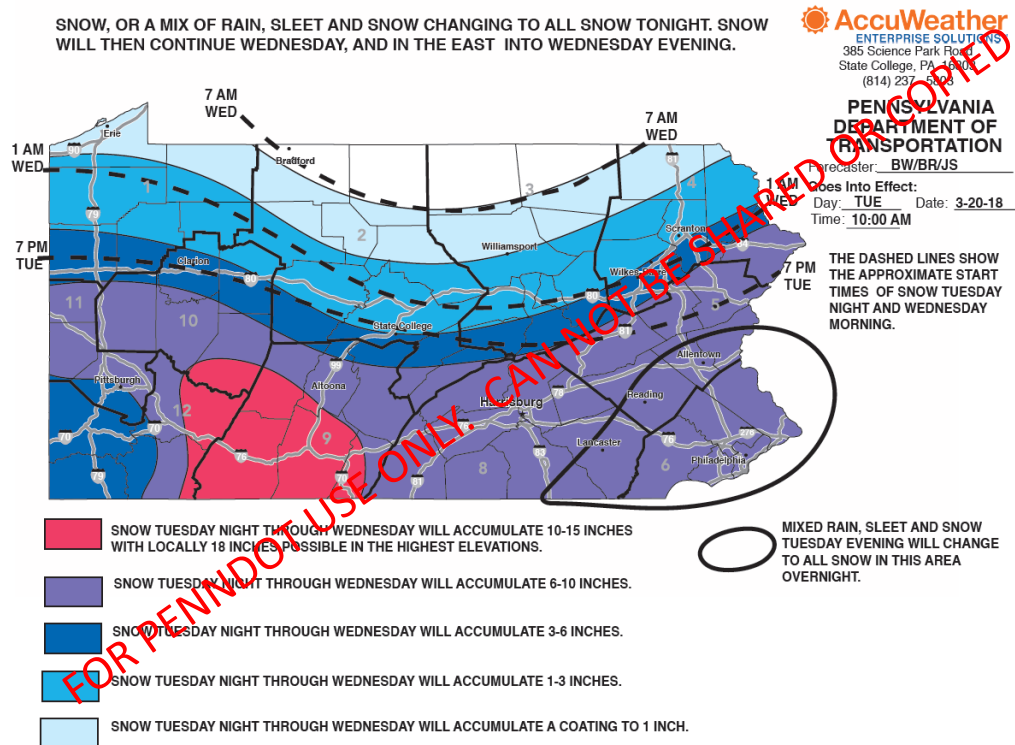
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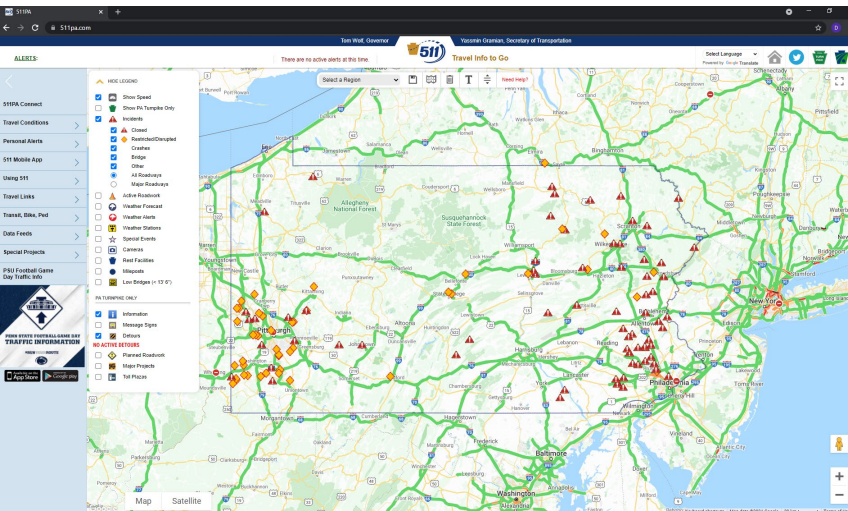
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- Internal Communications
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All Travel Restrictions plus:  
 EMPTY  EMPTY  EMPTY  EMPTY  EMPTY  EMPTY  
 OVERSIZE LOAD  BOX TRUCKS  RVs  TRAILER  **EXCEPT** 

---

**TIER 2** **VEHICLES BANNED**  
All Tier 1 restrictions plus:  
 LOADED  LOADED  **EXCEPT**  CHAINS ON BOARD 

---

**TIER 3** **VEHICLES BANNED**  
All Tier 1 & 2 restrictions plus:  
 LOADED    **EXCEPT**  CHAINS ON BOARD

---

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# WINTER WEATHER RESTRICTIONS

## Tier 1 CMV Restrictions



The graphic features a blue background with a white snowflake on the left containing the text "TIER 1". To the right, a white banner reads "VEHICLES BANNED". Below this, the text "All Travel Restrictions plus:" is followed by icons of various vehicles. The first row includes four semi-trucks, each with "EMPTY" on its trailer, and a tanker truck labeled "EMPTY TANKER". The second row includes a box labeled "OVERSIZE LOAD", a small truck, a box truck labeled "BOX TRUCKS", an RV labeled "RVs", a trailer labeled "TRAILER", and a motorcycle. The third row includes a bus, the word "EXCEPT" in a stylized font, and another bus labeled "ATD EQUIPPED".

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EXCEPT



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### SB 827 (J. Ward)

- **Overview:** Establishes the Weigh Station Preclearance Program under the State Police.
- **Status:** Unanimously passed Senate Transportation on 9/22/2021. Currently on 3<sup>rd</sup> Consideration on the Senate Calendar.

### HB 1410 (Fee)

- **Overview:** Establishes the Weigh Station Preclearance Program under the State Police.
- **Status:** Unanimously passed the House on 9/28/2021. Referred to Senate Transportation on 9/28/2021.

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## DRIVE SMART Act

On June 2, 2021, Senator Wayne Langerholc, Jr. (R-35), chairman of the Senate Transportation Committee, unveiled the [DRIVE SMART Act](#), *Delivering Reforms and Investments for Vehicle Efficiency and Supporting Motor carriers, Airports, Rails & trails and Transit agencies*. ("Rails" in this context refers to intercity passenger rail.)

The DRIVE SMART Act was introduced as a comprehensive proposal to reform and invest in the Commonwealth's multimodal transportation system. Key issues for MCSAC are as follows:

- The DRIVE SMART Act "supports motor carriers" by not increasing their taxes or fees, as the commercial transportation industry stepped-up during Act 89 of 2013.
- Provide a roadmap towards testing driverless Highly Automated Vehicles.

- Following S.B. 382 (Langerholc), encourage the P3 Board to consider only tolling the I-95 Gerard Point Bridge, which is the longest bridge in the State and includes a double-stack roadway (\$600 million).
- Dedicate a portion of the American Rescue Plan Act (ARPA) to provide immediate relief for the design and construction of PennDOT's highways and bridges.
  - **Note: \$279 million was allocated to PennDOT in the 2021-22 budget.**
- Following S.B. 242 (Pittman), reduce the transfer from the Motor License Fund to the PA State Police (PSP) while ensuring a reliable, sustainable funding source for the PSP.
- Dedicate a portion of ARPA for transit capital improvements to provide immediate relief to PTC.
- Update Title 74 (Transportation) with an agreed-to proposal from rural and small urban transit agencies, Southeastern Pennsylvania Transportation Authority (SEPTA) and the Port Authority of Allegheny County (PAAC) to better manage transit agencies across the Commonwealth.
- Authorize local revenue generating options for SEPTA and PAAC.

Updated: 10/19/2021