

Pennsylvania Motor Carrier Safety Advisory Committee Annual Report 2023

Letter

May 9, 2024

Dear Governor Shapiro, Secretary Carroll, and Members of the Pennsylvania General Assembly,

On behalf of the Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC), we are pleased to present to you our 2023 Annual Report highlighting the key events of the previous year and our recommendations for 2024, as required by Act 90 of 2022.

We thank you for your ongoing commitment to MCSAC and support of its work to promote the safe operation of motor carriers in our Commonwealth.

Respectfully submitted,

Ted Leonard

Vice Chair, Pennsylvania Motor Carrier Safety Advisory Committee

Introduction

The Motor Carrier Safety Advisory Committee (MCSAC) was established in 2001 by Act 21 of the State Legislature. Act 90, which passed on July 11, 2022, made changes to MCSAC, including the following:

- Redefining "motor carrier safety" as the safe movement of an individual or goods on highways that are transported by commercial motor vehicles¹
- Increasing the number of members and modernizing the powers and duties of MCSAC
- Requiring PennDOT to establish a system of staggered apportioned registration renewals
- Requiring PennDOT to obtain driving record information through the Federal Drug and Alcohol Clearinghouse before renewing, upgrading, or transferring a CDL
- Requiring reasonable efforts to remove snow and ice before operating a motor vehicle or motor carrier vehicle on a roadway

According to Act 90 of 2022, MCSAC "shall have the power and duty to assess, evaluate and recommend standards for the safe operation of motor carriers in this Commonwealth, including, but not limited to, the following objectives:

- 1. Study the feasibility of improving highway safety and freight transportation on highways and develop a policy periodically on the most pressing issues facing motor carrier safety.
- 2. Examine and recommend motor carrier safety initiatives for strategic plans of the department, the Pennsylvania Public Utility Commission, and the Pennsylvania State Police.
- 3. Advise and comment on all phases of motor carrier safety activities being undertaken or financially assisted by the department and agencies of the Commonwealth.
- 4. With assistance from the department, provide advice and recommendations to businesses, manufacturers, educational institutions, technology developers, the motor carrier industry, labor communities, and local governments related to motor carrier safety.
- 5. Develop and maintain a forum for the exchange of ideas, needs, objectives, plans, and accomplishments related to motor carrier safety."

Meetings and Activities in 2023

Meetings

Meetings were held in February, May, August, and November. The meetings were held in a hybrid format: members could attend in person at the Pennsylvania Turnpike Commission Central Administration Office in Middletown or virtually on Microsoft Teams.

Key items from each meeting are summarized below. The minutes and presentations from the meetings are included in the appendix.

- February 8 included an update on MCSAC membership and vacancies, an update on Pennsylvania legislation relevant to motor carriers, a presentation on the Pennsylvania Safety Transportation and Research Track (PennSTART), and a discussion about truck parking and the Transportation Advisory Committee's truck parking study.
- May 10 included an update on MCSAC membership and vacancies, an update on Pennsylvania legislation relevant to motor carriers, a presentation on Pennsylvania's 2024 Freight Movement

¹ Commercial Motor Vehicle is defined in <u>Section 1603 of Title 75</u> of the Pennsylvania Consolidated Statutes.

- Plan, a presentation on PennDOT's preparations for transitioning to EV technology, and a discussion about potential future presentation topics.
- August 9 included a presentation about passenger carrier needs and EV considerations, a
 presentation on PennDOT's public transportation programs and safety efforts, an update on
 Pennsylvania legislation relevant to motor carriers, an update on MCSAC membership and
 vacancies, and a discussion about strategic planning for MCSAC.
- November 8 included an update regarding motor carrier-related legislation in Pennsylvania, a
 presentation on PennDOT's inclement weather travel restrictions for commercial vehicles, a
 presentation on the FMCSA and its grant programs, and an update on planning for the 2024
 Commercial Vehicle Safety Symposium.

Activities

As members of the Commercial Vehicle Safety Symposium subcommittee, MCSAC members assisted in the planning of the 2024 Commercial Vehicle Safety Symposium (see the subsection titled 2024 Commercial Vehicle Safety Symposium, below, for more details).

Achievements

In December 2023, the Pennsylvania Transportation Advisory Committee (TAC) released the <u>Expanding Truck Parking in Pennsylvania report</u>. While this report was produced by the PA TAC rather than MCSAC, the TAC and the Study Task Force include several members of MCSAC and the findings of the report are relevant to the MCSAC's objectives.

Membership

Membership as of **December 31, 2023**, was as follows:

Seat	Member							
Permanent Voting Members								
(1) Secretary of Transportation	Hon. Michael Carroll							
(2) Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank							
(3) Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll							
(4) Commissioner of the Pennsylvania State Police	Major Christopher Paris							
(5a) Chairman of the Transportation Committee of the Senate	Hon. Wayne Langerholc							
(5b) Minority Chairman of the Transportation Committee of the Senate	Hon. Marty Flynn							
(6a) Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson							
(6b) Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Kerry Benninghoff							
Appointed Members								
Seat 1 - PA Chamber of Business & Industry	Mr. Gregg Troian, President of PGT Trucking							
Seat 2 - Chiefs of Police Association	Mr. David Splain, Chair							

Seat 3 - Special Court Judges Association of PA	Honorable Judge Rick W. Varner
Seat 4 - Independent Trucker Interests	Mr. Roger A. Lee
Seat 5 - Independent Trucker Interests	Vacant
Seat 6 - PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO
Seat 7 - PA Motor Truck Association	Mr. John Rigney, Director of Safety
Seat 8 - PA Manufactured Housing Association	Ms. Mary T. Gaiski, Executive Vice President (MCSAC Secretary/Treasurer)
Seat 9 - PA AAA Federation	Mr. Ted (John) Leonard, Executive Director (MCSAC Vice Chair)
Seat 10 - PA Public Transportation Association	Ms. Sheila Gombita, Vice Chair
Seat 11 - PA Bus Association	Ms. Patricia Cowley, Executive Director
Seat 12 - PA School Bus Association	Mr. Shawn McGlinchey, President
Seat 13 - PA Forest Products Association	Mr. Matt Gabler, Executive Director
Seat 14 - Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.
Seat 15 - Railroad Industry in PA	Vacant
Seat 16 - Local Government	Mr. Ed Troxell, PA State Association of Boroughs
Seat 17 - Motor Carrier Manufacturing Industry	Vacant
Seat 18 - Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz
Seat 19 - Transport Industry - Moving & Storage	Mr. Bob Dolan
Seat 20 - Transport Industry - Petroleum	Mr. Brian Phelps, Shell
Seat 21 - Transport Industry - Natural Gas	Vacant
Seat 22 - Transport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company
Seat 23 - Transport Industry - Construction Material Transportation	Mr. Mike Modica, New Enterprise Stone & Lime Co.

Upcoming in 2024

Meeting Schedule

Like in 2023, MCSAC will meet quarterly in a hybrid format, wherein members may attend in person at the Pennsylvania Turnpike Commission Central Administration Office in Middletown or virtually on Microsoft Teams.

MCSAC meetings will be held on the second Thursday of the designated months (except for the August meeting, which will be held on the third Thursday in August), as follows:

- February 8
- May 9
- August 15
- November 14

New Appointments

Staff is currently working on appointments for vacant MCSAC seats. Under a motion approved at the February 2024 MCSAC meeting, if the vacancies are not filled by the August 2024 meeting, MCSAC will conduct nominations for officer positions at the August meeting and officer elections at the November 2024 meeting.

Webpage

The MCSAC webpage (https://www.penndot.pa.gov/about-us/Pages/Motor-Carrier-Safety-Advisory-Committee.aspx) will be updated to include current enabling legislation, meeting minutes from 2022 and 2023, the 2024 meeting schedule, and other relevant information. The site will be updated regularly moving forward.

Orientation

Orientation materials are being developed for new MCSAC members. They will be made available to current members as well.

2024 Commercial Vehicle Safety Symposium

The Pennsylvania State Police, with assistance and support from the MCSAC, periodically hosts Commercial Vehicle Safety Symposiums. In recent years, symposiums were held in 2017, 2018, and 2022. The Commercial Vehicle Safety Symposium subcommittee, which includes MCSAC members, is planning the next symposium for Wednesday, August 7, 2024. It will be held at the Toftrees Golf Resort in State College, PA, from 8:00 AM to 4:00 PM.

Appendix	
Meeting minutes and presentations from 2023 meetings	
MCSAC 2023 Annual Report	Page 6

Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes - DRAFT

February 8, 2023

Pennsylvania Turnpike Commission Main Board Room and Teams



Minutes

- 1. Welcome Nick Ninosky
- 2. Call to Order Ted Leonard, Vice Chairman
- 3. Roll Call Ted Leonard, Vice Chairman
- 4. Review/approve previous meeting minutes Ted Leonard, Vice Chairman
 - a. Approval of minutes from November 9, 2022
 - i. Corrections spelling of Shawn McGlinchey's first name and adding Tammy Miller to list of attendees.
 - ii. Motion to approve the minutes by Rick Varner. Seconded by Shawn McGlinchey. Meeting minutes were approved.
- 5. **Welcome to New Members** Ted Leonard, Vice Chairman
 - a. Hon. Marty Flynn with Mr. Caleb Sisak designee Seat 5b, Minority Chairman of the Transportation Committee of the Senate.
 - b. Rep. Kerry Benninghoff with Ms. Laryssa Gaughen designee Seat 6a, Republican Chair of the Transportation Committee of the House of Representatives.
 - c. Mr. Barrett Sparks, Rosebud Mining Company Seat 22 Transport Industry Coal
- 6. Current Membership Update Bob Pento, PennDOT
 - a. Progress is being made in filling vacant seats.
 - There are five vacant seats. We are waiting on guidance from the Governor's office regarding Seats 15 Railroad Industry, 21 Transport Industry Natural Gas, and Seat 23 Transport Industry Construction Material Transportation.
 - c. We continue to welcome anyone interested in attending in a non-voting member capacity.
- 7. **Annual Report Review and Approval** Ted Leonard, Vice Chairman
 - a. Draft version of the annual report has been distributed to all members and includes highlights of the past calendar year.
 - b. It is a legislative requirement to submit to the Governor, PennDOT Secretary, and the General Assembly.

- c. No time requirement for delivering the report.
- d. **Action:** MCSAC members to review and provide feedback for Achievements section so report can be approved at the May meeting.
- **8.** Legislative Update Nolan Ritchie (delivered virtually) (Update is included at end of meeting minutes)
 - a. Another special election was held yesterday. (On February 7, 2023, the Pennsylvania House of Representatives held elections to fill vacancies in Districts 32, 34, and 35. The districts opened up following the November 8, 2022, elections when one incumbent died and the other two were appointed to different offices.)
 - b. Democrats will hold the majority in House of Representatives for the first time in the last decade.
 - c. House of Representatives Transportation Committee
 - i. Chairman has not yet been announced [Later announced: Rep. Ed Neilson (D)]
 - ii. Minority Chairman, Rep. Kerry A. Benninghoff (R)
 - d. Senate Transportation chairs remain the same as the last session [Sen. Langerholc (R) Chairman and Sen. Flynn (D) Minority Chairman]
 - e. Stopping the Automatic Gas Tax Increase (see at bottom)
 - f. Reducing the State Police Reliance on the Motor License Fund (see at bottom)
 - g. Evaluating Worker Misclassification (see at bottom)
 - h. Rebecca Oyler provided a brief update on California AB5
 - i. Passed in 2019 and put in effect in 2020
 - ii. Injunction filed by California Trucking Association, but overturned
 - iii. Petitioned the Supreme Court but case denied
 - iv. Classifies truckers who are owner-operators as employees of trucking companies unless three tests can be passed
 - 1. The worker is free from the control and direction of the hirer in connection with the performance of the work
 - 2. The worker performs work that is outside the usual course of the hiring entity's business
 - 3. The worker is customarily engaged in an independently established trade, occupation, or business of the same nature as the work performed for the hiring entity
 - v. The second is the challenge for the trucking industry. California has the strictest standard. When the law went into effect, trucking companies that contract with owner-operators in California must treat them as employees and provide benefits including workers' compensation, unemployment insurance, and paid sick days. Basically, it became illegal to be an owner-operator.
 - vi. Last year there were 70K owner-operators. Some companies converted them to employees which increased operating costs. Many have reduced the load they carry because they can't handle the costs, which impacts the public.
 - vii. Other workarounds are being tested. Most owner-operators have invested in their own equipment. Some have become their own business, but there is a high bar to entry, e.g., \$20-30K costs, insurance, booking loads, etc.
 - 1. Business to Business exemption but very difficult to meet standards
 - 2. Many have owner-operators have left California.

- 3. Also affects any trucking company that sends truckers into California, therefore it has created a segmentation in the industry of CA vs. non-CA
- 4. Another injunction filed since there was no guidance about how to comply.
- 5. Watching the case closely.
- 6. Ports of Los Angeles and Oakland two of the busiest in the U.S. so driving up costs across the U.S.
- 7. Still being worked out including how it will be enforced. California has a bottom-up approach of enforcement as well so that employees can raise issues.
- viii. Nolan Ritchie will be appearing on March 7 for budget hearings before the Pennsylvania Senate .
- ix. Governor appointed Mike Carroll as Pennsylvania Secretary of Transportation.
 Carroll served as Democrat Chair for Transportation of House of Representatives for several years.
- x. Meredith Biggica added that budget hearings are being scheduled for the week of March 20.

9. PennSTART – Gunnar Rhone, PennDOT

- a. The Pennsylvania Safety Transportation and Research Track (PennSTART) is a state-of-the-art facility that will benefit emergency responders, transportation organizations, and research institutions. Presentation attached.
- b. The site will be used for safety and operational testing and training.
- c. The facility will be located at the Regional Industrial Development Corporation (RIDC) Westmoreland Innovation Center located of 119 just south of I-70
- d. What if the funding slows down?
 - i. Realizing funding is more challenging, but most funding is long-term.
- e. Is the testing site only for autonomous vehicles?
 - i. Open for any product being tested but autonomous was a critical one.
- f. Dan Walston District 11 has the Parkway East project underway through the tunnel. Coordination with that project should be considered for the Smart Corridor.
 - i. Response One part of Smart grants is public engagement.
- g. Dan Walston Consideration should also be given to I-376 as well.

10. New Business/Public Discussion

- a. Tax levy Rebecca Oyler
- b. PennDOT Transportation Advisory Committee (TAC) (website)
 - i. #1 study approved by TAC was a truck parking study for next year due to lack of truck parking and use of unapproved parking sites.
 - ii. Will update data collection elements and develop a methodology for locations where the corridor shortfalls are most critical and locations that are most amenable to truck parking, e.g., parcels along highways.
 - iii. Federal funding through IIJA is available. Additional truck funding opportunities are being considered in Congress.
 - iv. MCSAC will be included in stakeholder outreach. TAC will be invited to come to MCSAC for a presentation and specific policy recommendations. Moving this effort forward in the next two weeks.

- v. Dan Walston shared that a Truck Parking Roundtable was held last July; 6 state DOTs, division offices, and private entities attended. Look forward to the next one.
- vi. Pennsylvania State Freight Plan was approved in December 2022. The state can authorize freight program funds, but states need approved freight plan to authorize the funds. PennDOT often uses funds on interstates. Truck parking was included in state freight plan. If you have questions, please reach out.
- vii. Dennis McGee commented that this issue has been extensively discussed but no action has been taken. Problem for at least 35 years.
 - a. Rebecca Oyler replied that the intent of this study is to develop implementable steps.
 - 2. Christopher Henry noted that funds are available and we know the problems. How can we get PennDOT to prioritize federal funds for truck parking when so many projects are being considered?
 - Rebecca Oyler replied that specific data gets you part way there.
 Providing the best solutions that are most cost-effective is also important. Need also to focus on locations where the funding does the most good.
 - b. Discussions will include both the public and private sectors; PennDOT is facilitating the discussions.
 - c. Dan Walston asked if Tom Phelan had presented to MCSAC [he presented at Safety Summit and included data-based information
 - d. Dennis McGee agreed that it is important to keep all the stakeholders in the conversation and learn what their needs are.
 - 3. Rebecca Olyer shared the <u>Truck Parking Development Handbook</u> released by FHWA last year has good recommendations.
 - 4. Dan Walston shared that the National Highway Institute (NHI) is coming out with a course on this topic soon as well.
 - 5. Nolan Ritchie commented that expanding the parking along the Turnpike would be great and asked about the availability of land at rest areas. He also asked for clarification on the roles of other entities to study the issue and implement it. Is the goal to provide free truck parking or fee-based amenities?
 - 1. Unsure. Looking for a market-driven solution.
 - ii. Paul Kilbride noted that there has been a small amount of progress over the years. Large truck stop chains may be willing to expand to provide parking.
 - iii. Dennis McGee shared that the private sector is opposed to providing truck parking due to issues like leaking fuel which causes runoff and must be cleaned up or they will be fined for diesel/chemical residue.
 - iv. Combination of environmental and permitting issues surrounding parking make this is an urgent priority. Need to consider many factors, including Best Management Practices (BMP).

11. Next Meeting Date – May 10, 2023

12. Meeting Chat

a. [2:14 PM] Rimer, Michael - An excellent reference resource for the MCSAC members - interested in the complexity of the Truck Parking challenge can be seen and downloaded from the National Coalition of Truck Parking.

https://ops.fhwa.dot.gov/publications/fhwahop17026/index.htm https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/workinggroups/index.htm

National Coalition on Truck Parking - FHWA Freight Management and Operations

13. Attendance – see next page

Attendance

Appointed Committee Members in Attendance

Seat	Organization	Member	Attending	
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	Х*	
Seat 2	Chiefs of Police Association	Mr. David Splain, Chief of Police, Nether Providence Twp., Delaware County	X*	
Seat 3	Special Court Judges Association of PA	Honorable Judge Rick W. Varner	х	
Seat 4	Independent Trucker Interests	Mr. Roger A. Lee		
Seat 5	Independent Trucker Interests	Vacant		
Seat 6	PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO	Х	
Seat 7	PA Motor Truck Association	Mr. John Rigney, Director of Safety	Х	
Seat 8	PA Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary/Treasurer		
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	Х	
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	Х*	
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	X*	
Seat 12	PA School Bus Association	Mr. Shawn McGlinchey, President	Х	
Seat 13	PA Forest Products Association	Mr. Matt Gabler, Executive Director		
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	Х	
Seat 15	Railroad Industry in PA	Vacant		
Seat 16	Local Government	Mr. Ed Troxell, PA State Association of Boroughs	X*	
Seat 17	Motor Carrier Manufacturing Industry	Vacant		
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz	X*	
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	Х	
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell		
Seat 21	Transport Industry - Natural Gas	Vacant		
Seat 22	Transport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company		
Seat 23	Transport Industry - Construction Material Transportation	Vacant		
* Attende	ed via videoconference.			

Permanent Voting Members in Attendance

Title	Member	Designee	Attending	
The Secretary of Transportation	Hon. Michael Carroll (acting)			
The Chairman of the	Hon. Gladys Brown Dutrieuille			
Pennsylvania Public Utility Commission				
The Chairman of the	Hon. Wadud Ahmad	James Hibbs		
Pennsylvania Turnpike Commission				
The Commissioner of the	Major Christopher Paris (acting)	Major Bob Krol		
Pennsylvania State Police		Lt. Jerry Nemes	Х	
The Chairman and Minority Chairman of the	Hon. Wayne Langerholc (majority)	Nolan Ritchie	Χ*	
Transportation Committee of the Senate	Hon. Marty Flynn (minority)	Caleb Sisak	Χ*	
The Chairman and Minority Chairman of the	Vacant as of 2/8 (majority)	Meredith Biggica	Χ*	
Transportation Committee of the House of Representatives	Rep. Kerry Benninghoff (minority)	Laryssa Gaughen	Χ*	
* Attended via videoconference.		•		

Other Attendees

Name	Organization	
Carl DeFebo*	Pennsylvania Turnpike	
Angelia Gillis	PennDOT Division Chief for Driver Safety	
Gavin Gray	PennDOT Chief Engineer	
Christopher Henry	FMCSA	
Paul Kilbride	BR Transport	
Jamie Kopko*	PennDOT	
David Lapadat*	PennDOT	
Dennis McGee	Dennis M. McGee and Associates	
Tammy Miller*	Pennsylvania Turnpike Commission	
Nick Ninosky*	PennDOT	
Sergeant Michael D. Pavelko	Pennsylvania State Police	
Bob Pento	PennDOT Traffic Engineering and Permits	
Gunnar Rhone*	PennDOT	Х
Mike Rimer*	PennDOT	
Dan Walston	FHWA	
Nathan Walker*	PennDOT	
Garth Warner*	Chief of Police, Derry Township Police Department	
* Attended via videoconference.	•	•

Support for MCSAC

Name	Organization	Attending
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х
Molly Nur	Whitman, Requardt & Associates, LLP (WRA)	Х

2023-24 Bills of Interest to MCSAC | February 8, 2022

Stopping the Automatic Gas Tax Increase

S.B. 35 (Langerholc):

- Overview: Act 89 of 2013 eliminated the flat gas tax (\$0.12 per gallon) and removed the artificial cap on the Oil Company Franchise Tax. As such, the Pennsylvania Department of Revenue must annually assess the gas tax (\$0.58 per gallon for gas and \$0.74 per gallon for diesel) according to the Average Wholesale Price (AWP) of gas, which is statutorily set at the floor of \$2.99 per gallon. In 2022, the annual tax assessment for motor fuels was \$3.17 per gallon the first time the AWP surpassed the statutory floor. This means taxes on every gallon purchased throughout 2023 will increase 3.5 cents for gas, 4.4 cents for diesel, and an equivalent conversion for alternative fuels, such as 0.1 cents per kilowatt hour for electric. This legislation permanently sets the AWP at \$2.99 per gallon in perpetuity.
- *History:* Senate Transportation passed the bill (11-3) on January 9, 2023. Passed the Senate (29-19) on January 11, 2023. Senator Haywood subsequently changed his vote from "nay" to "yea", and the final vote is now recorded as 30-18.

Reducing the State Police Reliance on the Motor License Fund

S.B. 121 (Langerholc):

- Overview: The rising budget constraints at PennDOT require a holistic response, such as reducing the PA State Police's (PSP) reliance on the Motor License Fund (MLF) (and relying instead on the General Fund). In 2001-2002, PSP received nearly \$340 million from the MLF, which rapidly grew to \$800 million in 2016-2017. The trendline of the MLF diversion was projected to reach \$1 billion, until the General Assembly passed the 2016 Fiscal Code with a schedule to decrease the transfer over a 10-year period to \$500 million. This legislation creates a new step-down schedule starting at \$500 million in 2023-24, then reducing it by \$50 million every year until PSP is fully funded via the General Fund.
- History: Senate Transportation passed the bill (9-5) on January 9, 2023. Received 2nd
 Consideration on January 10, 2023, and was referred to Senate Appropriations on
 January 11, 2023.

The following update is being provided in memoriam of the late **Michael Maffei**, MCSAC Member.

Evaluating Worker Misclassification

- The House Democratic Policy Committee's Subcommittee on Labor, Energy, and Development held a public hearing on "Worker Misclassification" on January 27, 2023.
- Testimony was received by the Office of Attorney General, Eastern Atlantic States Regional Council of Carpenters, and the International Union of Painters and Allied Trades District Council 57.
- https://www.pahouse.com/PolicyCommittee/InTheNews/NewsRelease/?id=127456

PENNSYLVANIA SAFETY TRANSPORTATION AND RESEARCH TRACK (PENNSTART)



VISION & MISSION

Vision

 Explore and advance a state-of-the-art training and testing facility to address the transportation safety and operational needs of Pennsylvania and the surrounding region.

Mission

 Advance the Pennsylvania Safety Transportation and Research Track (PennSTART) project through the required systems engineering process and identify the appropriate members (public and private) necessary to leverage the financial and technical resources required to construct, operate and maintain the center.



WHY (NEED & PURPOSE)

Training

Testing & Education

1,162,375 (54,500)

Total Number of Responders to be Trained Nationwide (PA)!

Source: FHWA, Sept 26, 2022

50+

Transportation technology companies and research institutions need facility for education and testing

10+ Billion
In research Opportunities

To facilitate safety and foster growth and impact of the industry to attract companies, jobs, and investments

Focus Areas

CONNECTED AND AUTONOMOUS VEHICLE TECHNOLOGY TESTING







TOLLING AND ITS TECHNOLOGY TESTING



SAFETY TESTING AND TRAINING







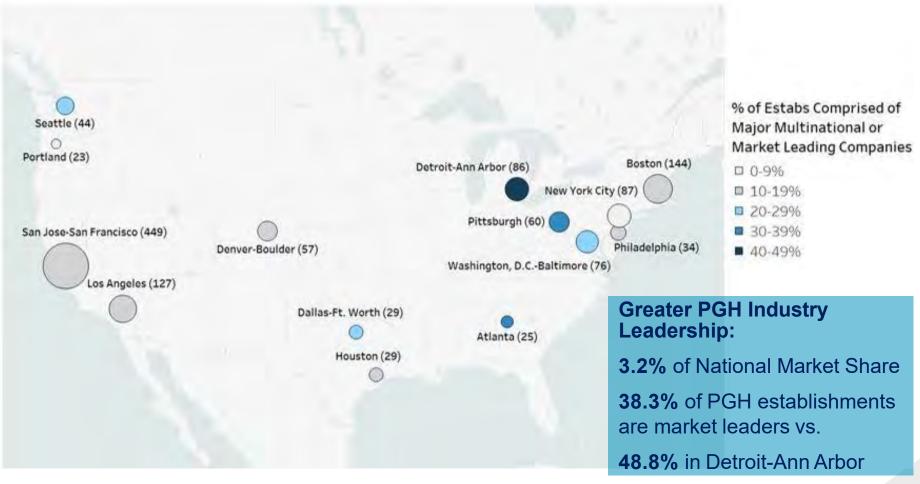




PITTSBURGH AUTONOMY SECTOR

The Greater Pittsburgh region is one of the top centers for autonomous mobile systems today

- 100+ Companies
- CMU #1 university for research & talent
- 2nd only to Detroit-Ann Arbor in concentration of industry leaders
- 7th in volume of autonomy businesses
- \$651M direct labor income





PENNSTART



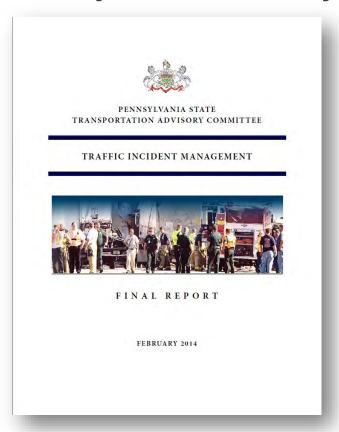
RIDC Westmoreland Innovation Center

- PennDOT, PA Turnpike and RIDC partnering to develop the transportation technologies test track at RIDC Westmoreland Innovation Center
- Uses & Customers:
 - Private Sector- Autonomous vehicle and drone technology testing, systems vendors, manufacturers, suppliers
 - University Research New and emerging transit technology integration (smart signals, electrification, etc.)
 - CMU research partnership
 - Public Sector Public safety training and traffic incident management facility



HISTORY

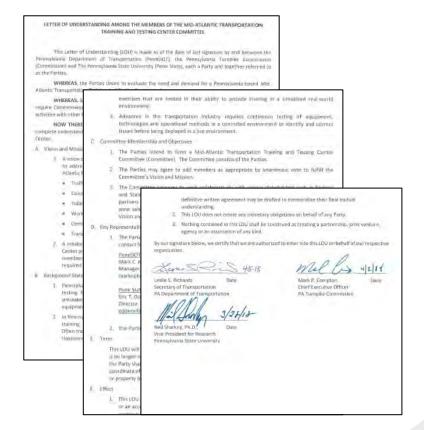
2014 PA Transportation Advisory Committee Study



2016 PA TIM Summit



2018 Letter of Understanding





NEW PARTNERSHIP

- Regional Industrial Development Corporation (RIDC) of Southwestern Pennsylvania
 - CMU + Westmoreland County
- February 2022 LOU
- August 2022 Announcement
- Legal Agreement
 - RIDC ☑
 - PTC ☑
 - PennDOT/Commonwealth





FACILITY ELEMENTS





PHASES



Phase 0

- Open Parking Lots 1,2,3;
 WCCC (Training space)
- Phase 1
 - Open Area
- Phase 2
 - Test Track (High-speed)
- Phase 3
 - Test Track (other areas)
 - Western Expansion



HIGH-LEVEL SCHEDULE

	Q4 '22	Q1 '23	Q2 '23	Q3 '23	Q4 '23	Q1 '24	Q2 '24	Q3 '24	Q4 '24	Q1 '25	Q2 '25	Q3 '25	Q4 '25
Phase 0 - Existing Parking Lots, Class Rooms													
Phase I - Open Area													
Phase 2 - High Speed Oval													
Planning													
Design													
Construction													
Operations & Maintenance													
Phase 3 - Inside Track & West Track Expansion													
Planning													
Design													
Construction													
Operations & Maintenance													



CONOPS REFRESH

Project Concept

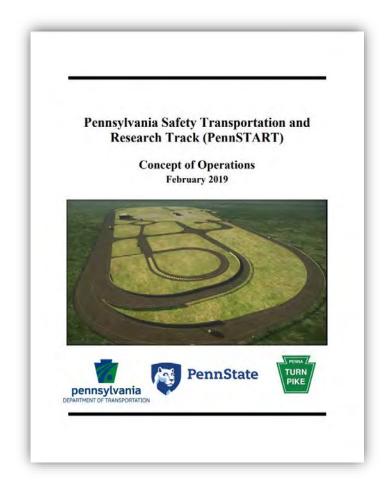
Users and Stakeholders

User Needs

System Overview

Operational/Support Environment

Operational Scenarios





CONOPS SCHEDULE



October

Stakeholder Workshop Meeting 10/24/2022



December '22/Q1 '2023

Mid-December Workshop Meeting
Draft Concept of Operations

Comment Review
 Final Concept of Operations

Identification of Section Updates
Updates to Concept of Operations





STAKEHOLDER WORKSHOP (10/24) RECAP

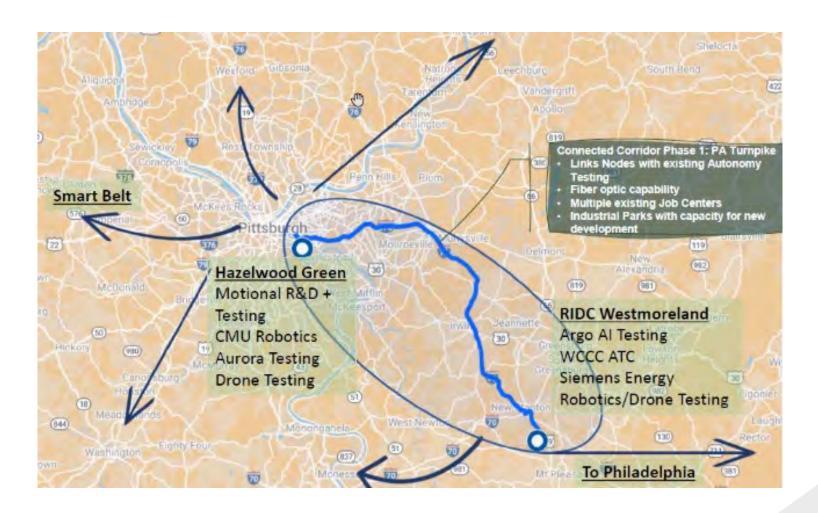
- Several AV and UAS stakeholders attended
- Encouraged by the proposal
- Received several requests
 - Rain Simulator/Environmental Simulator
 - Flat, large open space designated for line-of-site and beyond line-of-sight outdoor UAV testing with real world infrastructure
 - Landing zone variations for heavy drones (requires FAA approval)



EXPANSION

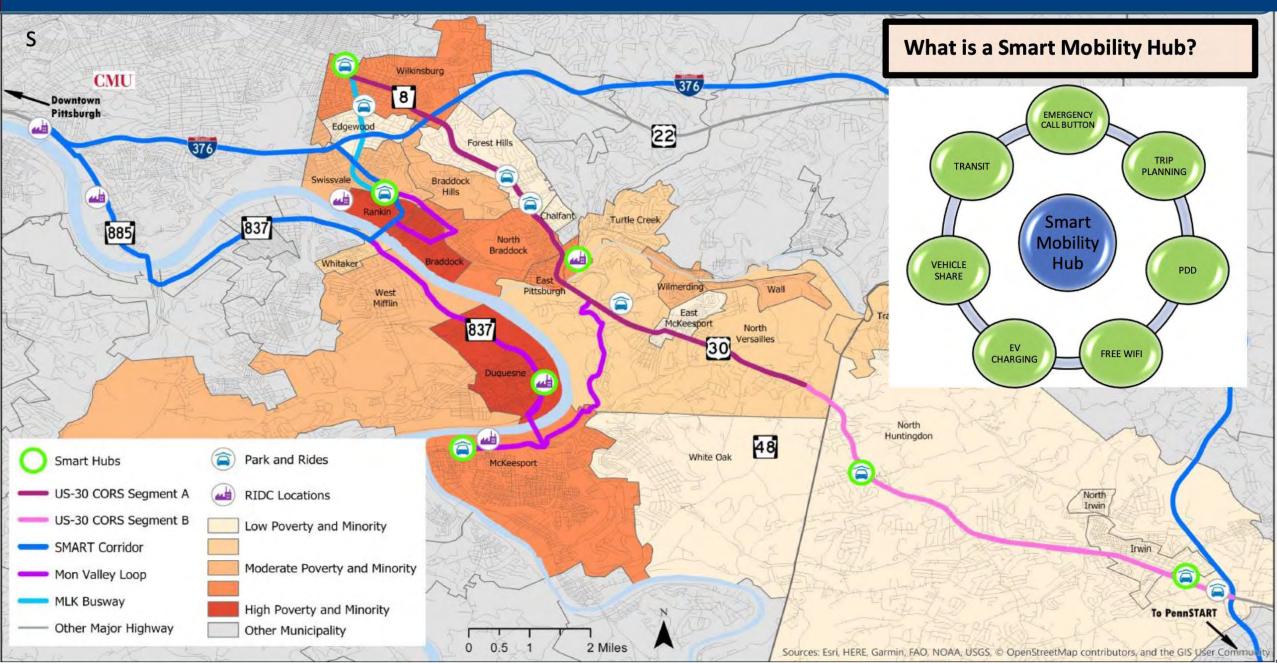
- Smart Corridor
 - Westmoreland to Mill 19 (Pittsburgh)

- Next step of testing / development
- Scalable





PA SMART CORRIDOR APPLICATION



QUESTIONS?

Gunnar Rhone, PE

Engineering Specialist – Transformational Technology Pennsylvania Department of Transportation



717.214.2997



grhone@pa.gov



Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes - DRAFT

May 10, 2023
Pennsylvania Turnpike Commission Main Board Room and Teams



- 1. Welcome Ted Leonard, Vice Chairman
- 2. Call to Order Ted Leonard, Vice Chairman
- 3. **Review/approve previous meeting minutes** Ted Leonard, Vice Chairman
 - a. Approval of minutes from February 8, 2023
 - i. Corrections None.
 - ii. Rebecca Oyler moved to approve the minutes. Seconded by Patricia Cowley. Meeting minutes were approved.
- **4.** Welcome to New Members Ted Leonard, Vice Chairman
 - b. Nolan Trently (as designee for Minority Chairman of the Transportation Committee of the Senate Hon. Marty Flynn)
 - c. Mr. Kyle Wagonseller (as designee for Chairman of the Transportation Committee of the House of Representatives Rep. Ed Neilson)
 - d. Mike Modica (for Seat 23 Transport Industry Construction Material Transportation)
- **5. Current Membership Update** Bob Pento, PennDOT
 - a. There are 4 vacant seats Number 5 Independent Trucker Interests, Number 15 Railroad Industry in Pennsylvania, Number 17 Motor Carrier Manufacturing Industry, and Number 21 Transport Industry - Natural Gas.
 - Some vacancies exist due to reshuffling of categories. Some names are currently being considered by the Governor's office. The process to fill vacant seats is ongoing.
 - ii. John Summers was recommended as a member for MCSAC. Bob Pento confirmed the recommendation was passed to the Governor's office for consideration.
 - iii. Major Krol Major Bob Krol is the official designee for the Commissioner of the Pennsylvania State Police, Major Christopher Paris (acting). He is uncertain if his appointment continues or if he requires a letter officially reappointing him.
 - 1. Bob Pento thinks the appointment would carry over, but he will verify.
 - iv. Ted Leonard Mike Carroll is the official Secretary of Transportation and is no longer acting Secretary.
 - 1. The change will be noted in the records.

- 6. **Annual Report Review and Approval** Ted Leonard, Vice Chairman
 - a. Bob Pento The annual report will be presented to the legislators (as required by legislation).
 - b. No additional feedback from the membership was proposed.
 - c. Minor edits for formatting and terminology will be made to the report before distributing.
 - d. Matt Gabler moved to accept the annual report. Major Krol seconded. No objections. The annual report was approved with modifications as noted.
- 7. **Legislative Update** Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate (delivered virtually)
 - a. Several new permanent MCSAC members and their alternates have been appointed.
 - The Pennsylvania House of Representatives is controlled by the Democrats. This was not clear at the previous meeting. The Pennsylvania Senate is controlled by the Republicans.
 - c. The list of topics (that are included with these minute) are a snapshot of the bills that have been introduced in Senate.
 - i. Strengthening Distracted Driving (S.B. 37) is sponsored by Sen. Brown and is currently in the Senate. This is a top legislative priority. It passed with only one "no" vote. Some changes were made in amendment. Nolan recommends reviewing the new bill as amended. The amendments include a section introducing a ban on handhold interactive devices (e.g., mobile devices).
 - 1. The legislation also introduces new penalties for violating texting restrictions as well as holding a cell phone.
 - 2. PennDOT released crash data on distracted driving. Distracted driving crashes and head-on crashes reached a 10-year high last year.
 - 3. Nolan is asking for support for SB 37.
 - ii. Creating a Snow and Ice Removal Technology Grant Program (S.B. 472) was introduced by Senator Boscola this session to assist commercial vehicles with removing snow and ice from their rooftops. This includes school buses and public transit buses.
 - Modernizing Public Transportation (S.B. 597) includes comprehensive changes for the management of public transportation systems. We will need to engage PennDOT in that effort as well. Nolan recommends supporting this legislation.
 - vi. Expanding Local Funding Options for Public Transportation (HB 902) is sponsored by Representative Waxman to provide new options for metropolitan areas to generate revenue for public transportation infrastructure.
 - vii. A question was posed concerning the MCSAC membership for the new Chair for Transportation Committee of the House of Representatives. Kyle Wagonseller, designee for Rep. Ed Nielson, Chairman of the Transportation Committee of the House of Representatives I have nothing further to add to Nolan's report. I look forward to working with all of you and addressing the needs and interests of MCSAC.
 - viii. Nolan Ritchie At the next meeting I will discuss legislation related to the return of speed cameras in work zones. It has not yet been introduced.

8. 2045 Freight Movement Plan - Mike Rimer, PennDOT

- a. The slides for this presentation are included as an attachment to these minutes.
- b. For more information visit the Freight Movement Plan (FMP) website.
- c. The Pennsylvania's 2045 Freight Movement Plan (FMP) was developed in conjunction with the statewide Long-Range Transportation Plan (LRTP). The FMP and the LRTP provide a comprehensive direction for moving people and goods with the same objectives.
- d. In 2015, U.S. DOT required states to develop a plan for freight projects. In 2017, Pennsylvania completed their long-range transportation plan and a freight impact plan.
- e. Pennsylvania is fortunate to be located near the northeast corridor, Chicago/Detroit corridor and Ohio/Pittsburgh corridor which are significant national economic engines.
- f. PennDOT wanted to make a plan that establishes procedures that can be replicated.
- g. The public involvement effort used social media, email campaigns, and also placed documents at 600 libraries to reach stakeholders to get public input in the Plan.
- h. Internal input included PennDOT discussions, a freight forum, MCSAC involvement, Southwestern Pennsylvania Commission (SPC) Freight Forum, and the Delaware Valley Goods Movement Task Force, and others.
- i. Now PennDOT has a benchmark for the next freight plan update. The issues the plan addresses include: congestion, aging population, declining revenue, e-commerce, truck parking, travel and tourism, connected and autonomous vehicle technology, climate change, and other areas. PennDOT continues to work for zero deaths, asset management, and linking land use to development, etc.
- j. New requirements were introduced by the Bipartisan Infrastructure Law (BIL).
- k. PennDOT Programming works well with its 12-year cycle.
- I. Questions
 - i. Ted Leonard Why was 2045 chosen for the planning horizon?
 - 1. The state is required to have long term vision. There is no mandatory requirement on the timeline selected, but 20 years is considered a common planning horizon. U.S. DOT now mandates a 4-year freight plan update (formerly 5 years). A long-term vision isn't a requirement of the legislation, but PennDOT wanted it to be.
 - ix. Rebecca Oyler Thank you for a great overview and for the TAC study that is also underway. There is a stakeholder workshop that will be held on May 17, 2023 for the Truck Parking Study. Anyone from MCSAC who is interested, can attend.
 - Mike Rimer will be there. He is not sure of agenda. It would be great
 if Dan Keane, the PennDOT manager for the TAC study could be
 involved in MCSAC.
 - x. Rebecca Oyler Are we able to review the topics that will be presented?
 - 1. Mike Rimer—I'm not involved administratively, but it will be a great session for anyone interested in truck parking.
 - 2. Matt Gabler There will be a lot of discussion about freight movement to New Jersey and the relevance of the ports of Philadelphia, Newark, and Baltimore.
 - xi. How can we keep routes within Pennsylvania/using the Port of Philadelphia?
 - 1. Mike Rimer Each port focuses on different commodities, so Philadelphia had some significant investment to consider.
 - 2. A suggestion was made to reach out to the Port of Philadelphia to find out what can be done and who to talk to concerning port

specialization. For example, forestry is a huge industry in Pennsylvania.

- xii. Matt Gabler For the long-range plan, what are the obstacles from keeping work in-state? E.g., cost to reach Baltimore is much less. How are certain commodities shifting over time? Are there opportunities to make the Port of Philadelphia more attractive? Can routes to Asia be better established?
- xiii. John Rigney There is an explosion of development in that area but no additional truck parking has been implemented there.
- xiv. Lehigh Valley has included truck parking in their land use plans. Can we explore that and help other municipalities include truck parking?

9. EV Update – Colton Brown, PennDOT

- a. The slides for this presentation are included as an attachment to these minutes.
- a. Colton Brown gave an introduction to electric vehicle (EV) technology and what PennDOT is doing to prepare for technology change.
- b. Electricity is made domestically so it helps local economy and secures jobs.
- c. Definition of EV
 - i. Hybrids are a great transitional vehicle, but today's discussion is focused on fully electric vehicles.
 - ii. There are very few hydrogen fuel cell vehicles at this time, and they are in use mostly along the West Coast.
- d. Vehicle charging systems function at different speeds.
 - 1. Level 1 trickle charge where the plugin can occur at home using a wall outlet and allows the vehicle to drive for about 30 40 miles.
 - 2. Level 2 requires about 20-25 minutes for a full charge allowing for a 250-mile range.
 - 3. Level DC Fast Charge
 - 4. Every vehicle, excluding Tesla, uses the same port. Tesla vehicles can use them with an adaptor.
- e. Moving to EV technology requires a paradigm shift. Recharging is a passive process. The vehicle recharges while the driver is doing something else, e.g., sleeping, eating, shopping. Beyond that it requires a few seconds to plug in the vehicle and a few seconds to unplug it.
- f. There are resources available to help the user find charging locations including in-vehicle information.
- g. Sales
 - i. Sales are now starting to take off and manufacturers are increasing productivity.
 - ii. GM and Ford are increasing their production significantly. They "can't make them fast enough."
- h. National EV Infrastructure (NEVI) Formula Program received 271 requests for funding. The opportunity to submit applications recently ended. In the first round of programs PennDOT laid out the priorities. Each highway was broken into corridor groups and created an internal goal of a station every 25 miles.
 - i. The program is now scoring the submissions and making selections. The NTP will occur in the fall.
 - ii. A process involving stakeholders is required for transparency. Each submission receives a detailed score according to the scoring metric.
 - iii. The Infrastructure Law addresses clean school buses. It is a competitive grant

program – focus on large school bus deployment. It is a companion program to NEVI and is limited to government entities, e.g., local, MPO, etc.

- i. Questions and comments
 - i. Matt Gabler Can you explain about the design of grid to lower the costs?
 - 1. Colton It allows use at night when costs are low avoiding peak times and higher costs.
 - ii. Rebecca Oyler Electrifying a single 30-truck fleet requires more electricity than a single city uses. Although EV use is fine for local trucks, I don't think we're ready for deployment by heavy trucks.
 - iii. Other states are mandating electric trucks by 2035 with deadlines with specific sales. Those trucks are traveling through our state. Are there any planning efforts addressing that? It costs \$150K for chargers for a big truck. There are concerns about the impact on truck parking capacity (while charging) and the fact that EV vehicles can only carry half of what a diesel truck can carrier.
 - Colton Brown 90% of vehicles are not long haul. Most medium haul trucks are easier to electrify, and charging is also easier. Long-haul, battery-electric technology would not make sense for long haul because the weight of battery negates any savings. Hydrogen is the better solution for long-haul vehicles. However, there are other challenges with hydrogen. Long-haul vehicles probably will be one of the last vehicles to transition to EV.
 - 2. What sites provide the best-case scenario for a low-level, fast charge?
 - a. Colton Brown That is really a case-by-case basis.
 - 3. Rebecca Oyler—I'm concerned about the surrounding states impact on Pennsylvania. However, it sounds like the federal government is planning for EV infrastructure improvements as well.
 - 4. Matt Gabler Has there been a discussion of biomass originated fuels and conversion of biomass to gasoline? There are discussions about whether these fuels could be integrated into existing operations and if you can keep the same engines but use alternate fuels.
 - a. Colton Brown If you put a carbon traction on the back of tractor equipment then it becomes carbon negative. This might be possible in the 2040s when we have more information on which solutions work well for different situations.
 - b. Matt Gabler I want to be sure we are not too prescriptive and restricting our options because of tunnel vision.
 - 5. Rebecca Oyler I was disappointed to see the grants were restricted to EV fleets.

10. New Business

- a. Topics for consideration for future meetings
 - a. Rebecca Oyler– Discussion with Emergency Response. How does Emergency Response respond when an EV vehicle runs out of charge?
 - AAA has mobile chargers for those incidents. Harrisburg has had EV emergency response system in place for two years and has only needed to respond to one incident.
 - b. EV Mobility Plan How would PennDOT handle an emergency evacuation for electric vehicles?
 - i. We don't have all the answers yet.
 - c. Bob Pento I heard a presentation from Aurora on an autonomous vehicle operational system with commercial vehicle implications and applications for

- vehicles. This could be a future meeting topic for MCSAC. (WRA to follow up)
 - i. Rick Varner Rick is attending a conference on this topic
- d. Ted Leonard I would like to see an on-road demonstration of commercial vehicle autonomous vehicle.
 - a. Rebecca Oyler recommends the company, Locomotion as an option.
- 11. Next Meeting Date August 9, 2023. 1:00pm for the meeting start and noon for lunch.

12. Meeting Chat – Relevant Comments

- i. Michael Rimer [2:14 PM] An excellent reference resource for the MCSAC members interested in the complexity of the Truck Parking challenge can be seen and downloaded from the National Coalition of Truck Parking FHWA Freight Management and Operations. https://ops.fhwa.dot.gov/publications/fhwahop17026/index.htm
 https://ops.fhwa.dot.gov/freight/infrastructure/truck parking/workinggroups/index.htm
- ii. Nolan Ritchie [1:51 PM] Great job, Mike! Can your presentation be emailed to MCSAC members?
- iii. Nolan Ritchie [1:53 PM] The Turnpike Commission recently approved building 63 new truck parking spaces at Sideling Hill.
- iv. Leah Kacanda [2:02 PM] Mike if you forward your presentation deck to me, I'll make sure it is distributed to MCSAC members (lkacanda@wrallp.com).
- v. Rimer, Michael [2:07 PM] Nolan. I think that may be a little larger, but good point. One of the things John Parker (TPC PM) had been dealing on the TPC initiative is the cramped sites that even the TPC has on its system, especially at more urban rest areas. Not completely surprised, but the urban areas are where the spaces are often needed the most. The TPC has been an interesting test in truck parking efforts.
- vi. Nolan Ritchie [2:22 PM] I have to leave. Feel free to contact me if you have any questions. nritchie@pasen.gov
- 13. Attendance Attendance is included on the next page.

Attendance

Appointed Committee Members in Attendance

Seat	Organization	Member	Attending
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	
Seat 2	Chiefs of Police Association	Mr. David Splain, Chief of Police, Nether Providence Twp., Delaware County	
Seat 3	Special Court Judges Association of PA	Honorable Judge Rick W. Varner	х
Seat 4	Independent Trucker Interests	Mr. Roger A. Lee	
Seat 5	Independent Trucker Interests	Vacant	
Seat 6	PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO	х
Seat 7	PA Motor Truck Association	Mr. John Rigney, Director of Safety	х
Seat 8	PA Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary/Treasurer	
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	X*
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	Х*
Seat 12	PA School Bus Association	Mr. Shawn McGlinchey, President	
Seat 13	PA Forest Products Association	Mr. Matt Gabler, Executive Director	Х
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	
Seat 15	Railroad Industry in PA	Vacant	
Seat 16	Local Government	Mr. Ed Troxell, PA State Association of Boroughs	Х*
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz	х
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	х
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell	
Seat 21	Transport Industry - Natural Gas	Vacant	
Seat 22	Transport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company	X*
Seat 23	Transport Industry - Construction Material Transportation	Mr. Mike Modica	Х
* Attended	d via videoconference.		

Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Gavin Gray	Х
The Chairman of the Pennsylvania Public Utility Commission	Hon. Gladys Brown Dutrieuille	Andrew Turriziani	Х*
The Chairman of the Pennsylvania Turnpike Commission	Hon. Wadud Ahmad	James Hibbs	
The Commissioner of the Pennsylvania State Police	,	Major Bob Krol Lt. Jerry Nemes	Х
The Chairman and Minority Chairman of the Transportation Committee of the Senate	, , , , , , , , , , , , , , , , , , , ,	Nolan Ritchie Nolan Trently	X* X*
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Nielson (Chair) Rep. Kerry Benninghoff (Republican Chair)	Kyle Wagonseller Laryssa Gaughen	X*
* Attended via videoconference.			

Other Attendees

Name	Organization	Presenting
Angelia Gillis	PennDOT Division Chief for Driver Safety	
Christopher Henry*	FMCSA	
Colton Brown	PennDOT	X
Paul Kilbride*	BR Transport	
Dennis McGee	Dennis M. McGee and Associates	
Nick Ninosky	PennDOT	
Sergeant Michael D. Pavelko	Pennsylvania State Police	
Bob Pento	PennDOT Traffic Engineering and Permits	
Mike Rimer*	PennDOT	
* Attended via videoconference.	<u> </u>	1

Support for MCSAC

Name	Organization	Attending
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х
Molly Nur	Whitman, Requardt & Associates, LLP (WRA)	Х

2023-24 Bills of Interest to MCSAC | May 10, 2023

Stopping the Automatic Gas Tax Increase

S.B. 35 (Langerholc):

- Overview: Act 89 of 2013 eliminated the flat gas tax (\$0.12 per gallon) and removed the artificial cap on the Oil Company Franchise Tax. As such, the Pennsylvania Department of Revenue must annually assess the gas tax (\$0.58 per gallon for gas and \$0.74 per gallon for diesel) according to the Average Wholesale Price (AWP) of gas, which is statutorily set at the floor of \$2.99 per gallon. In 2022, the annual tax assessment for motor fuels was \$3.17 per gallon the first time the AWP surpassed the statutory floor. This means taxes on every gallon purchased throughout 2023 will increase 3.5 cents for gas, 4.4 cents for diesel, and an equivalent conversion for alternative fuels, such as 0.1 cents per kilowatt hour for electric. This legislation permanently sets the AWP at \$2.99 per gallon in perpetuity.
- *History:* Senate Transportation passed the bill (11-3) on January 9, 2023. Passed the Senate (29-19) on January 11, 2023. Senator Haywood subsequently changed his vote from "nay" to "yea", and the final vote is now recorded as 30-18. Referred to House Finance on March 7, 2023.

Strengthening Distracted Driving

S.B. 37 (Brown):

- Overview: Overall number of highway deaths decreased last year, however, distracted driving crashes and head-on crashes reached a 10-year high. Fatalities in crashes involving distracted driving had 80 fatalities, up from 60 in 2021. Fatalities in head-on crashes had 181 fatalities, up from 151 in 2021. Therefore, this legislation increases penalties on texting while driving and creates new penalties for using a handheld interactive wireless communication device while driving.
- *History:* Referred to Senate Transportation on April 10, 2023.

Reducing the State Police Reliance on the Motor License Fund

S.B. 121 (Langerholc):

- Overview: The rising budget constraints at PennDOT require a holistic response, such as reducing the PA State Police's (PSP) reliance on the Motor License Fund (MLF) (and relying instead on the General Fund). In 2001-2002, PSP received nearly \$340 million from the MLF, which rapidly grew to \$800 million in 2016-2017. The trendline of the MLF diversion was projected to reach \$1 billion, until the General Assembly passed the 2016 Fiscal Code with a schedule to decrease the transfer over a 10-year period to \$500 million. This legislation creates a new step-down schedule starting at \$500 million in 2023-24, then reducing it by \$50 million every year until PSP is fully funded via the General Fund.
- *History:* Senate Transportation passed the bill (9-5) on January 9, 2023. Passed the Senate (28-21) on February 28, 2023. Referred to House Transportation on March 7, 2023.

Creating a Snow and Ice Removal Technology Grant Program

S.B. 472 (Boscola):

- Overview: Following the enactment of Christine's Law (Act 90 of 2022), this bill creates
 a grant program to provide funds for the installation of technology to assist commercial
 vehicles with removing snow and ice from their rooftops. Money is generated from fines
 imposed and collected for violations involving Section 3721 (relating to snow and ice).
- *History:* Referred to Senate Transportation on March 14, 2023.

Modernizing Public Transportation

S.B. 597 (Laughlin):

- **Overview:** Modernizes the management of public transportation systems with a focus on funding predictability and ensuring funding is dictated by local decision-making.
- *History:* Referred to Senate Transportation on April 17, 2023.

Expanding Local Funding Options for Public Transportation

H.B. 902 (Waxman):

- **Overview:** Creates a variety of new local enabling revenue options to pay for public transportation (and transportation infrastructure), such as a fee on transportation network companies, tax on liquor, tax on rental cars, tax on transfer of property, etc.
- History: Referred to House Transportation on April 12, 2023.

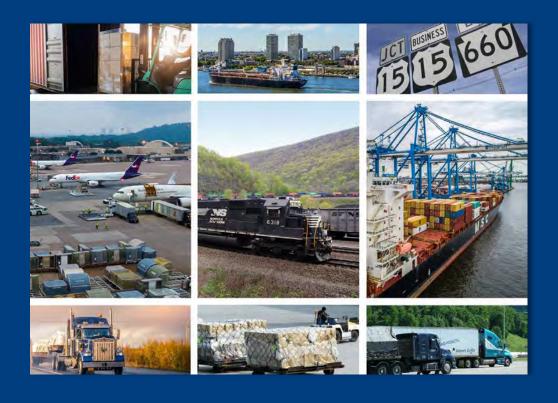
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The following update is being provided in memoriam of the late **Michael Maffei**, MCSAC Member.

Evaluating Worker Misclassification

- The House Democratic Policy Committee's Subcommittee on Labor, Energy, and Development held a public hearing on "Worker Misclassification" on January 27, 2023.
- Testimony was received by the Office of Attorney General, Eastern Atlantic States Regional Council of Carpenters, and the International Union of Painters and Allied Trades District Council 57.
- https://www.pahouse.com/PolicyCommittee/InTheNews/NewsRelease/?id=127456

PENNSYLVANIA'S 2045 FREIGHT MOVEMENT PLAN





TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – PA Context - What's it about?

2045 Freight Movement Plan – Goals

2045 Freight Movement Plan - What about BIL/IIJA?

Implementation and Monitoring/Performance



TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – PA Context - What's it about?

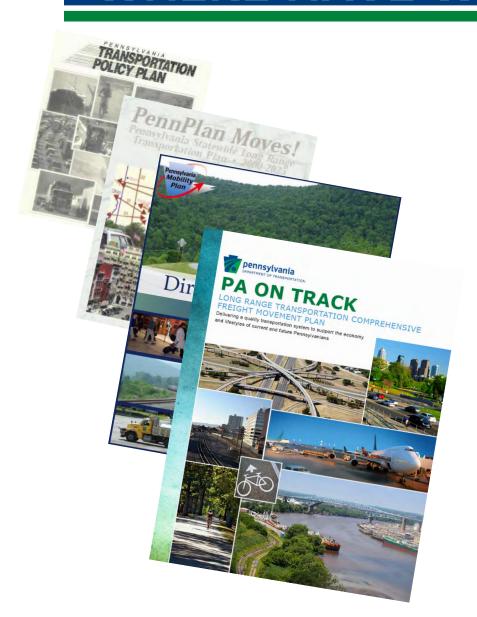
2045 Freight Movement Plan – Goals

2045 Freight Movement Plan - What about BIL/IIJA?

Implementation and Monitoring/Performance



WHERE HAVE WE BEEN? PA PLANNING





PENNSYLVANIA

2045 Long-Range Transportation Plan



PUB 394 (12-21)



TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – Context - What's it about?

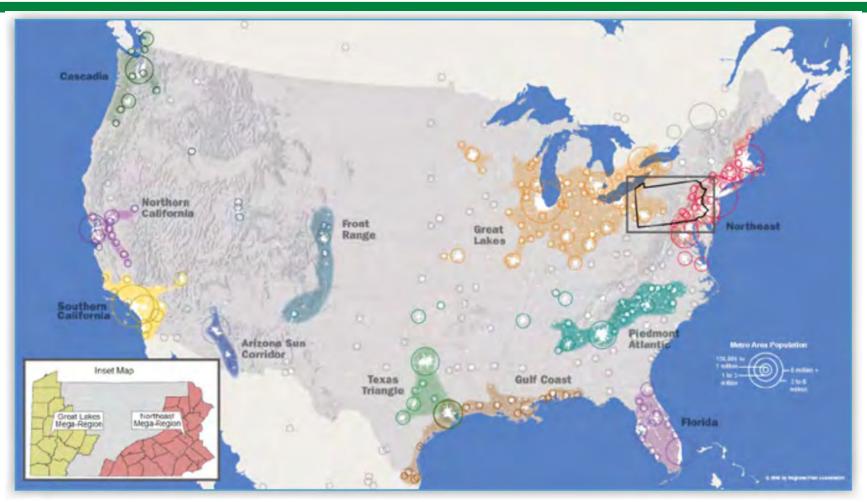
2045 Freight Movement Plan – Process Involvement and Goals

2045 Freight Movement Plan - What about BIL/IIJA?

Implementation and Monitoring/Performance



Pennsylvania's Geographical Context



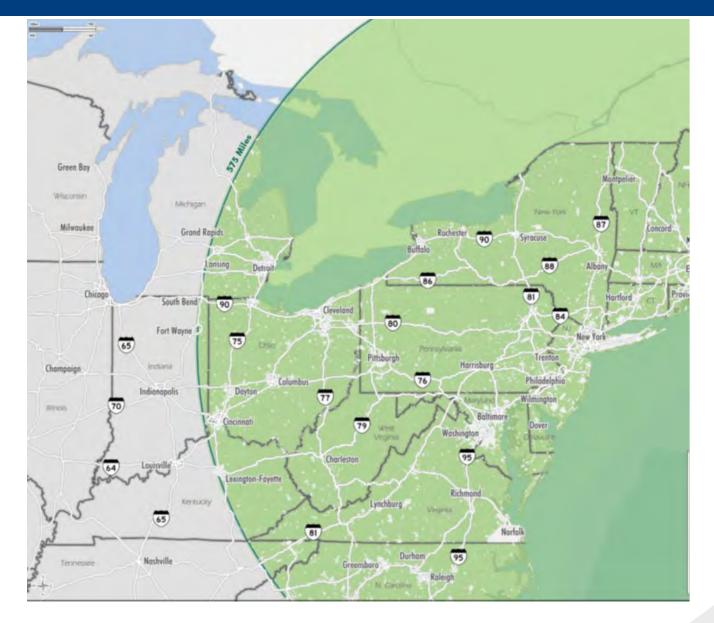


CONTEXT – REGIONAL BIG PICTURE LOCATION

- PA is at the center of the #1 Consumer Zone
- 575 Miles from Port Elizabeth, NJ (One day truck delivery
- Top Markets (pop)

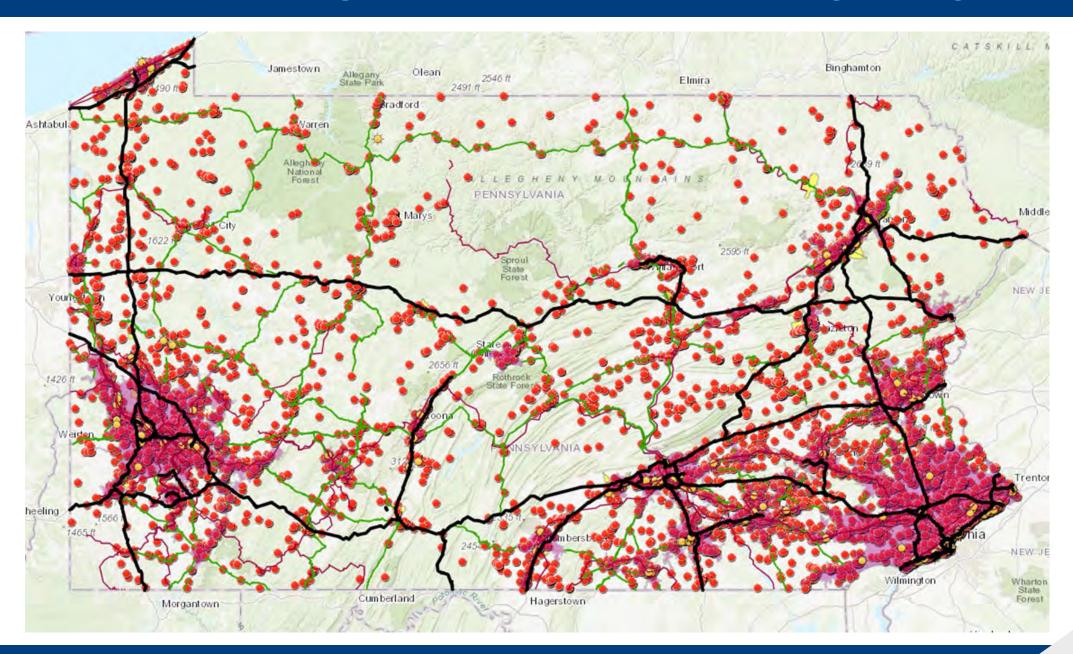
New York - 8,175,133
Philadelphia - 1,526,006
Columbus - 787,033
Charlotte - 731,424
Detroit - 713,777
Baltimore - 620,961
Boston - 617,594
Washington - 601,723
Virginia Beach - 437,994
Raleigh - 403,892

Source: CBRE for NJTPA



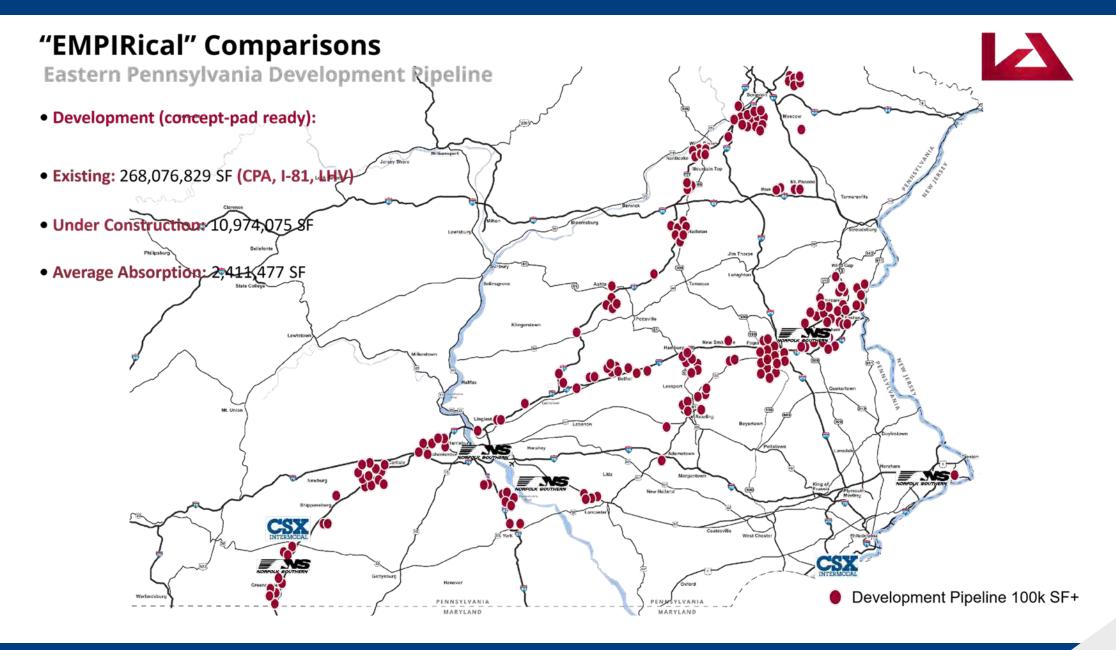


CONTEXT - FRIEGHT FINDER DATA POINTS





CONTEXT - EASTERN "INLAND EMPIRE"





CONTEXT - PENNSYLVANIA

Context

- PA is the nations' 6th most populous state (12.7 million)
- PA has 120,000 linear miles of state/local roads
- PA has 5,095 miles of railroad track (5th nationally)
- PA has over 60 operating railroads (1st nationally)
- PA has 275 million miles of daily travel
- PA has 17 locks and dams (Ohio, Monongahela, Allegheny)
- PA has 131 public use airports
- 867 million tons of truck freight moved through PA in 2011
- PA is one of the few states in the US with "All modes."
- Keystone State is a "keystone" for freight transportation.



TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – Context - What's it about?

2045 Freight Movement Plan – Process, Involvement Issues, Forces and Goals

2045 Freight Movement Plan - What about IIJA/BIL?

Implementation and Monitoring/Performance





FREIGHT MOVEMENT PLAN PLANNING PROCESS









EDUCATE & OBTAIN FEEDBACK

Share with Freight Plan Advisory Group for feedback.



6

IDENTIFY INITIAL STRATEGIES & ANALYZE ALTERNATIVES

DEVELOP PROJECTS INITIATIVES, INVESTMENT PRIORITIES & ACTIONS

EDUCATE & OBTAIN FEEDBACK

Gather feedback from stakeholders. Consult Freight Plan Advisory Group

DRAFT GOALS, **OBJECTIVES** & MEASURES

EDUCATE & OBTAIN FEEDBACK Gather feedback from stakeholders. Consult Freight Plan Advisory Group

DEVELOP PROFILE & ANALYSIS

PUBLIC INVOLVEMENT



TRIBAL OUTREACH

Opportunity for feedback was also offered to Federally Recognized Tribes with ancestral ties to Pennsylvania to better understand how the plans will impact their community now and in the future.

17 Federally Recognized Tribes received hard copies of the plans and links to the digital versions.



SOCIAL MEDIA

Significant effort was made to maximize public outreach and awareness during the comment period through Facebook, Twitter, Instagram, and LinkedIn. Targeted social media posts were used to reach underserved populations such as senior citizens, people with disabilities, and marginalized communities.

V	



Total Posts 7 Reach* 183,392





Impressions* Engagement*

26,436

STAKEHOLDER EMAIL CAMPAIGNS

Internal and external stakeholders were engaged through several

8,083

32.6%

53

email newsletters sent by PennDOT Planning Network eNews.

287,733



PUBLIC COMMENT PERIOD WEBSITE

The Public Comment
Period website was made
available for public review
on the PennDOT Planning
and Talk PA Transportation
websites. The plans were
also made available in PDF
and text-only formats and
accompanied by comment
forms for the public to use
to provide feedback.

Total Page Views

2,230

PUBLIC LIBRARY ACCESS

Additional measures were taken to bridge the digital gap in rural communities statewide by having Pennsylvania public libraries serve as access points to the digital and printed plans for review and comment.

Libraries received printed copies of the plans



Post-Comment Period Survey to Public Libraries

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Emails Sent
Stakeholder Database
Average Open Rate
New Newsletter Sign-ups

*SOCIAL MEDIA DEFINITIONS

- Reach is the number of people who saw any content from the PennDOT page or about the PennDOT page.
- Impressions are the number of times any content from PennDOT or about PennDOT entered a person's screen.
- Engagement is any action someone takes on PennDOT's page or one of PennDOT's posts.



STAKEHOLDER ENGAGEMENT

- Executive Leadership Interviews
- Statewide Virtual Freight Forum
- Freight Focus Groups
- Affinity Group Engagement
- Municipal Associations and Municipal Advisory Committee
- Motor Carrier Safety Advisory Committee
- SPC Freight Forum
- Delaware Valley Goods Movement Task Force

Engagement Highlights Public Outreach **Public Surveys Completed** 7,400 **Public Forum Views** 1,905 E-News Contacts 2,700 Social Media Posts Stakeholder Engagement MPOs and RPOs Engaged 24 State Transportation Commission & Transportation Advisory Committee Presentations Freight Focus Group Meetings by Mode Statewide Virtual Freight Forum Registrations 225 **Equity & Diversity Workshops Attendance** 25 PennDOT Planning Network e-Blasts State Planning Board Attendance 49 Regional Freight Advisory Committee Meetings PennDOT In-reach & Interagency Collaboration **Executive Interviews** 35 PennDOT Bureau/ >40 District Personnel Engaged Partnering Agency Interviews & Presentations



WHAT'S IT ALL ABOUT? - TOP FORCES?

- A. Congestion
- B. Aging population
- C. Declining revenue
- D.E-Commerce
- E. Truck parking
- F. Travel & Tourism
- G.Connected and automated vehicle technology
- H. Climate change
- I. Other



WHAT'S IT ALL ABOUT - KEY ISSUES.

- A. Safety
- B. Asset Management
- C. Transportation funding
- D. Linking land use planning and transportation planning
- E. Congestion management
- F. Transportation and economic development
- G. Vehicle automation
- H. Rural transportation equity initiative
- I. Climate change/resiliency
- J. Other



TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – Context - What's it about?

2045 Freight Movement Plan – Process, Involvement Issues, Forces and Goals

2045 Freight Movement Plan - What about Goals and BIL/IIJA?

Implementation and Monitoring/Performance



NEW BIL REQUIREMENTS ID'D FROM AUDIT

- 1. The most recent commercial motor vehicle parking facilities assessment conducted by the State;
- 2. The most recent supply chain cargo flows in the State, expressed by mode of transportation;
- 3. Inventory of the State's commercial ports;
- 4. A consideration of the findings or recommendations made by any multi-State freight compacts;
- 5. Impacts of e-commerce on freight infrastructure in the State;
- 6. Considerations of military freight; and
- 7. Additional Goals and Strategies.



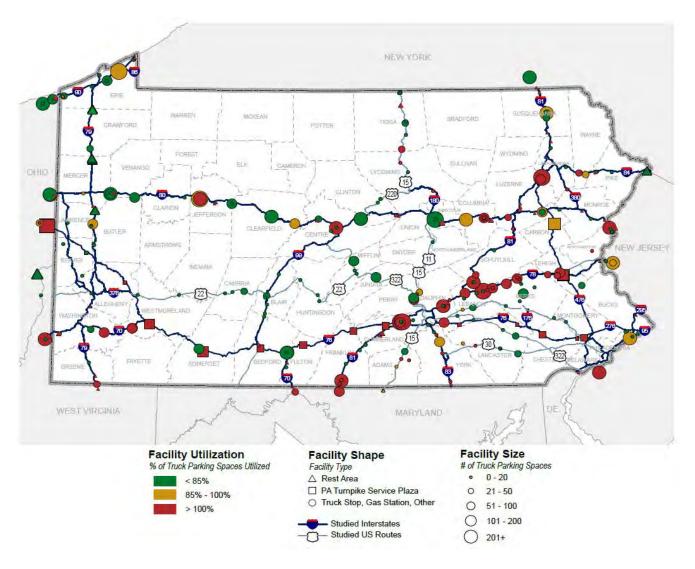
1. COMMERCIAL MOTOR VEHICLE PARKING

 The initial statewide assessment of truck parking was documented in *Truck Parking In Pennsylvania, the* TAC landmark 2007 study.

- Truck parking activity can be classified into four general types:
 - long-term (5+ hours) rest
 - short-term parking
 - staging for deliveries
 - emergency operations during travel disruptions and road closures

U.S. XPRESS

1. COMMERCIAL MOTOR VEHICLE PARKING



Update of the data from the 2007 TAC study:

- Data collected in 2019 and 2020.
- More than 280 parking facilities combined capacity 11,600+ parking spaces.
- Trucks parking in undesignated areas were measured by parked trucks per linear mile.



2. CARGO FLOWS IN PA

Seemed OK, fairly minor editorial changes, diagram, and write up.



3. INVENTORY OF THE STATE'S PORTS

 Seemed OK, fairly minor editorial changes, diagram, and write up for all ports in Pennsylvania.



4. MULTI-STATE FREIGHT COMPACTS

 Pennsylvania is involved in multi-state organizations that are not formally considered interstate compacts:

Eastern Transportation Coalition

I-81 Corridor Coalition

Smart Belt Coalition

- MAP Forum
- Others



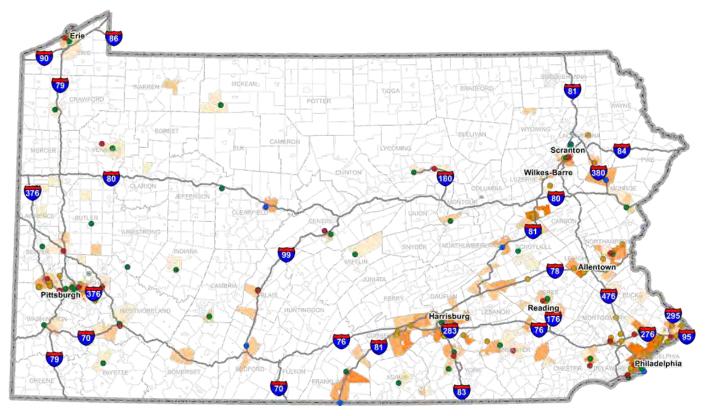
Carnegie

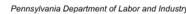
Mellon University **PennState**

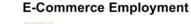
EMDOT

5. E-COMMERCE IMPACTS

- In 2020, e-commerce sales reached a 16 percent share of quarterly retail sales nationwide. This share has declined to nearly 14 percent in the first quarter of 2022.
- PA's e-commerce operations/employment are concentrated in and around the state's urbanized areas.









1.519 - 3.348

3,349 - 7,548

>7.548

FedEx Shipping

JPS Shipping

Valmart Distribution Center

Amazon Fulfillment Center

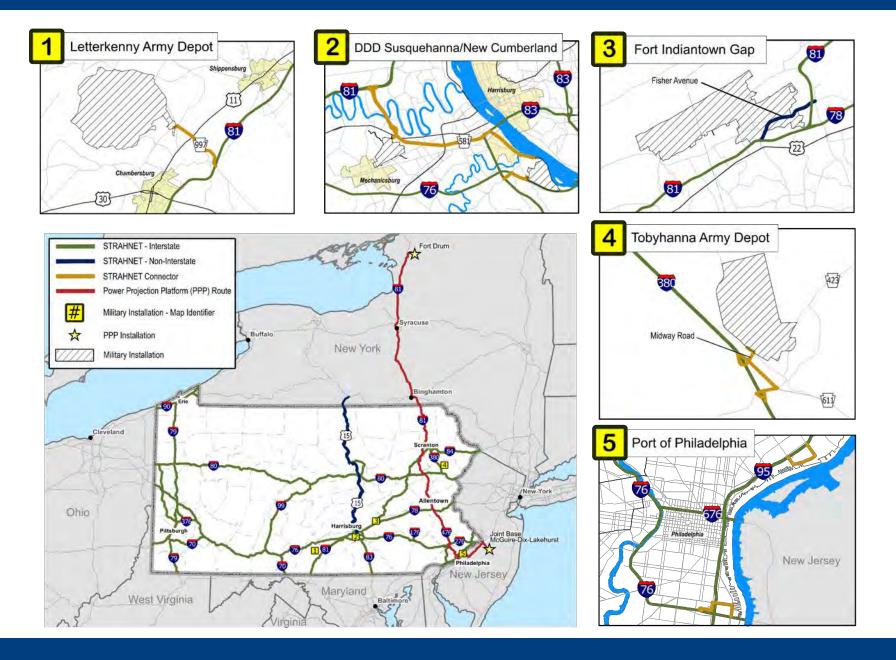


6. CONSIDERATION OF MILITARY FREIGHT

- Two primary national transportation route networks:
 - Strategic Highway Network (STRAHNET)
 - Strategic Rail Corridor Network (STRACNET)
- Five military installations in Pennsylvania were identified as key facilities
- U.S. Military Power Projection Platform Routes (PPPs):
 - Port of Philadelphia from Fort Drum (New York)
 - Joint Base McGuire-Dix-Lakehurst (New Jersey)



6. CONSIDERATION OF MILITARY FREIGHT





6. CONSIDERATION OF MILITARY FREIGHT

Goal A: Land Use

 Incorporate military freight needs in a core freight network and updated CRFC/CUFC designations.

Goal B: Mobility

- Considerations for the PPP Routes and STRAHNET Connectors for the Port of Philadelphia in future upgrades.
- Solicit the US
 Department of Defense for representation to the PennDOT Freight Work Group

Goal C: Analytical Tools/Processes

 Address military freight needs in the proposed truck size and weight implications study



7. NEW GOALS AND STRATEGIES

PennDOT historically has sought to minimize:

- The severity of impacts of extreme weather and natural disasters on freight mobility;
- The impacts of freight movement on:
 - local air pollution;
 - flooding and stormwater runoff; and
 - wildlife and habitat loss.



7. REVISED FINAL SET OF GOALS AND OBJECTIVES



Align freight mobility with economic development and land use.

Advance project investments that enhance freight mobility.

Provide planning, data and analytical tools for improved decision-making and collaboration with freight stakeholders.

Improve multimodal freight transportation operations and safety.

Reduce, avoid and/or mitigate adverse environmental impacts from Pennsylvania's freight transportation system, and plan for environmental impacts to freight movement.



TODAY'S DISCUSSION

2045 Freight Movement Plan – Where have we been? PA ON TRACK

2045 Freight Movement Plan – Context - What's it about?

2045 Freight Movement Plan – Process, Involvement Issues, Forces and Goals

2045 Freight Movement Plan - What about BIL/IIJA?

Plan Implementation and Monitoring/Performance



PLAN IMPLEMENTATION - HOW?

- Early and ongoing focus from the beginning of the planning process
- Development of replicable planning processes, including adoption framework
- Early implementation steps identified through in-reach
- Tracking implementation progress
 - Strategic actions and initiatives
 - Performance and progress measurement





7. OBJECTIVES

Mitigate the severity of impacts of extreme weather and natural disasters on freight mobility

Reduce freight movement-related emissions and its impact on local air quality

Reduce freight movement's impact on flooding and stormwater runoff

Support planning for freight movement's impacts on loss of wildlife and habitat



7. ACTION STRATEGIES

Support alternative fuel infrastructure and fleet conversions through federal grant opportunities.

Implement the recommendations of Pennsylvania's National Electric Vehicle Infrastructure (NEVI) plan.

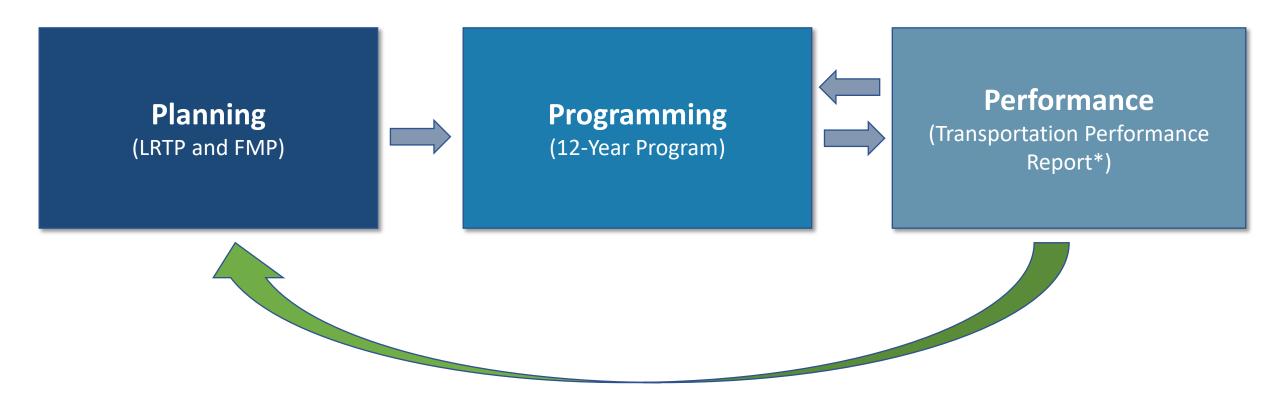
Improve key freight bottlenecks that result in excessive delay and emissions.

Coordinate with industry partners to improve supply chain efficiencies to reduce emissions and environmental impacts.

Identify the infrastructure most vulnerable to storm events, natural disasters, and other disruptions.



PLANNING-PROGRAMMING-PERFORMANCE LINKAGE



*Note: TPR also starts TYP public engagement



FREIGHT PERFORMANCE MEASURES

Reduction of Truck Bottlenecks

Truck Travel Time Reliability

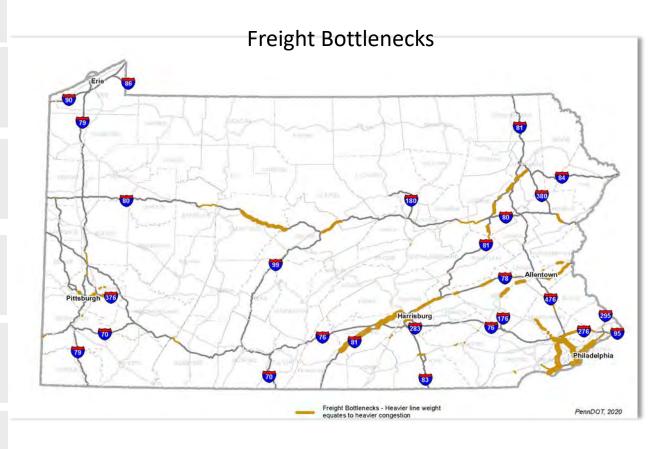
Freight-Oriented Development Standards

Rate of Truck-Related Crashes

Truck Parking Capacity in Areas of Need

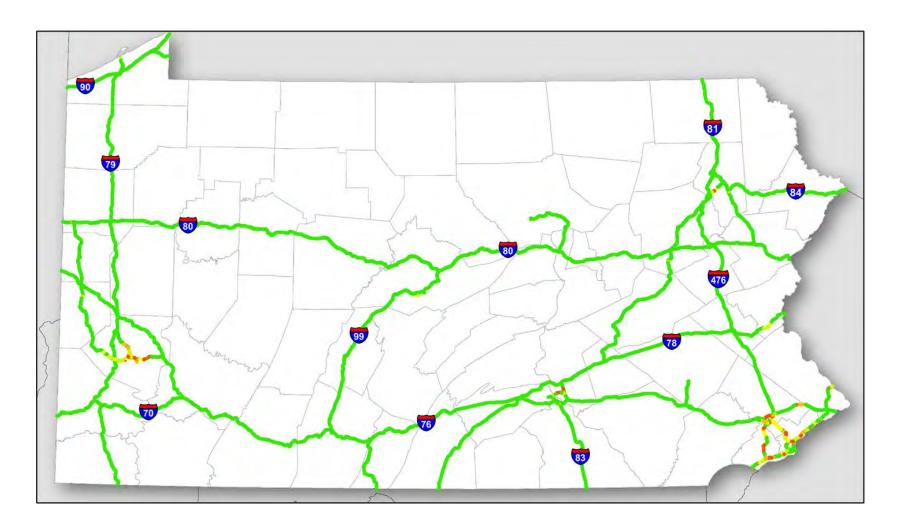
Private Sector Engagement

Preservation of Intermodal Facilities





PERFORMANCE - LEVEL OF TRAVEL TIME RELIABILITY (LOTTR)









PERFORMANCE - TRUCK PARKING





QUESTIONS/DISCUSSION





LEARN MORE

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PennDOT Center for Program Development and Management
mrimer@pa.gov

https://www.penndot.pa.gov/ProjectAnd Programs/Planning/Pages/default.aspx









ELECTRIC VEHICLE UPDATES

COLTON BROWN, PENNDOT

ELECTRIC VEHICLE BENEFITS



Climate Change

- · No direct greenhouse gas (GHG) emissions (tailpipe)
- · 3x lower life-cycle emissions (vehicle production, fuel consumption)
- · Opportunity to incorporate more renewable energy sources



Air Quality, Noise, Public Health and Equity

- · Significantly reduce air and noise pollution
- · Improves health outcomes for communities near roadways



Economy

- · Save consumers money on fuel and life-cycle maintenance costs
- Electricity rates paid to electric utilities and generation companies stays in the local economy



Jobs

 Production of EVs and installation of EV charging infrastructure creates good-paying jobs in clean energy industries.





VEHICLE TYPES







Vehicle (HEV)

Plug-in Electric Vehicle (PHEV)













Fuel Type









Emissions













EV CHARGING













3.5 - 6.5 miles Per Hour (charge overnight)

Residential Parking, Home Garage





Standard Wall Outlet

Level 2

14 - 35 Miles Per Hour

Longer Term Public or Private Parking





Tesla



Heavy Duty Outlet (Dryer/Cooking Appliances)

DC Fast Charge

200+ miles Per Hour

Interstates, Roadways & Convenience Locations







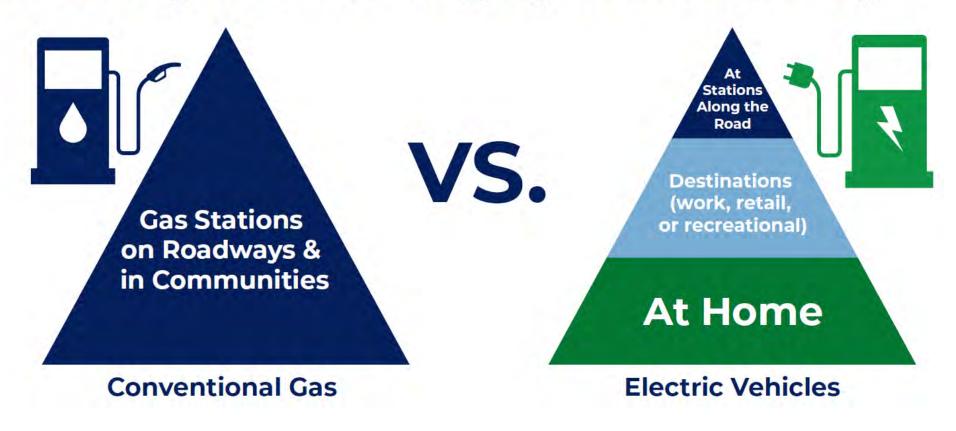


Charging Station



PARADIGM SWITCH

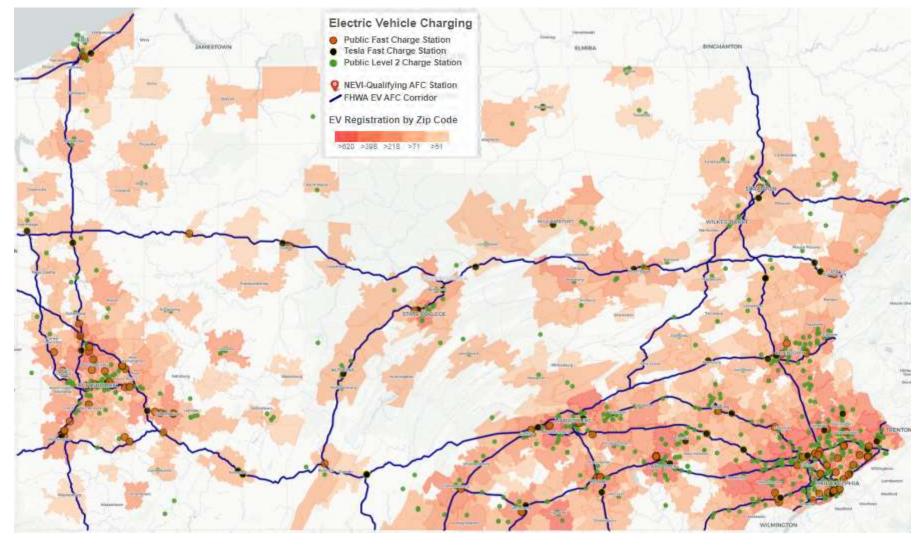
How Fueling Cars is Changing with Electricity







PUBLIC CHARGING STATIONS



- Resources:
 - Penndot.pa.gov/EV
 - 511PA.com and App
 - Alternative

 Fuel Data Center
 (AFDC)
 - PlugShare
 - ChargeHub
 - In-vehicle support
- Websites
- Apps
- Trip Planners

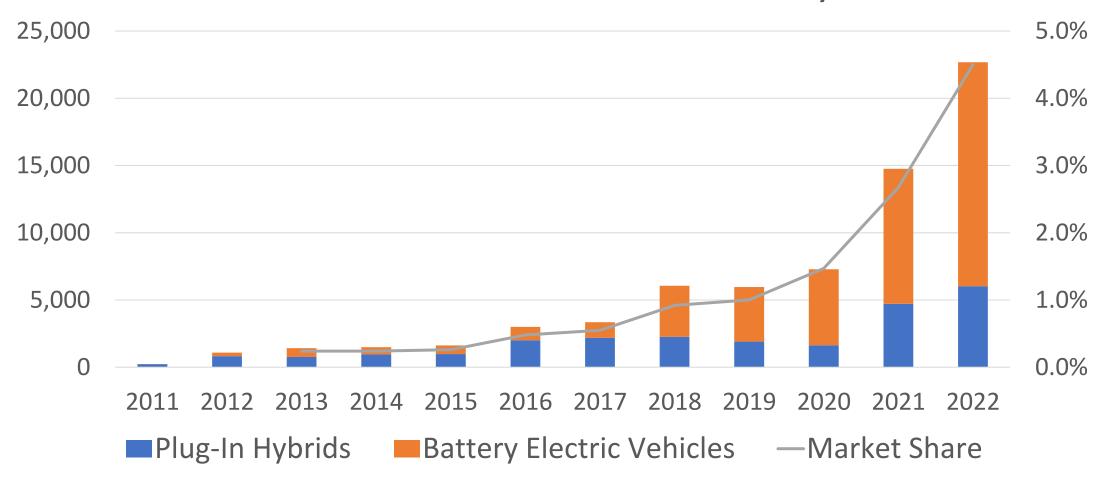
Over 3,200 public plugs at over 1,250 locations





ELECTRIC VEHICLE SALES

Annual Electric Vehicle Sales in Pennsylvania



Source: Atlas EV Hub





NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE (NEVI) FORMULA PROGRAM



OVERVIEW OF PA'S NEVI FORMULA PROGRAM



- Provides PA \$171.5 million over next 5 years for electric vehicle (EV) infrastructure
 - Federal Fiscal Year 2022 \$25.4 million
 - Federal Fiscal Years 2023-2026 \$36.5 million annually
- PennDOT submitted state plan on July 21, 2022.
- PennDOT NEVI plan approved on Sept 14, 2022.
- Pre-announcement of Pennsylvania Program Oct. 12, 2022
- Pennsylvania Program Document Released January 6, 2023
 - Updated March 13, 2023
 - Round 1 Online Submissions Closed May 5, 2023





YEARS 1-2 CHARGING FOCUS



Public

4 ports

CCS Connectors

At least 150kw power per port (600kw total)

Within 1-mile of highway, 50 miles of the next station

How to Charge Your EV





ALTERNATIVE FUEL CORRIDORS



- PennDOT has nominated corridors over 6 rounds includes interstates and portions of US 30, US 15, Route 1, and Route 422 over 1,800 miles of roadway
- NEVI funding <u>must</u> be applied to AFCs until a "Build-Out" certification by FHWA

PRIORITY LOCATIONS

PRIORITY I:

Selected via gap analysis to most likely meet AFC buildout

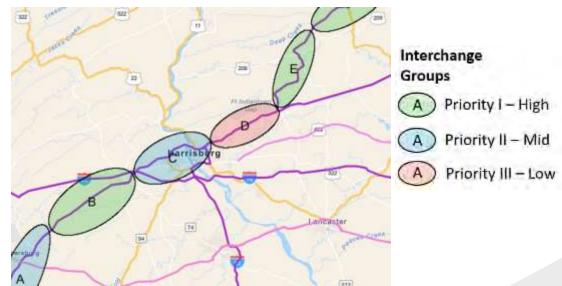
PRIORITY II:

Interchanges in locations closer to existing sites/or likely to be redundant.

PRIORITY III:

Interchanges that already has NEVI-qualifying EV charging site.

- Round 1 will focus on Pennsylvania's primary and auxiliary interstate AFC network and includes 11 primary interstates and four (4) auxiliary interstates
- PennDOT's interchange group map shows the ~80 gaps labeled as Priority I, II, or III
- At least one site at an interchange within each Priority I group will be selected first, followed by one site within each of the Priority II groups of interchanges.





PROJECT SELECTION PROCESS

Date	Item		
January 6, 2023	Program Document released		
March 13, 2023	Revised Program Document released		
January-Mid March 2023	Submit utility form to utility provider so the utility can complete and return the for to the interested organization in time for the submission due date		
March 24, 2023	Any technical questions regarding the program document must be submitted to RA-PDEVCorridors@pa.gov. Frequently asked questions and answers will be posted publicly online to the PennDOT NEVI site.		
March 27, 2023	Online submission period begins		
May 5, 2023	PA NEVI program submission period ends at 5 PM EDT		
May - June 2023	PennDOT proposed projects review		
July 2023	Preliminary award approval and denial notifications		
July – September 2023	PennDOT NEPA Process		
September 2023	Final award approval and denial notifications		
October – November 2023	Agreement execution; Notice to Proceed		



SCORING RUBRIC TRANSPARENCY

5. Sustainability, Equity, Resilience, and Economic Development [12pts]

ID	Element	Description	Score Breakdown Points	Max Points
5.1	Renewable Energy Usage	Renewable energy sources used for charging energy	for 0 5ntc: 50% renewable energy	
5.2	Innovative Technologies and Battery Storage	Innovative technologies and/or approaches to site design, charging, and power storage	Opts: No / minimal innovation used in project 0.5-2pts: Based on amount and level of innovations used across project areas	2
5.3	Use of Diverse Businesses	opts: No at third diverse		2

5.4	Use of Local Businesses	Involvement of local businesses and/or workforce in project	Opts: No or minimal involvement of local businesses / equivalent workforce in project.	
	1 1		1pt: Moderate involvement of local businesses / equivalent workforce in project	
			2pts: Substantial involvement of local businesses / equivalent workforce in project	
Charging Accessibility, Equity Principles, and Justice40 Initiatives Charging Users with Disabilities Payment Options Multilingual Access Additional Equity Principles		Payment Options Multilingual Access Additional Equity	Opts: No / minimal accessible design for charging and/or no equity principles followed 1-5pts: Based on ability to provide for accessible charging and follow PennDOT's EV equity principles and the Justice40 Initiative	5



DEP ELECTRIC VEHICLE INITIATIVES



DEP SUPPORT FOR EV

- Level 2 charging equipment funding program for businesses, non-profits, and local governments
- Consumer EV rebate
- Grant program for alternative fuel fleet vehicles
- Drive Electric PA Coalition
- Medium and Heavy-Duty Zero Emission Vehicle Pilot Grant program
- Electricity rate design study for electric vehicle charging
- Stakeholder and public education







DEP SUPPORT - FUNDING

- Driving PA Forward Funding –
 Level 2 Rebate:
 - Public spaces
 - Workplaces (employee or fleet)
 - Multi-unit dwellings
- Voucher system
- Over 1,800 plugs installed so far!



www.depgis.state.pa.us/DrivingPAForward/





DEP SUPPORT - REBATE AMOUNTS

Project Type	Maximum Rebate per Plug	OR (whichever is less)	Maximum % of Total Project Cost
Full Public Access, Networked, Priority County	\$4,000	or	70%
Full Public Access, Networked, All Other Counties	\$3,500	or	60%
Multi-Unit Dwelling	\$3,000	or	50%
All Other Eligible Projects	\$2,500	or	40%

www.depgis.state.pa.us/DrivingPAForward/





DEP - ALTERNATIVE FUEL PROGRAMS



- About \$3 million per year to incentivize fleet transitions to alternative fuels
- Eligible project types include incremental cost of fleet vehicle purchase and fleet fueling infrastructure
- New application window is expected to open in the first half of 2023



- Alternative Fuel Vehicle Rebate for lowand middle-income individuals:
 - Household income must be under 400% of federal poverty to qualify
 - \$2,000 for new or used electric vehicle
 - \$1,500 for new or used plug-in hybrid
 - Additional \$1,000 for applicants under 200% of federal poverty





FEDERAL FUNDING OPPORTUNITIES



EV FEDERAL TAX INCENTIVES

- Effective 1/1/2023, there are four federal EV tax credits/rebates
 - New EV purchase tax credit (individual only)
 - Used EV purchase tax credit (individual only)
 - Commercial vehicle purchase tax credit/rebate (commercial only)
 - Alternative fuel infrastructure installation tax credit (individual or commercial)
- Up to \$7,500 federal income tax credit for purchase of new electric vehicle (30D)
 - For a list of currently eligible vehicles please visit: https://www.irs.gov/credits-deductions/manufacturers-and-models-for-new-qualified-clean-vehicles-purchased-in-2023-or-after
 - Purchase price limits, income limits, vehicle manufacture restrictions, etc.
 - Effective 1/1/2024 the incentive can be claimed at time of purchase
 - https://www.irs.gov/credits-deductions/credits-for-new-clean-vehicles-purchased-in-2023-or-after

Form **8936** (Rev. January 2022)

Department of the Treasury Internal Revenue Service Qualified Plug-in Electric Drive Motor Vehicle Credit

(Including Qualified Two-Wheeled Plug-in Electric Vehicles)

Attach to your tax return.

Go to www.irs.gov/Form8936 for instructions and the latest information.



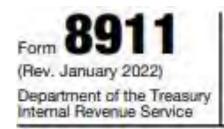
EV FEDERAL TAX INCENTIVES

- Up to \$4,000 federal income tax credit for purchase of used electric vehicle (25E)
 - For a list of currently eligible vehicles please visit: https://www.irs.gov/credits-deductions/manufacturers-and-models-of-qualified-used-clean-vehicles
 - Purchase price limit, income limits, model year restrictions, etc.
 - Effective 1/1/2024 the incentive can be claimed at time of purchase
 - https://www.irs.gov/credits-deductions/used-clean-vehicle-credit
- Tax credit/rebate for purchase of new commercial electric vehicle (45W)
 - Tax credit/rebate is lesser of 30% of purchase price or incremental purchase price
 - Capped at \$7,500 for vehicles weighing up to 14,000 pounds, capped at \$40,000 for all others
 - It is expected that tax-exempt organizations can claim the tax credit as a rebate
 - https://www.irs.gov/credits-deductions/commercial-clean-vehicle-credit
- IRS FAQ for EV purchase tax credits:
 - Frequently asked questions related to new, previously-owned and qualified commercial clean vehicle credits (irs.gov)



EV FEDERAL TAX INCENTIVES

- Alternative fuel infrastructure federal tax credit (30C)
 - Property must be located in a rural or low-income census tract to be eligible
 - Individual tax credit capped at 30% of costs or \$1,000, whichever is less
 - Commercial tax credit capped at 6% of costs, or \$100,000, whichever is less
 - Commercial cap is increased to 30% if fair labor and apprenticeship requirements are met
 - For tax-exempt entities, the credit may be claimed by the seller of the charging equipment in exchange for a reduction in the sale price



Alternative Fuel Vehicle Refueling Property Credit

Attach to your tax return.

► Go to www.irs.gov/Form8911 for instructions and the latest information.

 Many rules are different if the vehicle was purchased or charging equipment installed prior to 2023



CLEAN BUS PROGRAM - EPA

- \$5 billion over 5 years (FY 2022-2026)
 - \$2.5 billion for "zero-emission school buses"
 - \$2.5 billion for "clean school buses" (i.e., low-emission)
- Eligible applicants
 - State or local governmental entities that are responsible for providing school bus service
 - Eligible contractors
 - Nonprofit school transportation associations
- Program is open and closes on August 22, 2023
 - \$400 million available competitively
 - Minimum project size is 15 buses









CHARGING AND FUELING GRANT

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

- Provides \$2.5 billion over 5 years for alternative fueling projects
- \$700 million available in first round of funding (FY 22' and 23')
- Awardees must provide 20% of total project cost

Funding is split between two categories

- Community Charging and Fueling Grants (Community Program)
- Alternative Fuel Corridor Grants (Corridor Program)

Project Merit Criteria

- Safety
- Climate Change, Resiliency, and Sustainability
- Equity, Community Engagement, and Justice40
- Workforce development, job quality, and wealth creation
- CFI Program Vision

Eligible Entities

States, Local Governments, Planning Agencies (MPOs/RPOs), Transit and Port Authorities, and Tribal Governments

*Application deadline is May 30, 2023, 11:59 p.m.



CHARGING AND FUELING GRANT

Community Charging and Fueling Grants (Community Program) - \$350 million

- Minimum award is \$500,000 Maximum award is \$15 million
- More than 1 mile from an AFC. Located on any public road or publicly accessible location.
- Priority for projects in rural areas, low-to-moderate income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single-family homes.

Alternative Fuel Corridor Grants (Corridor Program) - \$350 million

- Minimum award is \$1 million No maximum
- EV chargers must be no more than 1 mile from an AFC.
 - Hydrogen, Propane, or Natural Gas projects must be no more than 5 miles from an AFC.
- Must contract with a private entity for acquisition and installation, or operation of infrastructure.

*PennDOT will consider providing support for regional projects as applicable. Inquiries should be sent to RA-PDEVCORRIDORS@pa.gov.
The deadline for requesting PennDOT support is May 16, 2023.



QUESTIONS?



RESOURCES

- Electric Vehicles and Alternative Fuels (pa.gov)
- National Electric Vehicle Infrastructure (NEVI) Formula Program (pa.gov)
- EV Mobility Plan (pa.gov)
- Drive Electric PA Coalition
- Electric Vehicles in PA
- PA EV Roadmap
- Alternative Fuels Incentive Grant
- Driving PA Forward
- PennDOT Interactive NEVI Map



CONTACT INFORMATION

Colton Brown, Alternative Fuels Infrastructure Coordinator Pennsylvania Department of Transportation Email: coltbrown@pa.gov



Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes - DRAFT

August 9, 2023
Pennsylvania Turnpike Commission Main Board Room and Teams



- **1.** Call to Order Ted Leonard, Vice Chairman
- 2. Review/approve previous meeting minutes Mary Gaiski, Secretary
 - a. Approval of minutes from May 10, 2023
 - i. Corrections None.
 - ii. Ed Troxell moved to approve the minutes. Seconded by Shawn McGlinchey. Meeting minutes were approved.
- 3. Passenger Carrier Needs Discussion Patricia Cowley, Shawn McGlinchey, and Gerry Wosewick
 - b. Patricia spoke to current issues including the accident this week and safety.
 - i. Most reports indicate that buses are safe. Member organizations maintain safety records.
 - ii. The accidents usually occur to buses that conduct tours. They have no garage and no safety program. In the more recent <u>accident occurring August 6</u> on I-81 there was no mention of a second driver.
 - iii. We are glad about the safety enhancements provided by new buses.
 - iv. Too many of the buses with poor records operate out of NYC but issues occur elsewhere, including Pennsylvania.
 - v. This was second the major accident in last year for this particular bus driver.
 - vi. Action items that are needed include: safety and preparedness, police vehicle inspections, an understanding of what operators can expect.
 - vii. There is a national initiative, <u>Training</u>, <u>Research and Education for Driving</u>
 <u>Safety</u> (TREDS) that offers free driving and training education. It is a 1-hour curriculum. They also offer a train the trainer program, give presentations, and attend in person events.
 - viii. A key issue is the <u>California Air Resources Board</u> (CARB) (limiting school bus idling and idling at/near schools to only when necessary for safety or operational concerns). Patricia, on behalf of Pennsylvania Bus Association is meeting with Rebecca Oyler, on behalf of the PA Motor Truck Association, and on Tuesday to see about working more closely together on this issues.
 - ix. Buses are the most efficient form of transportation with least emissions per passenger mile. We should be aware of this in the push for EV.
 - x. Representative John Joyce is presenting <u>Preserving Choice for Vehicle</u> <u>Purchases Act</u> (H.R. 1435) change federal law to allow for the continued sale of vehicles with internal combustion engines past 2035. We feel mandates are not rational.
 - xi. The availability of vehicles and infrastructure for EV is not in place yet.
 - xii. The motor coach industry is still reeling from the pandemic, as many industries

are.

- c. Shawn McGlinchey, President of the Pennsylvania School Bus Association (PSBA)
 - i. The PSBA was founded in 1980. It has 300 partners and employs 13,000 people using about 11,000 vehicles each day.
 - ii. Pennsylvania has had more bus operators than many other states. Most are small family run businesses.
 - iii. We provide programs to promote the safety of school children. We have partnerships with the Police and others. According to NHTSA, students are 70 more likely to arrive safely at school than by other modes and school buses keep other vehicles off the road.
- d. Gerry Wosewick, Executive Director of the PSBA
 - i. Education to advance safety is one of main goals of PSBA.
 - ii. Bidens' <u>Clean School Bus Program</u> is new and PSBA is trying to educate members about the program.
 - iii. We serve as a resource for our members about new opportunities such as this.
 - iv. Currently EV buses can only travel about 100-155 miles a day so they can't be used for trips outside of the school district. Ambient temperatures, including cold weather can reduce the bus range by as much as 41%. Poor weather conditions can also affect the long-term battery life of the bus.
 - v. School bus operators must also consider maintenance and emergency response to issues. An EV vehicle fire is different than a traditional bus fire. Batteries have been known to reignite later after an incident.
 - vi. Utility providers have to consider the power systems needed to serve the fleet as well as the infrastructure itself.
 - vii. Diesel and usually clean diesel is the most commonly used fuel for buses; in difficult environments, it performs better than EV technology.
- e. Shawn McGlinchey PSBA has compiled an information sheet on illegal passing of school buses when stop sign extended which puts children in danger. It is illegal in all states.
 - i. A bill is being introduced in Pennsylvania to better educate the public and to increase penalties related to illegal passing. Please support this.

f. Questions

- i. Ted Leonard Temperatures above 86 degrees cause the batteries to suffer degradation.
 - 1. PSBA Because of the varying environmental conditions across the state, there cannot be a one size fits all solution.
- ii. Mary Gaiski requested a fact sheet on propane
- iii. Chris Henry What is the range for a bus using propone?
 - 1. Shawn Close to 400 miles.
- iv. Mary Gaiski Have you done a comparison of all three systems?
 - 1. Shawn my employer, Krapf, will do a comparison this year.
- v. Rebecca Oyler It is a complicated process for trucks. Because they are so expensive, operators delay purchasing vehicles with new technology to let others vet it. And yet we don't want older trucks on the road because they don't have the updated safety features found in new vehicles. This is likely true for buses too.
 - 1. Shawn McGlinchey Those are concerns for our fleets as well.
- vi. Bob Pento To what degree do bus operators participate in the Strategic Highway Safety Plan (SHSP)?

- 1. Shawn McGlinchey The PSBA would like the opportunity to participate with PennDOT and motor carrier association to ensure the buses are meeting the highest level of performance.
- 2. Shawn McGlinchey If there is information you would like PSBA to push out, we can do so.
- Chris Henry U.S. DOT requires the SHSP and we should bring in all the players if possible. The police carry out the plan, but everyone should be at the table so we recommend as many participate as possible.
- 4. John Rigney Shipley Energy was part of a transportation initiative using E85 fuel for passenger cars.

4. PennDOT Public Transportation Programs and Safety Efforts – Danielle Spila, PennDOT

- a. PennDOT has oversight responsibilities related to safety. We don't regulate safety, but we support agencies that they have plans in place and follow the procedures set in place.
- b. Now PennDOT needs to have a plan in place to receive funding. All of our urban systems have them and PennDOT encourages smaller agencies to have one, because although they are not required for the smaller agencies, it is still a good approach. FMCSA monitors the larger agencies and their plans.
- c. A transit agency also needs a drug and alcohol program that includes testing and meeting federal requirements. Many smaller systems see the value and do so as well.
- d. The state conducts performance reviews every 5 years of 33 agencies with fixed route services, as well as some response services. Some provide both. Fixed route services conduct performance reviews every 5 year (e.g., cost per hour, passengers per hour) and can consider other factors as well, e.g., management, accounting, training, staffing to promote safety (e.g., liability, technical assistance to increase standards).
- e. Many agencies are included in the "insurance bowl" begun 30 years ago. Standards for safety and operations working are established together by the agencies. Their standards are more rigorous than the federal standards. It includes training and the tracking, for example of near misses. Adjustments in their operations are subsequently made as a result of the new information.
- f. New hire trainings take up to 4 weeks long so workplaces losses are taken seriously.
- g. The agencies have reduced their risk and outperform industry standards because there is peer to peer accountability. They remain below the national standards for fatal incidents.
- h. <u>PennTRAIN.net</u> provides training for Pennsylvania transit agencies, including passenger deescalation training, security office training, mobility securement (e.g., wheelchairs), accident investigation training, and customer service training. All member agencies have access to the system.
- i. It takes federal money to fund intercity bus service linking to other major cities. Now that program is being managed by one of the transit agencies which increases visibility and safety and encourages improvements.
- j. In 2016 or 2017 PennDOT began using compressed natural gas (CNG). PennDOT provides fueling facilities and maintenance. There are 15 agencies using those resources with 6-7 more to go. There are a few with public facing facilities.
- k. Public Private Partnership (P3) opportunities for transit services may be assessed, including if there is enough expected usage to make it profitable.
- SEPTA and the port authorities are the largest operators (and do not use CMG).
- m. We look to transit agencies as providing a safe mode of transportation.

- n. Ridership on SEPTA may increase as workers continue to deal with the collapse of the I-95.
- o. John Rigney Do you do a safety review?
 - i. Danielle Spila Actually, it is a performance review, and every year the agencies have to update their safety plan.
- Rebecca Oyler We don't always think about the connection between transit and trucking,
 but SEPTA stepped up to get vehicles off the road which helps trucks operating in the city.
 At the end of the day, it is a network. Public transportation services are appreciated.
- **5. Legislative Update** Bob Pento for Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate
 - a. (See report at end of minutes)
 - b. Comments Strengthening the Distracted Driving Law S.B. 37 (Brown)
 - i. Rebecca Oyler Does MCSAC take a position on legislation?
 - Ted Leonard If we want to make a recommendation from the committee we can.
 - 2. Bob Pento I'm not sure if the committee can take a position on legislation; for PennDOT staff, it is not likely we can. If it is the consensus of committee, then it represents the interests of the membership.
 - Bob Kroll PSP would not be able to endorse legislative initiatives because
 of our internal administrative requirements. The committee making
 recommendations to the Governor's office is different than endorsing
 legislation.
 - 4. Mary Gaiski I don't believe that MCSAC has supportive legislation previously.
 - 5. Bob Pento MCSAC can provide input, but it cannot take a position on the legislation.
 - 6. Mary Gaiski MCSAC cannot endorse legislation because many of the members are designees. It may put members in an awkward position.
 - Ted Leonard Certainly this legislation is addressing a safety issue and we encourage individuals to show support individually to Senator Brown's office if you would like.
 - 8. Bob Pento Reaching out individually to Senator Brown's office gives everyone an opportunity to show their position on the legislation.
 - ii. Ted Leonard Was there a bill on passenger cars concerning snow removal that passed?
 - Bob Kroll Yes, that legislation passed and that gives some legislative movement to provide commercial vehicles with the resources to do so as well.
 - 2. John Rigney Trucks can use automated scrapers with agitators.
 - iii. Mary Gaiski I wish car washing facilities could install something innovative too like the automated scrapers.
 - iv. Ted Leonard Something to separate Pennsylvania from CA requirements
 - 1. Automated enforcement
 - v. Ted Leonard What is the status of Senator Rothman's legislation permitting local police in Pennsylvania to use radar for speed enforcement?
 - 1. Bob Pento I will check on the status of that legislation.
 - vi. Mary Gaiski I would like to thank Nolan for compiling all of this information for the committee.

6. Committee Updates – Bob Pento, PennDOT

- a. There are 4 vacant seats with the Governor's office.
 - Number 5 Independent Trucker Interests, Number 15 Railroad Industry in Pennsylvania, Number 17 Motor Carrier Manufacturing Industry, and Number 21 Transport Industry - Natural Gas.
 - ii. Will have updates for next meeting. Names were provided to Governor's office from MCSAC members, and they are considering other names as well.
- b. Officers It is a requirement for MCSAC to update officers. We were waiting until we could fulfill all the vacancies, but as there is some delay, we could start the nominal process now.
 - i. Does anyone think we should wait? No response. Everyone was in agreement to move forward with the nomination process.
 - ii. Bob recommends we prepare a solicitation for nominations. We can prepare a slate of nominations for the November 8 meeting consisting of Chair, Vice Chair, and Secretary. Ted Leonard and Mary Gaiski have agreed to hold them for several years.
 - iii. Mary Gaiski It is good to consider new officers.
- c. MCSAC work Suggest we consider more strategically how we can align the ongoing work of MCSAC with our mandate.
 - i. PennDOT has some resources to use. Bob recommends we form a subcommittee and use PennDOT resources to facilitate the discussion. Strategic roles and duties that MCSAC should focus on could form the subcommittees. Those subcommittees will help identify topics and presentations for future meetings that align with our goals.
 - ii. November member discuss strategic planning process. What committee will look like. In Jan couple of meetings with Feb. presentation simple consensus. Primary focus areas So we can be as productive as we can be.
 - iii. Have found project charter developed would be part of the strategic plan so everyone understands their roles moving forward. Will let us be clear on what we are trying to accomplish
 - Ted Leonard Mary's current position is simply Secretary. Please remove reference to Treasurer. The three positions should be Chair, Vice Chair and Secretary.

7. New Business

- a. Bob Kroll, Safety Symposium
 - i. There will be no safety symposium this year. It is possible to arrange one for 2024 through the Pennsylvania State Police (PSP) through a grant if the PSP is hosting.
 - ii. The PSP has a robust educational outreach now and give 170 safety presentations each year. The PSP works in cooperation with MCSAC.
 - iii. Past safety symposium have been lacking on the bus side. It would be helpful if the passenger carrier industry could include both types of transportation. Perhaps members could volunteer and help with a subcommittee to host a symposium.
 - iv. Shawn is able to provide support.
 - v. Mary Gaiski we should consider this as part of our strategic plan, perhaps on an ongoing basis.
 - vi. Bob Kroll We have some funding in place. We need to secure a location soon for 2024 and why the PSP is soliciting assistance now.
 - vii. Bob Pento PennDOT could assist with administration.

- viii. Bob Kroll State college is a central location, but we are open to what the committee would like to suggest, e.g., one site, two different events at two different sites.
- ix. Ted Leonard What is your timeline?
- x. Bob Kroll We plan for about 200 people (usually 100 in past) about 6-8 months out. It is good to start now working in collaboration with organizations or with MCSAC as a whole.
- xi. Bob Pento Are there volunteers?
 - Bob Kroll The subcommittee needs to figure out the where and the how.
 They have administrative staff to help. However, the grant funds cannot cover lunch.
 - 2. Rebecca Oyler and Shawn McGlinchey volunteered to assist. Leah Kacanda will ask Patricia Cowley.
- John Rigney PMTA is hosting its <u>Annual Safety Day Conference</u> on October 25.
 <u>Responsibility.org</u> will be participating. It will be held from 8am-4pm at the Carlisle Expo Center.
- c. FMCSA's proposed unique electronic ID mandate
 - i. Shawn Carrie, PTSB
 - ii. Prepass
 - iii. Occupational Safety and Health Administration regulations (OSHA) 1910.
- d. 511PA September update.
- e. Oct Pittsburg PIT Drivewise. Third Thursday of every month.
- f. CMV Winter Restrictions plan may be something for November meeting.
- **8.** Public Discussion None.
- 9. Next Meeting Date November 8, 2023. 1:00pm for the meeting start and noon for lunch.
- **10.** Meeting Chat Relevant Comments
 - a. Patricia Cowley Also, PBA was founded in 1923 and we are celebrating our 100th year this year. www.pabus.org for more information
 - b. Brian Phelps Can you share additional details about the Safety Day meeting on Oct 25? Registration, location, etc.
 - c. Leah Kacanda pmta 2023 Safety Day Conference The above link will take you to information to register.
- **11. Attendance** Attendance is included on the next page.

Attendance

Appointed Committee Members in Attendance

Seat	Organization	Member	Attending
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	
Seat 2	Chiefs of Police Association	Mr. David Splain, Chief of Police, Nether Providence Twp., Delaware County	
Seat 3	Special Court Judges Association of PA	Honorable Judge Rick W. Varner	
Seat 4	Independent Trucker Interests	Mr. Roger A. Lee	
Seat 5	Independent Trucker Interests	Vacant	
Seat 6	PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO	Х
Seat 7	PA Motor Truck Association	Mr. John Rigney, Director of Safety	Х
Seat 8	PA Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary	Х
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	Х
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	X*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	X*
Seat 12	PA School Bus Association	Mr. Shawn McGlinchey, President	Х
Seat 13	PA Forest Products Association	Mr. Matt Gabler, Executive Director	
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	Х
Seat 15	Railroad Industry in PA	Vacant	
Seat 16	Local Government	Mr. Ed Troxell, PA State Association of Boroughs	Х*
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz	Х*
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	Х
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell	Х*
Seat 21	Transport Industry - Natural Gas	Vacant	
Seat 22	Transport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company	
Seat 23	Transport Industry - Construction Material Transportation	Mr. Mike Modica	Х
* Attende	d via videoconference.		

Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Gavin Gray	
The Chairman of the Pennsylvania Public Utility Commission	Hon. Gladys Brown Dutrieuille	Andrew Turriziani	
The Chairman of the Pennsylvania Turnpike Commission	Hon. Wadud Ahmad	James Hibbs	
The Commissioner of the Pennsylvania State Police		Major Bob Krol Lt. Jerry Nemes	Х
The Chairman and Minority Chairman of the Transportation Committee of the Senate	Hon. Wayne Langerholc (majority) Hon. Marty Flynn (minority)	Nolan Ritchie Nolan Trently	
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives		Kyle Wagonseller Laryssa Gaughen	
* Attended via videoconference.			•

Other Attendees

Name	Organization	Presenting
Angelia Gillis*	PennDOT, Driver Safety Division	
Bob Pento	PennDOT Traffic Engineering and Permits	Х
Christopher Henry	FMCSA	
Danielle Spila	PennDOT	Х
Garth Warner	Derry Township	Х
Gerry Wosewick	PSBA	Х
Hugh McGowan*	PennDOT, Planning and Contract Management Division	
Jeremy Shoemaker*	Norfolk Southern Corporation	
Meredith Biggica*	PennDOT Deputy Secretary for Multimodal Transportation	
Nick Ninosky	PennDOT	
Ron Grutza*	Pennsylvania State Association of Boroughs	
Sergeant Michael D. Pavelko	Pennsylvania State Police	
Tammy Miller*	Pennsylvania Turnpike Commission	
Unknown		

Support for MCSAC

Name	Organization	Attending
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х
Molly Nur	Whitman, Requardt & Associates, LLP (WRA)	Х

PENNSYLVANIA MOTOR CARRIER SAFETY ADVISORY COMMITTEE

Committee Administrative Updates

August 9, 2023

- 1. Remaining Vacancies to be appointed by Governor
 - Seat 5 Independent Trucker Interests
 - Seat 15 Railroad Industry in PA
 - Seat 17 Motor Carrier Manufacturing
 - Seat 21 Transport Industry Natural Gas

2. Nomination and Election of Officers

- "The members of the committee shall annually elect a chairperson, vice chairperson, and secretary from among the public members appointed to the committee."
- Solicit nominees via email following August meeting; prepare slate for distribution in advance of next meeting
- Elect officers during November 8 meeting

3. Strategic Planning Process

- To assist MCSAC developing a framework to best meet powers and duties set forth by Act 90
- Will be facilitated by staff from the PennDOT Bureau of Innovations
- Review Strategic Planning process and goals at November 8 meeting
- Solicit volunteers from MCSAC to participate in Strategic Planning Committee (likely 1 full day or 2 half day meetings in January)
- Strategic Planning Committee will present recommendations to MCSAC for consideration at February meeting

4. Charter Development

- To provide additional information about membership and operation of the MCSAC for use by current and potential members
- Will be based on the Strategic Plan

2023-24 Bills of Interest to MCSAC | August 9, 2023

(Additions and updates since the 5/10/23 MCSAC meeting are noted in red.)

Stopping the Automatic Gas Tax Increase

S.B. 35 (Langerholc):

- Overview: Act 89 of 2013 eliminated the flat gas tax (\$0.12 per gallon) and removed the artificial cap on the Oil Company Franchise Tax. As such, the Pennsylvania Department of Revenue must annually assess the gas tax (\$0.58 per gallon for gas and \$0.74 per gallon for diesel) according to the Average Wholesale Price (AWP) of gas, which is statutorily set at the floor of \$2.99 per gallon. In 2022, the annual tax assessment for motor fuels was \$3.17 per gallon the first time the AWP surpassed the statutory floor. This means taxes on every gallon purchased throughout 2023 will increase 3.5 cents for gas, 4.4 cents for diesel, and an equivalent conversion for alternative fuels, such as 0.1 cents per kilowatt hour for electric. This legislation permanently sets the AWP at \$2.99 per gallon in perpetuity.
- *History:* Senate Transportation passed the bill (11-3) on 1/9/23. Passed the Senate (29- 19) on 1/11/23. Senator Haywood subsequently changed his vote from "nay" to "yea", and the final vote is now recorded as 30-18. Referred to House Finance on 3/7/23.

Strengthening the Distracted Driving Law

S.B. 37 (Brown):

- Overview: Overall number of highway deaths decreased last year, however, distracted driving crashes and head-on crashes reached a 10-year high. Fatalities in crashes involving distracted driving had 80 fatalities, up from 60 in 2021. Fatalities in head-on crashes had 181 fatalities, up from 151 in 2021. Therefore, this legislation creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion and increases the penalties on distracted driving violations. Creates a tiered system of penalties for both offenses, including 1) A fine of not more than \$150 for a first conviction within a 60-month period, 2) A fine of not more than \$250 for a second conviction within a 60-month period, and 3) A fine of not more than \$500, two points and suspension of the driver's license for 60 days for a third or subsequent offense. A driver is issued a written warning within the first 12 months. Incorporates other key changes (i.e., mandatory question on driver's exam in law, etc.) to comply with and be eligible for additional Federal formula grant programs. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand- held ban.
- *History:* Senator Brown convened a <u>press conference</u> on 2/28/23. Referred to Senate Transportation on 4/10/23. Passed Senate Transportation, as amended, (13-1) on 5/10/23. Passed the full Senate (37-11) on 6/22/23. Referred to House Transportation.

Reducing the State Police's Reliance on the Motor License Fund

S.B. 121 (Langerholc):

- Overview: The rising budget constraints at PennDOT require a holistic response, such as reducing the PA State Police's (PSP) reliance on the Motor License Fund (MLF) (and relying instead on the General Fund). In 2001-2002, PSP received nearly \$340 million from the MLF, which rapidly grew to \$800 million in 2016-2017. The trendline of the MLF diversion was projected to reach \$1 billion, until the General Assembly passed the 2016 Fiscal Code with a schedule to decrease the transfer over a 10-year period to \$500 million. This legislation creates a new step-down schedule starting at \$250 million in 2023-24, then reducing it by \$50 million every year until PSP is fully funded via the General Fund.
- *History:* Senate Transportation passed the bill (9-5) on January 9, 2023. Passed the Senate (28-21) on 2/28/23. Referred to House Transportation on 3/7/23.

H.B. 1162 (Neilson and Benninghoff):

- Overview: This bill mirrors Governor Shapiro's plan and creates a Public Safety and
 Protection Fund to support PSP with appropriations, fund transfers, money from any other
 source and return on money in the fund. This bill creates a new step-down schedule
 starting at \$400 million in 2023-24, \$300 million in 2024-25, \$200 million in 2025-26, \$100
 million in 2026-27 and \$0 in 2027-28 and each year thereafter.
- History: House Transportation passed the bill (21-0) on 5/22/23. Referred to House Appropriations

Creating a Snow and Ice Removal Technology Grant Program

S.B. 472 (Boscola):

- Overview: Following the enactment of Christine's Law (Act 90 of 2022), this bill creates a grant
 program to provide funds for the installation of technology to assist commercial vehicles with
 removing snow and ice from their rooftops. Money is generated from fines imposed and
 collected for violations involving Section 3721 (relating to snow and ice).
- *History:* Referred to Senate Transportation on 3/14/23.

Modernizing Public Transportation

S.B. 597 (Laughlin):

- **Overview:** Modernizes the management of public transportation systems with a focus on funding predictability and ensuring funding is dictated by local decision-making.
- *History:* Referred to Senate Transportation on 4/17/23.

Expanding Local Funding Options for Public Transportation

H.B. 902 (Waxman):

- **Overview:** Creates a variety of new local enabling revenue options to pay for public transportation (and transportation infrastructure), such as a fee on transportation network companies, tax on liquor, tax on rental cars, tax on transfer of property, etc.
- History: Referred to House Transportation on 4/12/23.

California Air Resources Board (CARB) Emission Standards

S.B. 254 (Yaw, Langerholc, Regan and Coleman):

- **Overview:** Temporarily suspends the provisions of Pennsylvania's heavy-duty diesel emissions control program as published by the Pennsylvania Department of Environmental Protection as published in the *Pennsylvania Bulletin* on 11/6/21. This suspension will be effective through model year 2026 and will expire as it relates to model year 2027 vehicles and future years. Stipulates the Federal standards shall apply.
- *History:* Senate Environmental Resources and Energy passed the bill (7-4) on 2/27/23. Passed the Senate (29-20) on 3/1/23. Referred to House Transportation on 3/7/23.

Automated Enforcement

SB 748 (Argall and Schwank):

- **Overview:** Removes the sunset dates related to the five-year pilot program involving automated speed enforcement in active work zones (expires February 2024) under PennDOT and the Turnpike Commission as well as the Roosevelt Boulevard in Philadelphia (expires December 2023).
- *History:* Senate Transportation unanimously passed the bill on 6/27/23. Referred to Senate Appropriations on 6/30/23.

SB 851 (Langerholc and Flynn):

- Overview: Extends PennDOT's temporary regulations (expires October 2023) through October 2024 for automated enforcement of overtaking school buses.
- *History:* Senate Transportation unanimously passed the bill on 6/27/23. Referred to Senate Appropriations on 6/30/23.

HB 1284 (Neilson):

• *Overview:* Removes the sunset dates related to the pilot program involving automated speed enforcement on the Roosevelt Boulevard in Philadelphia. This bill also expands speed

cameras on roads and streets throughout Philadelphia's jurisdiction, incorporates critical changes related to automated enforcement on school bus stop arm cameras and creates a new pilot program in Philadelphia regarding speed cameras in school zones.

• *History:* House Transportation unanimously passed the bill on 6/12/23. (Note, The bill was amended to remove provisions related to active work zone pilot program.) Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on 6/30/23.

The following update is being provided in memoriam of the late **Michael Maffei**, MCSAC Member.

Evaluating Worker Misclassification

- The House Democratic Policy Committee's Subcommittee on Labor, Energy, and Development held a public hearing on "Worker Misclassification" on 1/27/23.
- Testimony was received by the Office of Attorney General, Eastern Atlantic States Regional Council of Carpenters, and the International Union of Painters and Allied Trades District Council 57.
- https://www.pahouse.com/PolicyCommittee/InTheNews/NewsRelease/?id=127456

Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes - DRAFT

November 8, 2023

Pennsylvania Turnpike Commission Main Board Room and Teams



- 1. Call to Order Bob Pento
- 2. Review/approve previous meeting minutes Bob Pento
 - a. Approval of minutes from August 9, 2023
 - i. Corrections None.
 - ii. Ed Neilson moved to approve the minutes. Seconded by Hon. Rick Varner. Meeting minutes were approved.
- **3. Legislative Update** Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate
 - a. (See Attachment A for written summary)
 - b. No comments
- **4. Commercial Vehicle Safety Symposium Subcommittee** Sgt. Michael Pavelko, Pennsylvania State Police (PSP)
 - a. Subcommittee met on 10/27/2023 to discuss symposium agenda
 - i. Need topics for two time slots:
 - 1. 10:45-11:30
 - 2. 2:30-3:00- potential topic: civil liability
 - PSP would appreciate it if the Pennsylvania Motor Truck Association (PMTA) and Federal Motor Carrier Safety Administration (FMCSA) recommend topics/speakers of interest
 - b. PSP will book conference room at Penn Stater for August 7, 2024
 - c. Bob Pento: PennDOT will manage registration
 - d. Attendance at past safety symposiums was in the range of 90-120
 - e. Next subcommittee meeting is December 14
- **5. Pennsylvania Inclement Weather Travel Restrictions** Monica Wesner, PennDOT Emergency/ Incident Management Section
 - a. (See Attachment B for presentation slides)
 - b. Incident management team organized as follows:
 - i. Area Command statewide level
 - ii. District Incident Command Center regional level
 - iii. County staff
 - c. Weather Travel Restrictions process
 - i. Pre-event
 - 1. AccuWeather sends forecasts for accumulation on roadways, which may differ from local news weather reports

- 2. PennDOT holds statewide calls and includes PSP, the Turnpike and neighboring states if applicable.
- 3. PennDOT sends notice to district and county staff to determine what their needs are, how best to reallocate resources to different areas of the state
- 4. Meeting of Key Agency Leaders- about 24 hours in advance of forecasted weather incident to preplan vehicle restrictions if necessary.
- 5. Communications
 - a. Aim to notify industry partners 24 hours in advance of vehicle restrictions
 - b. Hold meeting 2 hours in advance of putting vehicle restrictions in place to determine if time needs to be adjusted
 - c. Once restrictions are in place, key players meet face-to-face every 2 hours to determine when restrictions can be lifted
 - i. Restrictions are lifted as soon as conditions warrant
 - d. Communicate with staff in the field every 2 hours
 - e. Methods of notifying the public about travel restrictions
 - i. Press Releases
 - ii. Variable message signs
 - iii. 511, including 511 website
- ii. Levels of vehicle restrictions
 - 1. Restrictions may be requested by county staff who are in the field and observe that conditions warrant restrictions
 - 2. Vehicle restrictions: 45-mph speed limit for all vehicles, commercial vehicles in right lane only
 - 3. Vehicle restrictions
 - a. 5 tiers of restrictions (summarized here)
 - b. Try not to put restrictions in place at last minute to give drivers time to get off the roads
- d. Questions and comments
 - Mike Modica: In lower tiers, are empty freight trucks required to have chains or ATD?
 - 1. Monica Wesner: yes
 - ii. Rep. Ed Neilson: Is there an issue with trucks delivering salt or other emergency supplies to PennDOT and then getting stranded due to travel restrictions on empty trucks?
 - 1. Monica Wesner: PennDOT restrictions are only placed on limited access highways, so trucks can use other roads.
 - Rebecca Oyler: There have been incidents of driver stranding after delivering essential goods during empty truck travel restrictions. The Transportation Advisory Committee is working on a truck parking study. The study may not address emergency truck parking – should be a next step for future study. Other states have some innovative practices for emergency truck parking.
 - 3. Mike Modica: The roads where PennDOT restrictions do not apply tend to be less well-maintained, so forcing trucks onto these roads increases their hazard. It also increases delivery costs because it requires longer drive times. Additionally, many municipalities cannot store an emergency stock of salt or antiskid, so they need to have it delivered during a weather

- incident. These issues usually only arise during multi-day events.
- 4. Sgt. Pavelko: Can request exemptions on travel restrictions in specific places for an essential delivery
- 5. Monica Wesner: Requests for exemptions should be made to your local emergency management agency, which will send the request to PEMA.
- iii. Hon. Rick Varner: Do truck drivers have difficulty finding safe places to pull over to install chains?
 - 1. Monica Wesner: Some PennDOT districts (in Laurel Highlands and southwest part of state) are piloting truck pull-off areas where they have identified problem with trucks pulling over

6. FMCSA Resources and Services – Christopher Henry

- a. (See Attachment C for presentation slides)
- b. Geographical Distribution of FMCSA Pennsylvania Division:
 - i. FMCSA Division Office Location: New Cumberland
 - ii. FMCSA Field Office Location: King of Prussia
 - iii. Remote employees in Allentown, Aliquippa, Pittsburgh, Scranton, and Dallas
 - iv. Currently hiring for safety investigators in Philadelphia area
- c. FMCSA regulates interstate transportation by large trucks and buses, household goods operations, and interstate/intrastate HAZMAT transportation
- d. FMCSA evolution
 - i. 1930s-67: ICC (Interstate Commerce Commission) Bureau of Safety
 - ii. 1967-2000: USDOT-FHWA Office of Motor Carrier Safety
 - iii. 2000-present: USDOT FMCSA
- e. PA Division is part of Eastern Service Center, headquartered in Baltimore
- f. PA Division regulates approximately 72,000 carriers
- g. Emerging trends
 - i. Since 2000, crashes are up, CMV speeding is up (main cause of fatal crashes in PA), seatbelt usage is down
- h. FMCSA primary mission: to reduce crashes, injuries and fatalities involving large trucks and buses
- i. CMV crash statistics
 - i. CY 2022 crashes involving large trucks and buses in PA:
 - 1. 185 fatalities
 - 2. 3,560 injuries
 - 3. 8,344 total crashes
 - ii. High crash risk counties are Philadelphia, Allegheny, Montgomery
 - 1. Other areas of concern: I-78 and I-81
 - iii. CY 2023 fatalities in PA as of September 2023: 62
 - 1. Will have complete crash numbers for 2023 by April 2024
 - iv. Eastern Service Center Goal: "3-3-5- goal" 3% reduction in CMV crashes and injuries, 5% reduction in CMV fatalities compared to previous calendar year
- j. FMCSA Programs
 - i. 13 of 15 PA Division staff work on federal program
 - ii. 2 staff work on state program
 - iii. 1 staff works on outreach
 - iv. Federal program: compliance investigation
 - 1. Investigate high-risk companies for which FMCSA receives complaints

- 2. Must issue new safety rating every 3 years
- 1. Of the top ten counties for number of high-risk carriers during past 3 years, Philadelphia is #1 and most others are in southeastern PA

k. PA FMCSA grants

- i. When next grant application cycle opens, Christopher Henry will notify MCSAC
- ii. Motor Carrier Safety Assistance Program (MCSAP) Grant
 - 1. Provides financial assistance to state and local law enforcement agencies
 - 2. Eligibility: lead MCSAP agency, determined by governor in PA, lead agency is PSP
- iii. Commercial Driver's License program implementation (CDLPI) grant
 - 1. To assist states with achieving compliance with CDL Program
 - 2. Eligibility: agencies managing state CDL programs and organizations operating at national level to further CCDL program compliance
- iv. Commercial Motor Vehicle Operator Safety Training Grant
 - 1. Eligibility: organizations that provide CMV operator safety training
 - York County School of Technology and Lehigh Carbon Community College receive funding to provide training. Harrisburg and Allegheny Community Colleges have expressed interest.
- v. MCSAP High Priority (HP) CMV Safety-Related Activities
 - 1. Eligibility: entities conducting CMV safety-related activities that will have benefit beyond local level
- vi. MCSAP HP Innovative Technology Deployment (ITD) Grant
 - Eligibility: states implementing technology to improve highway safety and efficiency
 - a. PennDOT would apply for grant but would need to work with other state agencies to complete Core ITD
 - Core ITD: A management framework and system architecture to guide an ITD deployment and to carry out ITD capabilities in the areas of safety information exchange, credentials administration, and electronic screening.
 - a. PA is one of 5 states and DC that have not completed Core ITD
 - i. Missed \$25M in grant opportunities due to not completing Core ITD
 - ii. PA has one remaining step to complete Core ITD (based on additional information presented outside of the meeting):
 - Implement a State-specific data exchange system, Commercial Vehicle Information Exchange Window (CVIEW) or the equivalent.
 - iii. FMCSA will fund efforts to complete the remaining step
 - iv. FMCSA recommended PA apply for the 2024 ITD grant for funding to update the previous Core Compliance Plan from 2018.
 - b. Rep. Ed Neilson: Are there laws preventing PA from completing Core ITD?
 - i. Christopher Henry: No
 - ii. Rep. Neilson requested a one-page bullet point list of Core ITD requirements to share with other state officials
- I. Performance Registration Information Systems Management (PRISM) program

- Helps CMV registration offices and PSP identify CMV carriers who violate Out of Service (OOS) orders
- m. FMCSA Portal access changes coming soon: will need to create a Login.gov account to access
- n. I-81 project
 - i. A multi-state high visibility traffic enforcement, and education campaign that focuses on unsafe driving behaviors during the summer months along the entire I-81 corridor from TN to the Canadian border
 - ii. Additional information: https://www.fmcsa.dot.gov/ourroads/i-81-outreach-materials
 - iii. Some statistics from summer 2023 final report:
 - 1. 8,286 CMVs stopped
 - 2. 6,998 CMVs inspected
 - 3. 567 CMV drivers placed out of service
 - 4. 970 CMVs placed out of service
 - 5. 878 CMV speed violations recorded
 - 6. 215 CMV seatbelt usage violations recorded
- o. Our Roads Our Safety 2023 FMCSA PA division outreach
 - i. Includes tips for non-CMV drivers for driving around CMVs
- p. Questions and comments
 - i. Rep. Ed Neilson: Does PA FMCSA have any programs to help elected officials distribute Our Roads Our Safety information?
 - 1. Chris: We have an outreach division, just need a forum. Would especially like to do more outreach in southeastern PA.
 - ii. Mike Modica: Will this slide deck be attached to the meeting minutes?
 - 1. Chris: yes
 - iii. Rebecca Oyler: Was there any analysis done regarding the cause of crashes?
 - 1. Christopher Henry: FMCSA is redoing a large truck and bus crash causation study, which is set to be published in 2029. Can provide prior study, which is from around 2010.
 - 2. Dennis McGee: Prior study included 3 sites in PA (Phila, Allegheny and Bucks)
 - 3. Sgt Pavelko: PSP's <u>Community Access to Information Dashboard (CAID)</u> provides crash data
 - iv. Rebecca Oyler: Appreciate FMCSA's education aimed at non-CMV drivers. There are a lot of non-CMV drivers on I-81.

7. Topics for Next Year – Bob Pento

- a. Will follow up with email to solicit topic suggestions
- b. There will be a presentation by Aurora on the topic of autonomous trucking

8. New Business/Public Discussion

- a. Hon. Stephen M. DeFrank has replaced Hon. Gladys Brown Dutreuille as chairman of the Pennsylvania Public Utilities Commission
- b. Hon. Michael Carrol has replaced Hon. Wadud Ahmad as the Chairman of the Pennsylvania Turnpike Commission
- c. 2024 meeting dates
 - i. If continue with quarterly meetings on second Wednesday of the month, meetings

would be the following dates:

- 1. Feb 14
- 2. May 8
- 3. August 14
- 4. November 13
- 5. Please notify Leah Kacanda (<u>Ikacanda@wrallp.com</u>) of any conflicts with these dates
- d. Membership update: Several appointments expiring soon, staff are working with Governor's office to fill vacancies
- 9. Next Meeting Date February 14, 2023 (tentatively, see Item 8), 1:00pm (lunch at noon)
- 10. **Attendance** Attendance is included on the next page.

Attendance

Appointed Committee Members in Attendance

Seat	Organization	Member	Attending
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	
Seat 2	Chiefs of Police Association	Mr. David Splain, Chief of Police, Nether Providence Twp., Delaware County	Х*
Seat 3	Special Court Judges Association of PA	Honorable Judge Rick W. Varner	Х
Seat 4	Independent Trucker Interests	Mr. Roger A. Lee	
Seat 5	Independent Trucker Interests	Vacant	
Seat 6	PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO	Х
Seat 7	PA Motor Truck Association	Mr. John Rigney, Director of Safety	
Seat 8	PA Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary	Χ*
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	Х*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	Х*
Seat 12	PA School Bus Association	Mr. Shawn McGlinchey, President	х
Seat 13	PA Forest Products Association	Mr. Matt Gabler, Executive Director	X*
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	
Seat 15	Railroad Industry in PA	Vacant	
Seat 16	Local Government	Mr. Ed Troxell, PA State Association of Boroughs	Х*
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz	X*
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	X*
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell	Х*
Seat 21	Transport Industry - Natural Gas	Vacant	
Seat 22	Transport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company	
seat 23	Transport Industry - Construction Material Transportation	Mr. Mike Modica	Х
* Attended	via videoconference.		

Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Gavin Gray	
The Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank	Andrew Turriziani	Х*
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	Χ*
The Commissioner of the Pennsylvania State Police	Major Christopher Paris	Major Bob Krol Lt. Jerry Nemes Sgt. M. Pavelko	Х*
The Chairman and Minority Chairman of the Transportation Committee of the Senate	Hon. Wayne Langerholc (majority) Hon. Marty Flynn (minority)	Nolan Ritchie Justin Genismore	X* X*
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson (Chair) Rep. Kerry Benninghoff (Republican Chair)	Kyle Wagonseller Laryssa Gaughen	Х
* Attended via videoconference.	•	<u> </u>	

Other Attendees

Name	Organization	Presenting
Angelia Gillis	PennDOT, Driver Safety Division	
Bob Pento	PennDOT Traffic Engineering and Permits	Х
Christopher Henry	FMCSA	Х
Dennis McGee	Dennis McGee and Associates, LLP	
Gerry Wosewick	PA School Bus Association	
Hugh McGowan*	PennDOT, Planning and Contract Management Division	
Jeffrey Young*	PennDOT	
Monica Wesner	PennDOT Emergency/Incident Management Section	Х
Nick Ninosky*	PennDOT	
Tammy Miller*	Pennsylvania Turnpike Commission	
* Attended via videoconference.		•

Support for MCSAC

Name	Organization	Attending
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х
Gemma Tierney	Whitman, Requardt & Associates, LLP (WRA)	Х

Attachment A

2023-24 Bills of Interest to MCSAC | November 8, 2023

2023-24 Bills of Interest to MCSAC | November 8, 2023

(Additions and updates since the 8/9/23 MCSAC meeting are noted in red.)

Stopping the Automatic Gas Tax Increase

S.B. 35 (Langerholc):

- Overview: Act 89 of 2013 eliminated the flat gas tax (\$0.12 per gallon) and removed the artificial cap on the Oil Company Franchise Tax. As such, the Pennsylvania Department of Revenue must annually assess the gas tax (\$0.58 per gallon for gas and \$0.74 per gallon for diesel) according to the Average Wholesale Price (AWP) of gas, which is statutorily set at the floor of \$2.99 per gallon. In 2022, the annual tax assessment for motor fuels was \$3.17 per gallon the first time the AWP surpassed the statutory floor. This means taxes on every gallon purchased throughout 2023 will increase 3.5 cents for gas, 4.4 cents for diesel, and an equivalent conversion for alternative fuels, such as 0.1 cents per kilowatt hour for electric. This legislation permanently sets the AWP at \$2.99 per gallon in perpetuity.
- *History:* Senate Transportation passed the bill (11-3) on 1/9/23. Passed the Senate (29-19) on 1/11/23. Senator Haywood subsequently changed his vote from "nay" to "yea", and the final vote is now recorded as 30-18. Referred to House Finance on 3/7/23.

Strengthening the Distracted Driving Law

S.B. 37 (Brown):

- Overview: This legislation creates a primary offense for drivers who violate the handheld interactive mobile device ban while the vehicle is in motion and increases the penalties on distracted driving violations. Creates a tiered system of penalties for both offenses, including 1) A fine of not more than \$150 for a first conviction within a 60-month period, 2) A fine of not more than \$250 for a second conviction within a 60-month period, and 3) A fine of not more than \$500, two points and suspension of the driver's license for 60 days for a third or subsequent offense. A driver is issued a written warning within the first 12 months. Incorporates other key changes (i.e., mandatory question on driver's exam in law, etc.) to comply with and be eligible for additional Federal formula grant programs. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban.
- *History:* Senator Brown convened a <u>press conference</u> on 2/28/23. Referred to Senate Transportation on 4/10/23. Passed Senate Transportation, as amended, (13-1) on 5/10/23. Passed the full Senate (37-11) on 6/22/23. Referred to House Transportation on 6/23/23.

Reducing the State Police's Reliance on the Motor License Fund*

*Note: The enacted 2023-24 Budget (<u>H.B. 611</u>) included a \$375 million transfer from the MLF to the PSP, down from last year's \$500 million transfer. Also, the (unresolved) 2023 Fiscal Code (<u>H.B. 1300</u>) does not include any further reduction strategies, such as S.B. 121 nor H.B. 1162.

S.B. 121 (Langerholc):

- Overview: The rising budget constraints at PennDOT require a holistic response, such as reducing the PA State Police's (PSP) reliance on the Motor License Fund (MLF) (and relying instead on the General Fund). In 2001-2002, PSP received nearly \$340 million from the MLF, which rapidly grew to \$800 million in 2016-2017. The trendline of the MLF diversion was projected to reach \$1 billion, until the General Assembly passed the 2016 Fiscal Code with a schedule to decrease the transfer over a 10-year period to \$500 million. This legislation creates a new step-down schedule starting at \$250 million in 2023-24, then reducing it by \$50 million every year until PSP is fully funded via the General Fund.
- *History:* Senate Transportation passed the bill (9-5) on January 9, 2023. Passed the Senate (28-21) on 2/28/23. Referred to House Transportation on 3/7/23.

H.B. 1162 (Neilson and Benninghoff):

- **Overview:** This bill mirrors Governor Shapiro's plan and creates a Public Safety and Protection Fund to support PSP with appropriations, fund transfers, money from any other source and return on money in the fund. This bill creates a new step-down schedule starting at \$400 million in 2023-24, \$300 million in 2024-25, \$200 million in 2025-26, \$100 million in 2026-27 and \$0 in 2027-28 and each year thereafter.
- *History:* House Transportation passed the bill (21-0) on 5/22/23. Referred to House Appropriations on 5/24/23.

Addressing the Turnpike's Project Costs and "Toll Leakages"

S.B. 934 (Langerholc):

- Overview: Unlike PennDOT, the PA Turnpike Commission (PTC) must follow stringent stormwater policies set by local ordinances, which increases project costs and delays. This bill amends the Municipalities Planning Code (Act 247 of 1968) to exempt PTC from local ordinances, in excess of Federal and State environmental rules, related to the planning, design and construction of linear highway projects and facilities.
- *History:* Referred to Senate Transportation on 9/14/23. Passed Senate Transportation (11-3) on 9/19/23. Passed the Senate (43-5) on 10/18/23. Referred to House Transportation on 10/19/23.

S.B. 473 (Boscola):

- Overview: This bill provides for the interception of State lottery winnings (exceeding \$2,500) and State income tax refunds for outstanding toll collections that are due to PTC, which are intercepted following: 1) Tax liabilities owed to Revenue Department; 2) Support obligations from Department of Human Services (DHS); 3) Other public assistance benefit recoupments from DHS; and 4) Administrative Office of Pennsylvania Courts' claims.
- *History:* Referred to Senate Transportation on 3/14/23. Passed Senate Transportation (13-1) on 9/19/23. Passed the Senate with unanimous support on 10/4/23. Referred to House Finance on 10/4/23.

Modernizing Public Transportation

S.B. 597 (Laughlin):

- **Overview:** Modernizes the management of public transportation systems with a focus on funding predictability and ensuring funding is dictated by local decision-making.
- *History:* Referred to Senate Transportation on 4/17/23. Senate Transportation unanimously passed the bill on 9/19/23. Referred to Senate Appropriations on 10/16/23.

H.B. 902 (Waxman):

- **Overview:** Creates a variety of new local enabling revenue options to pay for public transportation (and transportation infrastructure), such as a fee on transportation network companies, tax on liquor, tax on rental cars, tax on transfer of property, etc.
- History: Referred to House Transportation on 4/12/23. House Transportation held a
 public hearing on "Challenges with Transit Funding" on 9/12/23 at SEPTA's
 Headquarters.

Reforming California Air Resources Board (CARB) Emission Standards

S.B. 254 (Yaw, Langerholc, Regan and Coleman):

- Overview: Temporarily suspends the provisions of Pennsylvania's heavy-duty diesel emissions control program as published by the Pennsylvania Department of Environmental Protection as published in the Pennsylvania Bulletin on 11/6/21. This suspension will be effective through model year 2026 and will expire as it relates to model year 2027 vehicles and future years. Stipulates the Federal standards shall apply.
- *History:* Senate Environmental Resources and Energy passed the bill (7-4) on 2/27/23. Passed the Senate (29-20) on 3/1/23. Referred to House Transportation on 3/7/23.

Authorizing Automated Enforcement

S.B. 748 (Argall and Schwank):

- Overview: Removes the sunset dates related to the five-year pilot program involving automated speed enforcement in active work zones (expires 2/16/24) under PennDOT and the Turnpike Commission as well as the Roosevelt Boulevard in Philadelphia (expires 12/18/23).
- *History:* Senate Transportation unanimously passed the bill on 6/27/23. Referred to Senate Appropriations on 6/30/23.

Act 19 of 2023, S.B. 851 (Langerholc and Flynn):

Overview: Extends PennDOT's temporary regulations (expires 10/24/23) through
October 2024 for automated enforcement of overtaking school buses, and includes
comprehensive fixes to the school bus stop arm camera enforcement program originally
established via Act 159 of 2018.

• *History:* Senate Transportation unanimously passed the bill on 6/27/23. The Senate unanimously passed the bill on 10/3/23. House Transportation amended the bill with comprehensive fixes to the school bus stop arm camera enforcement program on 10/4/23. Passed the House (178-25) on 10/18/23. Senate concurred with unanimous support on House amendments on 10/23/23. Approved by the Governor on 10/23/23.

H.B. 1284 (Neilson):

- Overview: Removes the sunset dates related to the pilot program involving automated speed enforcement on the Roosevelt Boulevard in Philadelphia. This bill also expands speed cameras on roads and streets throughout Philadelphia's jurisdiction, incorporates critical changes related to automated enforcement on school bus stop arm cameras and creates a new pilot program in Philadelphia regarding speed cameras in school zones. Removes the sunset dates related to the pilot programs involving Automated Speed Enforcement (ASE) on the Roosevelt Boulevard in Philadelphia and active work zones on Federal-aid projects under PennDOT and PTC.
- *History:* House Transportation unanimously passed the bill on 6/12/23. (Note, The bill was amended to remove provisions related to active work zone pilot program.) Passed the full House (141-62) on 6/26/23. Referred to Senate Transportation on 6/30/23. Senate Transportation passed the bill (13-1) with a "gut-and-replace" amendment, then the bill received first consideration (10/24/23) and second consideration (10/25/23). Recommitted to Senate Transportation on 10/25/23.

Providing Truck Parking

H.R. 236 (Heffley):

- Overview: Requires the Joint State Government Commission to conduct a study on the truck parking shortage in this Commonwealth. The study aims to provide recommendations for achieving adequate truck parking across the State with proactive measures and strategic initiatives.
- *History:* House Transportation unanimously passed the resolution on 10/30/23. Added to House Calendar.

The following update is being provided in memoriam of the late Michael Maffei, MCSAC Member.

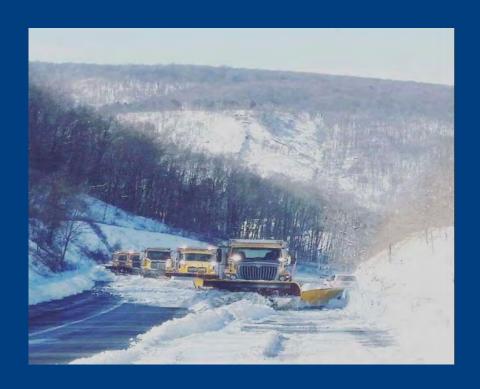
Evaluating Worker Misclassification

- The House Democratic Policy Committee's Subcommittee on Labor, Energy, and Development held a public hearing on "Worker Misclassification" on 1/27/23.
- Secretary of Labor & Industry Nancy Walker penned an opinion entitled "We must correct the misclassification of workers in Pennsylvania" on 5/21/23.
- H.B. 413 (Galloway) passed the House (113-88) on 5/2/23 to address worker misclassification in the construction industry.

Attachment B

Winter Weather Vehicle Restrictions Presentation Slides

WINTER WEATHER VEHICLE RESTRICTIONS







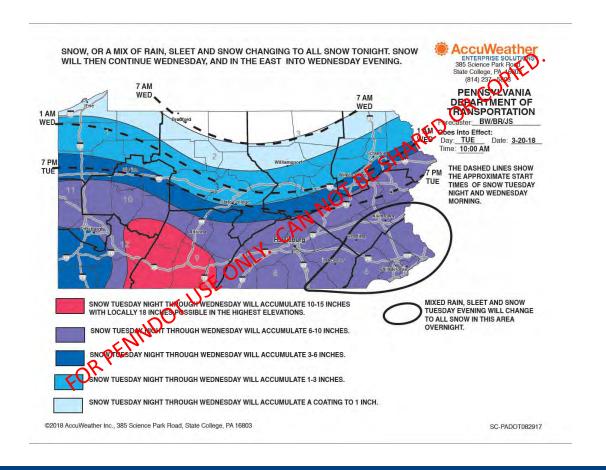
Overview

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



Pre-Event

- Winter Weather Forecast
- Winter Weather Meeting (statewide)





Coordination of Agencies

- Key Agency Leaders Discussion
- Plans
- Level of Activation









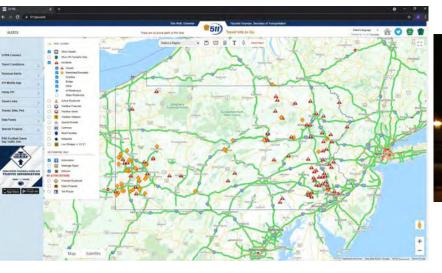




Communications

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









Levels of Restrictions

- Speed Limit Restrictions
- Commercial Vehicle Restrictions







Travel Restrictions

- Requested from the County to the District Office then to Area Command for Approval
- Restrictions are lifted as soon as conditions warrant





PENNSYLVANIA Weather Event Travel Restrictions







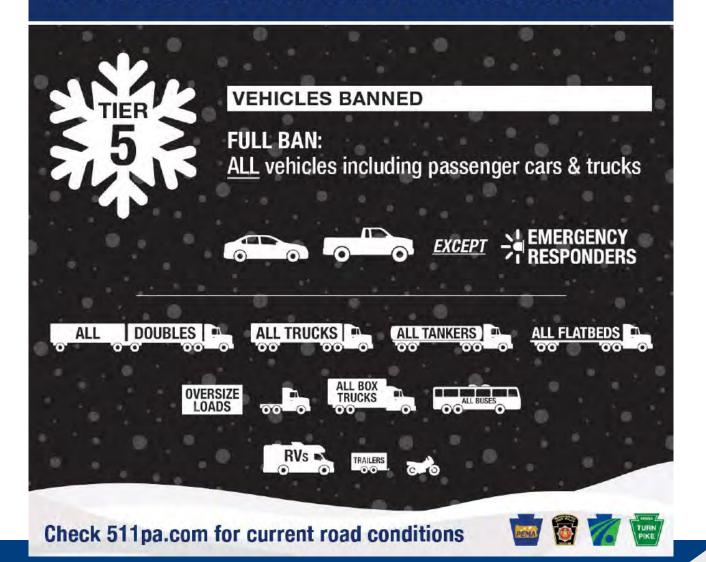














www.511pa.com

Thank You

Please have a safe winter season

Monica Wesner - PennDOT

Section Chief – Emergency Incident Management

mowesner@pa.gov 717-775-8143



Attachment C

FMCSA – Pennsylvania Motor Carrier Safety Advisory Council Meeting Presentation Slides















FMCSA – Pennsylvania Motor Carrier Safety Advisory Council Meeting

Wednesday November 8, 2023











FMCSA Divisions/Service Centers I have worked in — PA, MD, NJ, CT





Christopher G. Henry

USDOT-FMCSA Pennsylvania Division Division Administrator

(717) 614-4067 Work (717) 317-0994 Mobile (717) 614-4066 Fax christopher.henry@dot.gov 215 Limekiln Road, Suite 200 New Cumberland, PA 17070









Keep up the Great WORK!

Pennsylvania Motor Carrier Safety Committee!

Agenda

Objectives



- 1. FMCSA Overview, Leadership, Mission, PA Division
- 2. CMV Crash Stats
- 3. Pennsylvania FMCSA Federal Program
- 4. Pennsylvania FMCSA Grants
- 5. OOS Carriers and the PRISM Program
- 6. USDOT National Roadway Safety Strategy
- 7. What's Hot at FMCSA Nationally: 1. FMCSA Portal Access Changes Action Required.
- 8. What's Hot at FMCSA PA Division: I-81 Project, Results and PA Localized Our Roads Our Safety Outreach
- 9. Questions

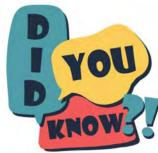


U.S. Department of Transportation

Federal Motor Carrier Safety Administration







Geographical Distribution of FMCSA Pennsylvania Division:

FMCSA Division Office Location, New Cumberland.

FMCSA Field Office Location: King of Prussia.

FMCSA Vacancies: Several Safety Investigators

In addition to Division and Field Office Staff, PA has remote employees, located in Allentown, Aliquippa, Pittsburgh, Scranton, and Dallas.



Who We Are:

The Federal Motor Carrier Safety Administration

- One of 11 operating administrations at the U.S. Department of Transportation
- Established January 1, 2000 (formerly a part of FHWA as the Office of Motor Carrier Safety)
- Approximately 1,200 employees of which there are 300 Safety Investigators with offices in all States, DC and PR.
- Regulates interstate transportation by large trucks and buses, household goods operations, and interstate/intrastate HAZMAT transportation
- Over 55% of appropriated budget funds grants to State and industry safety partners
- Approximately 10,000 State/local enforcement officers

1. ICC Bureau of Safety 1930's through 1967 2. USDOT-**FHWA Office** of Motor **Carrier Safety** 1967-2000 3. USDOT-FMCSA 2000-Present

Our Evolution











Secretary of Transportation Pete Buttigieg





FMCSA Administrator Robin Hutcheson's Vision

- Equity
- More ways to prevent
- Grants for greater impact
- Tell our story
- More women in trucking



FMCSA Eastern Service Center (Baltimore) Regional Field Administrator

Territory Included

CT DC DE MA MD
ME NH NJ NY PA
PR RI VA VT WV



Taft Kelly

FMCSA Eastern Service Center (Baltimore) Field Administrator

Territory Included

CT DC DE MA MD

ME NH NJ NY PA

PR RI VA VT WV



Linda Gilliam





FMCSA Pennsylvania Division

New Cumberland June 2022



FMCSA Pennsylvania Division

Oversight of all FMCSA Programs/Grants delivered in the State of Pennsylvania, 72,000 Carriers 1,240 Passenger Carriers, 75 Motorcoach Carriers and Millions of CMV Operators.

Christopher G. Henry, Division Administrator, Christopher.henry@dot.gov

Vacant, State Program Specialist (Grants)

Frank Ross, Federal Program Specialist,

Xavier Brooks, Supervisory Motor Carrier Safety Specialist (Field Office Supervisor), King of Prussia

Rebecca Kruger, Program Analyst

Mike Appolonia, Janaeha Brockenbrough, Travis Griffith, Cheron Marks, Mark Milligan, Jairus Moore, Terry

Rink, Shawn Updegrove, and Melissa Vickers, Safety Investigators

Web Page: www.FMCSA.dot.gov

Social Media: www.facebook.com/FMCSA

United States Department of Transportation Federal Motor Carrier Safety Administration Division Office

215 Limekiln Road, Suite 200

New Cumberland, PA 17070

Telephone: 717-614-4067

Field Office: 1150 First Avenue Suite 960A King of Prussia, PA 19406



About FMCSA

Regulations

Registration

CDL

Safety

Analysis

News



We help make America's roads safer for everyone... saving lives, reducing injuries, and avoiding costs and disruption by preventing crashes involving large trucks and buses. Join us and do something that is great for our country and great for your career with a supportive workplace which includes the training, advancement opportunity, and robust benefits that U.S. federal government careers offer.

EXPLORE CAREERS



FMCSA – We are Hiring **Safety Investigators**

- All over US
- Check (usajobs.gov) for announcements and/or email a resume and transcripts to: Christopher.henry@dot.gov

 Open Locations in Pennsylvania - Spring 2024



Federal Motor Carrier Safety Administration (FMCSA)

Motor Carrier Safety Specialist (Safety Investigator)

Duties and Responsibilities

FMCSA Safety Investigators help achieve the agency's primary crash reduction goals by conducting compliance investigations on transportation companies. This includes:

- Receiving assignments and making appointments with motor carriers
- · Conducting in-depth reviews of a motor carrier's compliance with applicable regulations
- Gathering evidence and developing reports when violations are discovered

Essential skills needed: Analytical; Problem solving: Communication; Writing; Math; Technological Literacy; High Energy; Some locations may require Spanish

Why Work for FMCSA?

FMCSA's mission is to reduce crashes, injuries and fatalities involving large trucks and buses. Our work makes a difference in helping truck and bus drivers and the public share the roads safely.

Other benefits of an FMCSA career include:

- Robust training and professional development
- Competitive pay
- · Generous paid leave, health, and retirement benefits
- · Potential for college loan forgiveness
- Remote and flexible work opportunities
- Competitive pay and career advancement



U.S. Department of Fransportation Federal Motor Carrier Safety Administration

Position Locations

AL, AZ, AR, FL, GA, IL, IN, KY, MD, MA. MN. MS. MO. NJ. NY. NC. OH. PA. SC. TN. TX. VT. VA. WV. WI

Refer to the FMCSA Career Center or USAJOBS listing for the full list of position locations.

Contact FMCSA!



FMCSA.dot.gov/careers

Job Announcements: www.USAJOBS.gov

(Search "Federal Motor Carrie Safety Administration")



Email: FMCSA.Careers@dot.gov







The federal government is an Equal Opportunity Employer: Hiring and advancement in the federal performance. All qualified candidates will be considered for employment regardless of race, color, religion, national origin, sex, sexual orientation, or any other non-merit factors

Spring 2023

Emerging/Continuing Trends FMCSA's is tracking

- Since 2020:
- Crashes, Fatalities and Injuries are at an all time high
- Commercial Motor Vehicle Speeding is up (Main Cause of Fatal Crashes in Pennsylvania)
- Commercial Motor Vehicle Operator Seat Belt Usage is down



Our Mission:

The Federal Motor Carrier Safety Administration

 The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses.







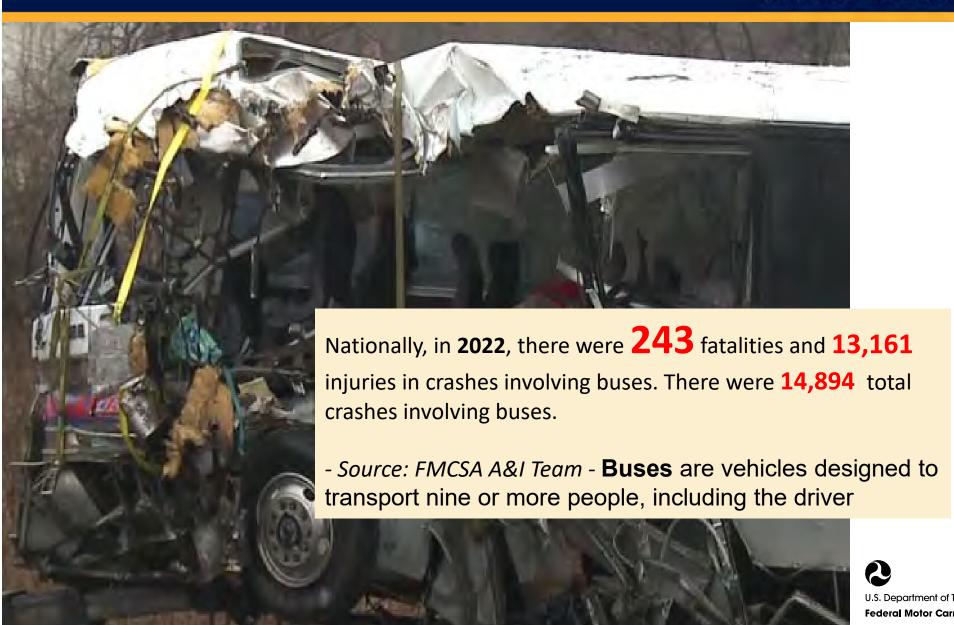






For Pennsylvania, in **2022**, there were **8** fatalities and **640** injuries in crashes involving buses. There were **726** total crashes involving buses.

- Source: FMCSA A&I Team - **Buses** are vehicles designed to transport nine or more people, including the driver









• For Pennsylvania, in **2022**, there were **185** fatalities and **3,560** injuries in crashes involving Large Trucks and Buses. There were **8,344** total crashes involving Large Trucks and Buses.

•

- Source: FMCSA A&I Team - **Buses** are vehicles designed to transport nine or more people, including the driver

FMCSA Pennsylvania Division CMV Collision & Economic Impact History

Pennsylvania's high crash risks areas are Philadelphia, Allegheny, and Montgomery Counties. I-78 and I-81 are also areas of concerns

Pennsylvania Division CMV Collision Stats

Fatalities and Injuries by Calendar Year

***This report compares time periods side-by-side to show changes over time using MCMIS Data Snapshot as of September 29, 2023

Pennsylvan	ia

	CY-18	CY-19	CY-20	CY-21	CY-22***	CY-23***
Fatal Count (individuals)	162	141	145	172	185	62
Difference from Year before	*	-21	+4	+27	+16	-123
Injury Count (individuals)	4246	3609	2853	3466	3560	1267
Difference from Year before	*	-637	-756	+613	+94	-2293
Total Fatal and Non-Fatal Crashes	7982	7571	6548	7698	8344	3009
Difference from Year before	*	-411	-1023	+1150	+646	-5335
***NOTE Numbers updated as of June 2023 in A&I						



FMCSA Pennsylvania Division CMV Collision & Economic Impact History

Pennsylvania's high crash risks areas are Philadelphia, Allegheny, and Montgomery Counties. I-78 and I-81 are also areas of concerns

Pennsylvania Division CMV Collision Stats

***This report compares time periods side-by-side to show changes over time using MCMIS Data Snapshot as of September 2023									
	Total Savings from CY-18 through CY-22 \$ 3,944,277,500								
CY-18			CY-19	Y-19 CY-20			CY-22***	CY-23***	
	Fatal Count	162		141	145	145 169		185	62
	Fatal Cost	\$ 1,701,000,000	\$	1,536,900,000	\$ 1,682,000,000	\$	1,994,200,000	\$ 2,312,500,000	\$ 775,000,00
	Injury Count	4246		3609	2851		3471	3560	1267
Pennsylvania	Injury Cost	\$ 4,681,215,000	\$	4,130,500,500	\$ 3,472,518,000	\$	4,300,569,000	\$ 4,672,500,000	\$ 1,662,937,50
Pelilisylvallia	Economic Cost	\$ 6,382,215,000	\$	5,667,400,500	\$ 5,154,518,000	5,154,518,000 \$ 6,2		\$ 6,985,000,000	\$ 2,437,937,50
	% Change			11%▼	9%▼		-22%▲	-36%▲	61%
	\$ Change			\$ 714,814,500	\$ 512,882,500	(\$ 1	,140,251,000)	(\$ 1,830,482,000)	\$ 3,856,831,50
			Tota	al Savings from CY-	18 through CY-23				\$ 3,944,277,50
			***/	IOTE CY-23 Numb	ers updated as of September 2	2023 i	in A&I		
	Crash Type	Value	Injur	у					
, ,	Crash Type		Injur						
As Posted By OST	Fatal* 2018	\$10,500,000.00		\$1,102,500.00					
	Fatal* 2019	\$10,900,000.00		\$1,144,500.00					
	Fatal* 2020	\$11,600,000.00		\$1,218,000.00					
	Fatal* 2021	\$11,800,000.00		\$1,239,000.00					
	Fatal* 2022	\$12,500,000.00		\$1,312,500.00					
	Fatal* 2023 (using 2022 #'s	\$12,500,000.00		\$1,312,500.00					
	Injury Critical 0.105xfatal VS	L							

FMCSA Pennsylvania Division CMV Collision & Economic Impact History

Pennsylvania's high crash risks areas are Philadelphia, Allegheny, and Montgomery Counties. I-78 and I-81 are also areas of concerns

Pennsylvania Division CMV Collision Stats

ESC 3-3-5 Goal - 3% Reduction in CMV Crashes and Injuries, 5% Reduction in Fatalities by Calendar Year

***This report compares time periods side-by-side to show changes over time using MCMIS Data Snapshot as of September 29, 2023

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		CY-22***	CY-23***	Actual Reduction %	Goal %	Goal # Reduction	
	Fatal Count (individuals)	185	62	66%	5%	-10	Goal Fatal Count (individuals)
	Difference from Year before	+16	-123			-123	Actual Fatal Count Reduction (individuals)
	Injury Count (individuals)	3560	1267	64%	3%	-107	Goal Injury Count (individuals)
2	Difference from Year before	+94	-2293			-2293	Acutal Injury Count Reduction (individuals)
	Total Fatal and Non-Fatal Crashes	8344	3009	63%	3%	-251	Goal Total Fatal and Non-Fatal Crashes
	Difference from Year before	+646	-5335			-5335	Actual Total Fatal and Non-Fatal Reduction Crashes
	***NOTE Numbers updated as of September 2023 in	n A&I				\$3,856,831,500	Economic Savings 2023



FMCSA Programs– PennsylvaniaDivision



U.S. Department of Transportation

Federal Motor Carrier Safety Administration

- Federal Program: Consists of many aspects including Monitoring Motor Carriers, assigning and conducing Compliance Investigations on High-Risk Carriers, handling valid complaints, issuing safety ratings, out-of-service orders, civil penalties etc.
- State Programs: Oversight for FMCSA issued grants issued to State and local governments, Universities and Schools and Industry Partners, encouraging new applications.
- Outreach/Education: Getting the message out through presentations and partnered training opportunities.
- Working with all partners towards the goal of zero deaths.

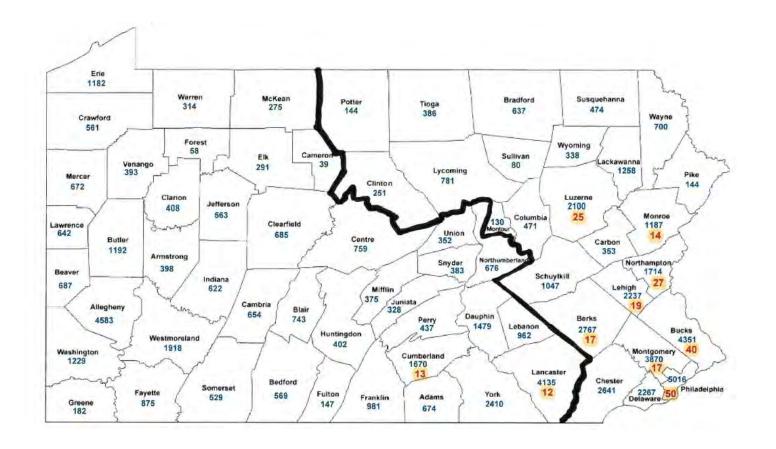
Federal Program: Compliance Investigation - Work load in Pennsylvania - Last 36 Months



Top 10 Counties in PA w/ High Risk Carriers in Last 36 Months

		County	Active Carriers	HR Carriers in Last 36
		Philadelphia	5,016	50
		Bucks	4,351	40
		Northampton	1,714	27
		Luzerne	2,100	25
East		Lehigh	2,237	19
		Berks	2,767	17
		Montgomery	3,870	17
		Monroe	1,187	14
	West	Cumberland	1,670	13
	West	Lancaster	4,135	12

Pennsylvania - Active Carriers





FMCSA Grants in Pennsylvania





Motor Carrier Safety Assistance Program (MCSAP) Grant - Overview

Eligibility: Lead MCSAP Agencies for States and Territories

The MCSAP is a Federal grant program that provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMVs). The goal of the MCSAP is to reduce CMV-involved crashes, fatalities, and injuries through consistent, uniform, and effective CMV safety programs. The MCSAP is FMCSA's largest grant program that supports State and local law enforcement agencies to utilize over 12,000 enforcement officers to increase enforcement and safety activities nationwide.



Motor Carrier Safety Assistance Program Grant

Provides financial assistance to State and local law enforcement agencies.





COMMERCIAL DRIVER'S LICENSE PROGRAM IMPLEMENTATION (CDLPI) GRANT

Eligibility: Agencies responsible for implementing all or part of a State CDL program or that have an effect on improving the National CDL Program

CDLPI grant supports the National Commercial Driver's License (CDL) Program by providing funding to assist States with achieving compliance with regulations 49 CFR Parts 383 and 384. This is accomplished by awarding grant funding both directly to agencies charged with managing State CDL programs as well as to organizations that operate at a National level to further compliance efforts



Commercial Driver's License Program Implementation Grant

Seeks to improve highway safety by supporting CDL Programs on a State and National level.







Commercial Motor Vehicle Operator Safety Training Grant

Seeks to expand the number of CDL holders possessing enhanced operator safety training.





COMMERCIAL MOTOR VEHICLE OPERATOR SAFETY TRAINING (CMVOST) GRANT

Eligibility: Entities that provide commercial motor vehicle (CMV) operator safety training.

Educational institutions accredited by an accreditation agency recognized by the U.S. Department of Education (DOE) will be considered for funding. FMCSA will also consider applicants from non-accredited institutions that meet the following criteria: Approved by the U.S. Department of Labor (DOL) as an eligible training provider;

Accepts Workforce Innovation and Opportunity Act (WIOA) grants; and Approved by the State Approving Agencies (SAAs) and the U.S. Veterans Administration (VA) to accept VA benefits.



MCSAP HIGH PRIORITY (HP) CMV SAFETY-RELATED ACTIVITIES

Eligibility: States, local jurisdictions, and other entities conducting CMV safety-related activities or Innovative Technology Deployment (ITD)

The High Priority (HP) discretionary grant provides financial assistance to enhance MCSAP commercial motor vehicle (CMV) safety-related activities and support Innovative Technology Deployment (ITD).



High Priority Grants

Financial assistance to enhance CMV safety-related activities and supports advancements in technological capabilities.





Many Entities Can be Eligible including State, Local, Industry Universities Etc.



U.S. Department of Transportation

Federal Motor Carrier Safety Administration



High Priority Grants

Financial assistance to enhance CMV safety-related activities and supports advancements in technological capabilities.



MCSAP HIGH PRIORITY (HP) ITD GRANT

Eligibility: U.S. States and territories implementing technology to improve highway safety and efficiency

- About ITD
- Empowering States to apply cutting-edge technology to the challenge of improving highway safety.
- ITD funding and program support help States streamline implementation and improve data quality. Together, we improve efficiency to reduce crashes and increase safety.
- Bridging the private and public sectors, FMCSA's Innovative Technology Deployment (ITD) program accelerates States' capacity to adopt advanced, effective electronic enforcement tools for secure credentialing and screening of commercial motor carriers, vehicles, and drivers.





High Priority Grants

Financial assistance to enhance CMV safety-related activities and supports advancements in technological capabilities.



MCSAP HIGH PRIORITY (HP) ITD GRANT

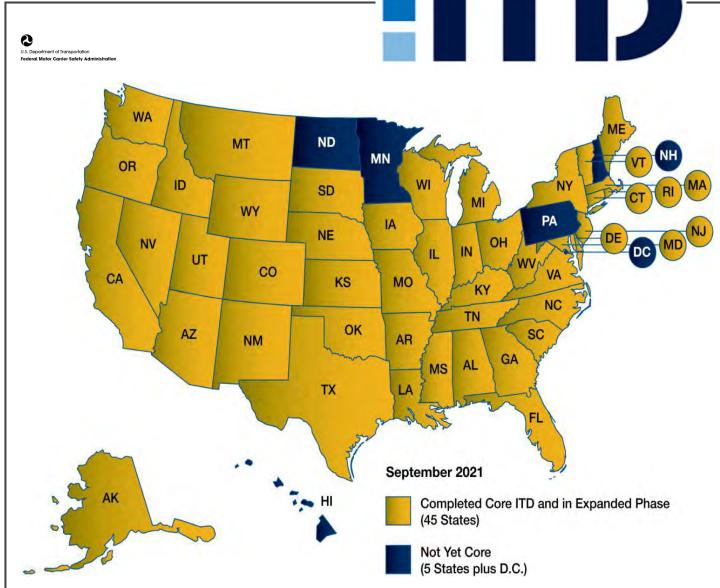
Eligibility: U.S. States and territories implementing technology to improve highway safety and efficiency

- Core ITD
- What is Core ITD?
- Core ITD: A management framework and system architecture to guide an ITD deployment and to carry out ITD capabilities in the areas of safety information exchange, credentials administration, and electronic screening.
- Requirements
- Core ITD requirements are as follows:
- An organizational framework for cooperative system development has been established among State agencies and motor carriers.
- among State agencies and motor carriers.

 A State ITD System Design that conforms to the ITD Architecture has been established and can evolve to include new technology and capabilities.
- All the elements of the three Core ITD capability areas have been implemented using applicable architectural guidelines, operational concepts, and standards.

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MCSAP HIGH PRIORITY (HP) GRANT

Eligibility: States, local jurisdictions, and other entities conducting CMV safetyrelated activities or Innovative Technology Deployment (ITD)

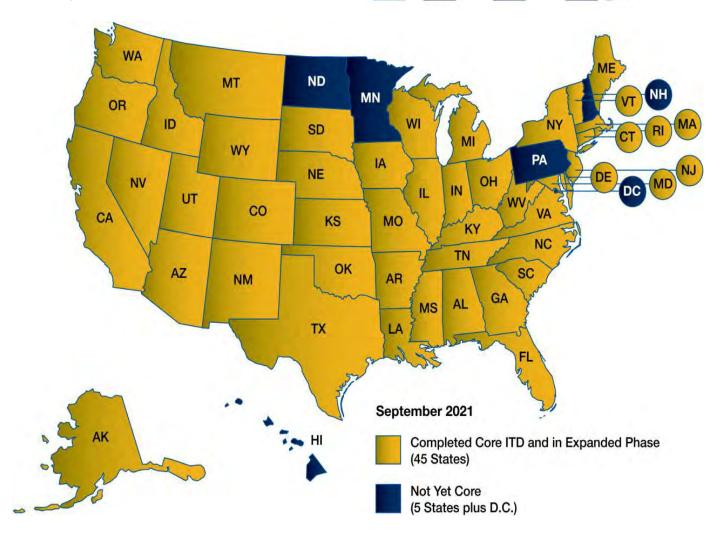
ITD - Current Program Status

Who's in what phase now? The current ITD deployment phases for all States and the District of Columbia are shown in the map below. The phases are: Core ITD Compliant (45 States). Deploying Core ITD Functionality (5 States plus the District of Columbia).

Deploying elements of Core ITD Functionality (6 States plus the District of Columbia): District of Columbia Hawaii Minnesota New Hampshire North Dakota

Pennsylvania



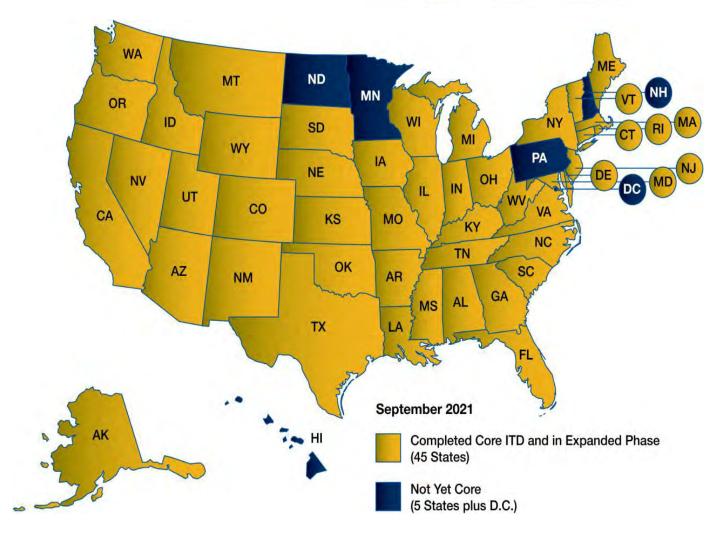


Electronic Screening Participation

Pennsylvania – YES by participating in one of the nationwide escreening enrollment programs: PrePass, NORPASS, Drivewyze, or a State-operated program.







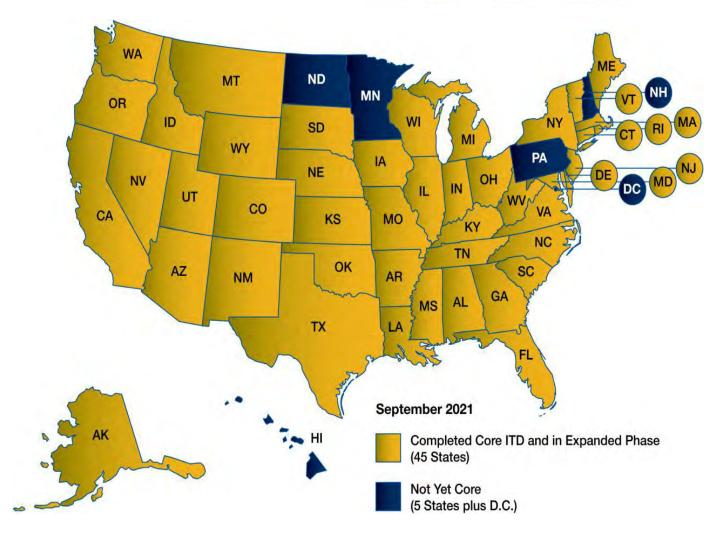
States Exchanging Credential Data with SAFER

Pennsylvania IRP ONLY NEED IFTA

Vehicle registration data are needed in SAFER to support manual or electronic roadside screening. Uploading credential data to SAFER should be each State's urgent priority.







Implemented E-Credentialing Pennsylvania NO A requirement of Core ITD is deployment of automated electronic processing of at least International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials from the carrier to the State via Web-based or computer-

to-computer solutions

States that Have



U.S. Department of Transportation

Federal Motor Carrier Safety Administration









Pennsylvania - Open FMCSA Grants



Pennsylvania – Open FMCSA Grants









		OPEN Active											
	State		Grant	Core Grant	Grant		Grant Start	Grant End	Grant				Remainin
	Code	Grantee Name	Program	Number	FY		Date	Date	Status	Award / Obligation Amount	Expenditure Amount	Remaining (UDO) Amount	g (UDO)
1	PA	Lehigh Carbon Community College	DTG	FM-DTG-0144	2022	20.235	7/1/2022	9/30/2024	Open	\$193,677.00	\$193,677.00	\$0.00	0%
1	PA	STATE POLICE, PENNSYLVANIA DEPARTMENT OF	MCG	FM-MCG-0627	2022	20.218	10/1/2021	9/30/2024	Open	\$16,258,075.00	\$14,148,863.41	\$2,109,211.59	13%
1	PA	TRANSPORTATION, PENNSYLVANIA DEPARTMENT OF	CDL	FM-CDL-0424	2020	20.232	8/1/2020	9/30/2025	Open	\$1,714,620.00	\$118,565.20	\$1,596,054.80	93%
1	PA	TRANSPORTATION, PENNSYLVANIA DEPARTMENT OF	CDL	FM-CDL-0425	2020	20.232	8/1/2020	9/30/2025	Open	\$1,167,635.00	\$362,999.09	\$804,635.91	69%
1	PA	TRANSPORTATION, PENNSYLVANIA DEPARTMENT OF	CDL	FM-CDL-0469	2021	20.232	8/1/2021	9/30/2025	Open	\$463,044.00	\$49,228.56	\$413,815.44	89%
1	PA	TRANSPORTATION, PENNSYLVANIA DEPARTMENT OF	CDL	FM-CDL-0497	2022	20.232	6/1/2022	9/30/2026	Open	\$1,936,287.00	\$39,833.76	\$1,896,453.24	98%
1	PA	York County School Of Technology Authority	DTG	FM-DTG-0147	2022	20.235	7/1/2022	9/30/2024	Open	\$194,400.00	\$124,200.00	\$70,200.00	36%
1	PA	STATE POLICE, PENNSYLVANIA DEPARTMENT OF	MCG	FM-MCG-0686	2023	20.235	10/1/2022	9/30/2025	Open	\$16,474,931.00	\$0.00	\$16,474,931.00	100%
1	PA	PENNSYLVANIA DEPARTMENT OF TRANSPORTATION	CDL	FM-CDL-0542	2016	20.232	9/1/2023	9/30/2027	Open	\$952,353.00	\$0.00	\$952,353.00	100%
1	PA	Lehigh Carbon Community College	DTG	FM-DTG-0144	2022	20.235	7/1/2022	9/30/2024	Open	\$199,080.00	\$0.00	\$199,080.00	100%
10	Grand '	Total								\$39,554,102.00	\$15,037,367.02	\$24,516,734.98	62%
•													





OOS With Activity & the PRISM PROGRAM



FMCSA OOS and the PRISM Program



U.S. Department of Transportation

Federal Motor Carrier Safety Administration

What is PRISM?

FMCSA's Performance Registration Information Systems Management (PRISM) is a partnership with State commercial motor vehicle (CMV) registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order.

FMCSA OOS and the PRISM Program





U.S. Department of Transportation 1200 New Jersey Ave. S.E. Washington, D.C. 20590

Federal Motor Carrier Safety Administration

WE ARE TRUCKING 117 Special Agent Lane FMCSA City, PA 18411 April 6, 2023

In reply refer to: USDOT Number: 0000007

ORDER TO REVOKE "NEW ENTRANT" REGISTRATION AND CEASE ALL INTERSTATE TRANSPORTATION U.S. DOT Number: 2366623

This Order is issued pursuant to 49 CFR 385.337(b). In a letter dated December 17, 2019 R SILVA LLC was notified that its New Entrant Registration would be revoked unless it agreed in writing within 10 days of December 17, 2019 to permit a Safety Audit to be performed. Because R SILVA LLC has failed to agree to the safety audit its New Entrant Registration is hereby revoked and R SILVA LLC's operations are placed out of service effective immediately. R SILVA LLC must immediately cease all Interstate motor carrier operations in the United States.

Failure to comply with this order may subject the carrier to a penalty in accordance with 49 USC 521 (b)(2)(a) and the minimum/maximum penalty schedule in 49 CFR Part 386 Appendix A and B.

Under section 385.329, R SILVA LLC may reapply for new entrant registration no earlier than 30 days from the date of this Order: In accordance with 49 CFR 385.329, in order to reapply R SILVA LLC must submit an updated MCS-150 (Motor Carrier Identification Report), submit to a safety audit, and restart the 18-month new entrant monitoring period. Reapplication may be made via the FMCSA web site (http://safer.finesa.dot.gov) or by submitting a MCS-150 form. The form may be obtained by calling FMCSA support services at 1-800-832-5660 or via the FMCSA web site.

Sincerely.

Christopher G. Henry

Director, Office of Enforcement and Compliance

FMCSA OOS and the PRISM Program







U.S. Departmen

Federal Motor Carrie Safety Administration Eastern Service Cente George H. Fallon Federal Building 31 Hopkins Plaza, Suite 800 Baltimore, MD 21201-2818

Phone: (443)703-2240 Fav: (877)764-4651

NOTICE OF CLAIM

United Parcel Service

Service Date March 28, 2023

WE OPERATE WHILE OOS Main Street OOS CIty, PA 00007

> US DOT Number 000010 CASE NUMBER: PA-2023-0100-US0007 PROPOSED CIVIL PENALTY: \$2,910

The Federal Motor Carrier Safety Administration (FMCSA) has issued this Notice of Claim under 49 CFR § 3861 (10). This is FMCSA's official charging document against Reyes Courier Services LLC (Respondent or "you"). FMCSA alleges that you committed one or more regulatory violations of the Federal Motor Carrier Safety Regulations (FMCSRs), the Federal Hazardous Materials Regulations (FMCS), and or initiating a civil penalty not Carrier Commercial Regulations (FMCCRs), and is initiating a civil penalty action against you. The total proposed civil penalty for the violation(s) alleged below is \$2.910.

A complete list and description of the violations alleged against you is included at the end of this Notice of Claim. FMCSA proposes the civil penalty as follows:

VIOLATIONS AND CIVIL PENALTY CALCULATION

Violation		Penalty Per	Maximum Penalty Proposed Per MCSIA § 222 ¹	Total Proposed Penalty for Violation	
385.331	1	\$2,910	NO	\$2,910	
Total Proposed C	ivil Penalty	,		\$2,910	

¹ Motor Carrier Safety Improvement Act of 1999, Public Law 106-159 (Dec. 9, 1999).

FMCSA OOS and the PRISM Program











National Roadway Safety Strategy

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National Roadway Safety Strategy

Federal Motor Carrier Safety Administration

Overview – National Roadway Safety Strategy

• The Safe System Approach is based on five elements—Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care—and differs significantly from a conventional safety approach in that it acknowledges both human mistakes and human vulnerability and designs a redundant system to protect everyone.



Overview – National Roadway Safety Strategy

- **Safer People:** Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed
- **Safer Roads:** Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.
- **Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.
- **Safer Speeds:** Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design, appropriate speed-limit setting, targeted education, outreach campaigns, and enforcement.
- Post-Crash Care: Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.





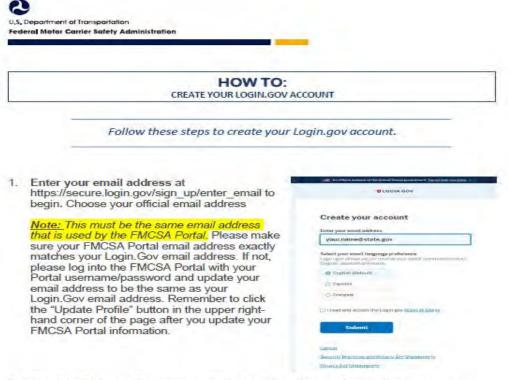
FMCSA Portal Access - Changes Coming

FMCSA Portal Access – Changes Coming





- What is changing?
- You will access the FMCSA Portal through a Login.Gov account instead of using your current FMCSA Portal username and password.
- •
- What actions do you need to take now?
- To ensure you have continued access to the FMCSA Portal, you must set up a Login.gov account by Dec. 1, 2023. Please follow the attached step-by-step directions or refer to this <u>link</u> to establish your account.



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SHARE THE ROAD SAFELY

Together, make I-81 safer.

FMCSA Eastern Service Center I-81 Project



Together, make I-81 safer.

FMCSA Action Plan for the 2023 I-81 Project

Participating States: MD, NY, PA, TN, VA, WV. For 2023, the Project Coordinating Lead will be the FMCSA Pennsylvania Division. (Each Year another Division will Rotate into the Coordinating Lead).

DESCRIPTION

The I-81 project is a multi-state, multi-service center high visibility traffic enforcement, and education campaign that focuses on unsafe driving behaviors during the summer months along the entire I-81 corridor from TN to the Canadian border in NY





SHARE THE ROAD SAFELY

Together, make I-81 safer.

GOAL

• The goal of this project is to reduce commercial motor vehicle crashes and subsequent resulting fatalities, injuries, property damage and economic loss. USDOT and FMCSA have committed to zero fatalities and principles of the National Roadway Safety Strategy will be implemented as appropriate using the Safe System Approach.

WHEN

• The project will run for a 2-week period during each month of June, July, and August 2023. To increase participation, each State will have the flexibility to designate their two weeks based upon crash data and State partner availability.







SHARE THE ROAD SAFELY

Together, make I-81 safer.

FINAL REPORT FOR I-81 PROJECT

(STATS include numbers for June, July, and August 2023)

- 8,286 CMV's were stopped
- 6,998 CMV's were inspected
- 567 CMV drivers were placed out of service
- 970 CMV's were placed out of service
- 6,547 Non-CMV's were stopped







SHARE THE ROAD SAFELY

Together, make I-81 safer.

PROJECT FOCUS AREAS

- Drug and Alcohol Clearinghouse (DACH) There were a total of 11 violations of drivers prohibited in the DACH recorded.
- DUI There were 38 violations of DUI of drugs or alcohol (9 CMV, 29 non-CMV). In addition, there were 60 (30 CMV, 30 non-CMV) other drug or alcohol violations recorded, such as use or possession.
- Unauthorized passengers There were 4 violations of unauthorized passengers recorded during the project.
- Work/construction zones There were 228 violations of speeding or other moving violations in a work/construction zone (33 CMV, 195 non-CMV).





OUT OF SERVICE ORDERS

• 16 violations of CMV drivers operating in violation of an out of service order were recorded during the initiative.

SPEEDING

- Speeding accounted for a total of 4,394 violations recorded (878 for CMV's and 3,516 for non-cmv's)
- Speeding 15+ over the limit accounted for 2,122 violations (314 CMV and 1,808 non-CMV)





SHARE THE ROAD SAFELY

Together, make I-81 safer.

SEAT BELTS

• Failing to use a seat belt accounted for 450 violations (215 CMV's and 235 non-cmv's)

TEXTING/HAND-HELD CELL PHONE VIOLATIONS

 150 violations were recorded for texting or hand held cell phone use (89 CMV's and 61 non-cmv's)







NO CDL

• 73 violations of CMV drivers not having a CDL when required were recorded

INVALID/SUSPENDED/DISQUALIFIED CDL or DRIVER's LICENSE

• 464 violations of drivers not having a valid license were recorded (105 CMV and 359 non-CMV)



Our Roads Our Safety – FMCSA Pennsylvania Division Outreach 2023













QUESTIONS



USDOT-FMCSA Pennsylvania Division Division Administrator

(717) 614-4067 Work (717) 317-0994 Mobile (717) 614-4066 Fax christopher.henry@dot.gov 215 Limekiln Road, Suite 200 New Cumberland, PA 17070