



Pennsylvania Motor Carrier Safety Advisory Committee
Annual Report 2024

#### Letter

September 26, 2025

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 2024 Annual Report highlighting the key events of the previous year and our recommendations for 2025, 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,

Rebecca Oyler

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 vehicles<sup>1</sup>
- 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 Section 7804(f) of Title 75 of the Pennsylvania Consolidated Statutes, as amended, 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."

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

#### Meetings and Activities in 2024

#### 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 (the PennDOT Testing and Materials Laboratory in Harrisburg for the August meeting) 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 Pennsylvania legislation relevant to motor carriers, an update from the Commercial Vehicle Safety Symposium Subcommittee, a presentation from PennDOT Highway Safety and Traffic Operations on addressing bridge strikes, a presentation on special hauling permits, an update on MCSAC membership and vacancies, and a recap of 2023 MCSAC accomplishments.
- May 9 included an update on Pennsylvania legislation relevant to motor carriers, a presentation on Aurora's Autonomous Freight development, a presentation about truck parking and the Transportation Advisory Committee's truck parking study, an update on MCSAC membership and vacancies, and a discussion about potential future presentation topics.
- August 15 included a recap of the 2024 Commercial Vehicle Safety Symposium, an update regarding motor carrier-related legislation in Pennsylvania, a PMTA Road Team presentation about commercial motor vehicle safety, an update on MCSAC membership and vacancies, and a discussion about potential future presentation topics.
- November 14 included an update regarding motor carrier-related legislation in Pennsylvania, a
  presentation on PennDOT's updated inclement weather travel restrictions for commercial
  vehicles, a presentation on PennDOT's posted and bonded program, and voting for officer
  elections.

#### Activities

#### Commercial Vehicle Safety Symposium Subcommittee & Symposium

As members of the Commercial Vehicle Safety Symposium subcommittee, MCSAC members assisted in the planning of the 2024 Commercial Vehicle Safety Symposium. They provided feedback on relevant topics and speakers for the symposium and assisted with marketing the event to industry stakeholders.

On August 7, 2024, the 2024 Commercial Vehicle Safety Symposium was held at Toftrees Golf Resort in State College, PA. The symposium was hosted by the Pennsylvania State Police with assistance from the MCSAC Commercial Vehicle Safety Symposium Subcommittee.

The Subcommittee continues to assist PSP with the organization of the 2025 Commercial Vehicle Safety Symposium.

#### **FMCSA Grant Subcommittee**

At the end of 2024, MCSAC convened a FMCSA Grant Subcommittee to support PennDOT in developing a grant application for the High Priority Commercial Motor Vehicle Safety (HP-CMV) Program. The HP-CMV Program provides funding for a wide array of CMV safety-related activities, such as projects that increase public awareness and enforcement efforts focused on unsafe driving in high-risk crash corridors. Grant applications are due in spring 2025.

The Subcommittee intends to seek funds for the development of an education and outreach campaign directed at passenger vehicle drivers focused on improving operations and safety outcomes around motor carriers. This campaign will build on the success of the <a href="Pennsylvania Motor Truck Association">Pennsylvania Motor Truck Association</a> (PMTA) Road Team, but expand to include other motor carriers including school buses, transit buses, and commercial buses.

#### **New Appointments**

New appointments for 2024 included:

- Mr. John Summers appointed to Seat 5 (Independent Trucker Interests)
- Mr. Gerry Wosewick replaced Mr. Shawn McGlinchey in Seat 12 (PA School Bus Association)
- Mr. Rodney Oglesby was appointed to Seat 15 (Railroad Industry of PA)
- Mr. Ron Grutza replaced Mr. Ed Troxell in Seat 16 (Local Government)
- Mr. John Voda was appointed to Seat 21 (Transportation Industry Natural Gas)

#### Achievements

#### **Officer Elections**

At the end of 2024, the MCSAC held their first officer elections since Section 7804(f) of Title 75 of the Pennsylvania Consolidated Statutes was amended by Act 90 of 2022, granting public members of the MCSAC the authority to nominate and vote on the positions of Chair, Vice Chair, and Secretary. Rebecca Oyler (Seat 6, PA Motor Truck Association) was elected Chair, Gregg Troian (Seat 1, PA Chamber of Business & Industry) was elected Vice Chair, and Mary Gaiski (Seat 8, PA Manufactured Housing Association) was elected Secretary.

#### Membership

Membership as of **December 31, 2024**, 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	Mr. John Summers, VP of Customer Solutions	
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. Gerry Wosewick, Executive Director	
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	Mr. Rodney Oglesby, CSX	
Seat 16 - Local Government	Mr. Ron Grutza, 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	Mr. John Voda, B&K Equipment LLC	
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 2025

#### Meeting Schedule

Like in 2024, 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 as follows:

- February 13
- May 8
- August 14
- November 13

#### **New Appointments**

Staff will work on appointments for the vacant MCSAC Seat 17, Motor Carrier Manufacturing Industry.

#### Webpage

The MCSAC webpage (<a href="https://www.penndot.pa.gov/about-us/Pages/Motor-Carrier-Safety-Advisory-Committee.aspx">https://www.penndot.pa.gov/about-us/Pages/Motor-Carrier-Safety-Advisory-Committee.aspx</a>) will be updated to include current enabling legislation, meeting minutes from 2022 2023, and 2024, the 2025 meeting schedule, and other relevant information. The site will be updated regularly moving forward.

#### 2025 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, 2022 and 2024. The Commercial Vehicle Safety Symposium subcommittee, which includes MCSAC members, is planning the next symposium for the summer of 2025.

#### **Appendix**

Meeting minutes and presentations from 2024 meetings

## Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

February 8, 2024 Pennsylvania Turnpike Commission Main Board Room and Teams



- 1. Call to Order Ted Leonard, Vice-Chair
- 2. Review/approve previous meeting minutes Mary Gaiski, Secretary
  - a. Approval of minutes from November 8, 2023
    - i. Corrections None.
    - ii. Shawn McGlinchey moved to approve the minutes. Seconded by Mary Gaiski. Meeting minutes were approved.
- 3. Legislative Update Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate; and Justin Gensimore, designee for Hon. Marty Flynn, Minority Chairman of the Transportation Committee of the Senate
  - Nolan Ritchie
    - i. Governor Shapiro delivered budget address on Tuesday, 2/6/2024
      - 1. Proposing \$48.3B budget for 2024-2025
        - a. Additional funds include \$3B from Reserve Fund and tax revenue from recreational marijuana
      - 2. Motor License Fund
        - a. Reduced PSP's reliance on Motor License Fund to \$250M.
      - 3. PennDOT- state match for this FY- \$198M
      - 4. CY 2024 Road and Bridge Letting Program- \$2.8B
      - 5. Public Transportation Trust Fund
        - a. Proposes a \$282.8M increase in public transit by increasing the Trust's sales tax allocation by 1.75% (Title 24 currently sets the allocation at 4.4.%)
          - i. In 2023, the House had passed HB1219, which proposed to increase the sales tax allocation by 2%
      - 6. PennDOT budget hearing- Wednesday, March 6
    - ii. Representative Mihalek circulated a co-sponsorship memo last week about new proposed legislation that would require seatbelts on new school buses, and itemize liability for school bus drivers, bus contractors, and schools
    - iii. (See Attachment A for written summary of updates on other legislation)
  - b. Justin Gensimore
    - i. In late August, Senator Marty Flynn published a co-sponsorship memo highlighting nine pieces of legislation he would like to complete by end of year. Topics include:
      - 1. Ending annual safety inspection requirement for passenger vehicles
      - 2. Increasing aviation gas tax
      - 3. Authorizing use of digital drivers' licenses (SB 1032)
        - a. Referred to Transportation Committee 1/8/2024
        - b. 7 states have authorized use of digital drivers' licenses, and TSA is conducting a pilot program to accept them at airports
        - c. Kyle Wagonseller: House Transportation Committee is holding a

public hearing on the House's electronic drivers' license bill (HB 1247) on Tuesday, 2/13/2024

- c. John Rigney requested update on Strengthening the Distracted Driving Law (SB 37)
  - i. Kyle Wagonseller: House Transportation Committee is reviewing/discussing the bill and hope to get it moving later this year
- 4. Commercial Vehicle Safety Symposium Subcommittee Sgt. Michael Pavelko, Pennsylvania State Police (PSP)
  - a. Date, time, location have been confirmed (See Attachment B for flyer, includes link to register)
  - b. Presentations will range from 30 minutes to 1 hour
  - c. Presentation topics
    - i. Topics requested by industry:
      - 1. FMCSA: Saliva testing
      - 2. Doug Marcello (PMTA): Safety as a component of company profit
      - 3. PSP: How roadside inspections will change for EVs
    - ii. Civil liability is still planned as a topic but can be replaced with another topic if there are other ideas/requests
    - iii. Symposium will conclude with enforcement roundtable, where attendees will have opportunity to ask questions of all the presenters
- 5. Addressing Bridge Strike Doug Tomlinson, PennDOT Highway Safety and Traffic Operations
  - a. (See Attachment C for presentation slides)
  - b. More bridge strike notifications are coming in, so Division wanted to look at whether the problem is really getting worse and why
  - c. To apply the right countermeasures, need to determine why bridge strikes are increasing?
    - i. After Action Review (AAR)
    - ii. One possible reason: people unfamiliar with driving trucks are driving them (like people renting U-hauls)?
  - d. AAR (after action reviews)
  - e. Navigation apps: Google has expressed willingness to help if they can work with a consortium of states
  - f. Bob Pento: asked members to share any input, advice, experience, perspectives; and ideas for awareness campaign efforts
  - g. Questions/Comments
    - Mary Gaiski: oversized loads sometimes need to straddle lanes to fit (in terms of both height and width) under a bridge or through a tunnel (example: 322 in Dauphin)
      - 1. Nick Ninosky: those conditions are listed on the oversized load permits, but drivers do not always read it
    - ii. John Rigney: Could one of the reasons for the increase in bridge strikes be language barriers, drivers not able to understand signs (since change in Out-of-Service criteria related to English Language Proficiency)
      - 1. Bob Pento: some new underpass signs using symbols instead of text; will need to investigate what the updated MUTCD recommends/allows in terms of symbols vs. text
    - iii. Dennis McGee: Is there a difference between the actual height and the height listed on the warning sign? Do signs reflect the lowest point for tunnels that are higher at one end than the other?
      - 1. John Rigney: There is a 3" difference between the actual height and the listed height

- 2. Bob Pento and Doug Tomlinson: Signs should reflect the lowest points
- 6. Special Hauling Permits Update Nick Ninosky, PennDOT Special Hauling Permits Section
  - a. (See Attachment D for presentation slides)
  - b. Special Hauling Permits are important to state's economic growth
  - c. A lot of oversize loads start and end out of state, so need to work with neighboring states to have consistent regulations
  - d. Automated Permit Route Analysis System (APRAS)
    - i. ~368,000 permits issued in 2023—5% increase compared to 2022
    - ii. Annual/seasonal permits- often for agricultural products
    - iii. Auto-issued permits- can be issued in under a minute
    - iv. PA was the third state to establish an automated permit service
  - e. Super load permits
    - i. Windfarm development has produced a lot of super loads (the longest super load was a 268'-long windmill blade)
    - ii. 70% of super loads being moved by certified escorts (rather than PSP)- certified escorts are certified to do point-of-origin inspection, but the inspection is not the same level as the one that PSP does
  - f. Questions/Comments
    - i. Dennis McGee: There would be value in creating a one-stop-shop for info on special hauling permits
      - Nick Ninosky:
        - The section has an internal policy manual. Manual had not been updated for many years, but an updated version is now under legal review. The manual is not designed as a tool for haulers, but would still be more helpful than searching in the Code.
        - This year, Special Hauling Permit website will be upgraded to make it more of a one-stop shop
      - Nolan Ritchie: To get complete information on requirements, need to look at Vehicle Code, PennDOT regulations, and PennDOT website
      - Dennis McGee: One of the permit conditions is that pilot car must always be in sight of truck, but this is not possible on certain road segments
    - ii. Chris Henry: By becoming Core ITD-compliant, PennDOT would be eligible for additional grant money for upgrading software, including Special Hauling Permit system (although FMCSA's purview does not cover size and weight regulations, grant money can be used for projects related to size and weight)
    - iii. Bob Pento: PennDOT has not pursued remaining steps to becoming Core ITDcompliant because after prior Core ITD Compliance Study was created, agencies determined it did not make sense to pursue all the recommendations
      - Chris Henry: Industry will find Core ITD compliance to be beneficial
      - Sgt. Pavelko: PSP staff recently reached out to FMCSA about one of the remaining steps, will follow up with them
  - g. John Rigney: Special Hauling Permit routes do not always consider elevation changes. The trailers sometimes have very low clearance and can bottom out on elevation changes.
    - i. Nick Ninosky: The routing system doesn't know about all of those so cannot account for them in routing
- 7. 2023 Accomplishments for Annual Report Bob Pento
  - a. PA Transportation Advisory Committee's Expanding Truck Parking in Pennsylvania study
  - b. Mary Gaiski: Commercial Vehicle Safety Symposium

- c. Leah Kacanda: Please send accomplishments in by April 9 for inclusion in the report
- d. Dennis McGee: Report recommendations should include achieving Core ITD compliance

#### 8. Old Business – Bob Pento

- a. Committee Membership Update
  - i. Received guidance from Governor's office that members can remain on MCSAC even if their appointment letter had an expiration date
  - ii. John Rigney: John Summers from Summers Trucking still interested in serving in some capacity
  - iii. Bob Pento: suggested names to fill the 4 vacancies have been forwarded to Governor's office but the Governor is also open to additional suggestions
  - iv. Have been holding off on voting for officer positions until vacancies are filled
  - v. Michael Modica made a motion to open nominations for officer positions at the August 2024 meeting and holding a vote at the November 2024 meeting
    - 1. Seconded by Mary Gaiski
    - 2. Motion was approved
  - vi. Bob Pento: Can provide a point of contact to anyone who wants to follow up with Governor's Office about vacancies
- b. August Meeting Scheduling
  - i. Leah Kacanda: Meeting is currently scheduled for August 8, but some members have a conflict, so suggest moving to August 15
    - 1. Ted Leonard and Mary Gaiski concurred with this suggestion
    - 2. Leah Kacanda: Will check if meeting room is available on that date

#### 9. New Business/Public Discussion

- a. Topics for Future Meetings
  - i. Aurora Trucking presenting at May meeting
  - ii. Suggested/potential topics:
    - 1. PA Transportation Advisory Committee's *Expanding Truck Parking in Pennsylvania* study
    - 2. Self-sustaining truck parking facility (project by high school students that won Innovation Challenge)
      - a. Doug Tomlison: Students may be willing to present virtually
    - 3. Hydrogen hubs—long-term project for long-haulers, prospect for using hydrogen in heavy vehicles, impacts on infrastructure
- 10. Next Meeting Date May 9, 2024, 1:00pm (lunch at noon)
- 11. Adjourn Mary Gaiski moved to adjourn the meeting and Shawn McGlinchey seconded her motion. All members voted in favor.
- 12. 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	Х*
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	Х*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	
Seat 12	PA School Bus Association	Mr. Shawn McGlinchey, President	Х
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.	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	Χ*
Seat 23	Transport Industry - Construction Material Transportation ed via videoconference.	Mr. Mike Modica	

#### 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	Brian Mehus	Х
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	Х*
The Commissioner of the Pennsylvania State Police	Colonel 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 (Chair) Hon. Marty Flynn (Minority Chair)	Nolan Ritchie Justin Gensimore	X X
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson (Chair) Rep. Kerry Benninghoff (Minority Chair)	Kyle Wagonseller Kyle Schaeffer	X* X*
* Attended via videoconference.	•		•

#### Other Attendees

Name	Organization	Presenting
Patty Bower*		
Thomas Granville*	Pennsylvania State Police	
Christopher Henry	FMCSA	
Dennis McGee	Dennis McGee and Associates, LLP	
Nick Ninosky	PennDOT Special Hauling Permits Section	Х
Bob Pento	PennDOT Traffic Engineering and Permits	
Jeremy Shoemaker*	Norfolk Southern	
Doug Tomlinson	PennDOT Highway Safety and Traffic Operations Division	Х
Jeffrey Young*	PennDOT Policy Office	
* 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 | February 8, 2024

#### Attachment B

2024 Commercial Vehicle Safety Symposium Flyer

#### Attachment C

Addressing Bridge Strikes Presentation Slides

#### Attachment D

Special Hauling Permits Presentation Slides

#### 2023-24 Bills of Interest to MCSAC | February 8, 2024

(Additions and updates since the 11/8/23 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.
- The Revenue Department assessed the AWP for 2023 and determined the gas tax to return to non-inflationary levels for 2024 at 57.6¢ per gallon for gas and 74.1¢ per gallon for diesel (*Pa Bulletin*).

#### **Strengthening the Distracted Driving Law**

#### **S.B. 37** (Brown):

- Overview: 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 on 6/23/23.

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

(Pending updates from the Governor's 2024-25 Budget to be proposed on 2/6/24.)

#### 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.
- 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.

#### 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:

   Tax liabilities owed to Revenue Department;
   Support obligations from Department of Human Services (DHS);
   Other public assistance benefit recoupments from DHS;
   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**

(Pending updates from the Governor's 2024-25 Budget to be proposed on 2/6/24. However, Governor Shapiro announced a preview suggesting an increase in the state share of public transit funding by 1.75%, a \$282.8 million investment and nearly \$1.5 billion in new state funding over five years.)

#### **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. Passed the Senate with unanimous support on 12/11/23. Referred to House Transportation on 12/1/23.

#### 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.

#### Act 40 of 2023, <u>S.B. 140</u> (Langerholc):

- Overview: Requires the Attorney General to appoint a special prosecutor to oversee crimes that occur
  on SEPTA property in a county of the first class.
- *History:* Referred to Senate Transportation on 4/24/23. Passed Senate Transportation, as amended, (8-5) on 4/26/23. Passed the Senate (29-21) on 5/2/23. Referred to House Judiciary on 5/5/23 and passed (14-11) on 12/11/23. Passed the House (159-44) on 12/13/23. Approved by the Governor as Act 40 on 12/14/23.

#### 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 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 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, which preserved the program before the sunset of the temporary regulations and required the comprehensive fixes to be effective by 12/22/23.

#### Act 38 of 2023, H.B. 1284 (Neilson):

- Overview: 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, expands ASE to five more corridors in a city of the first class, establishes a new ASE pilot program in Philadelphia's school zones and provides technical corrections to Act 19 of 2023.
- *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). Re-committed to Senate Transportation on 10/25/23. Passed Senate Transportation, as amended, with unanimous support on 12/12/23. Passed the Senate (47-3) on 12/13/23. Referred to the House and received final concurrence (121-82) on 12/13/23. Approved by the Governor as Act 38 of 2023 on 12/14/23.

#### **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.
- (On 12/13/23, the State Transportation Committee adopted the Transportation Advisory Committee's study on "Expanding Truck Parking in Pennsylvania.")

#### **Expanding CDLs for Under 21**

(Resolutions are pending from <u>Senator Rothman</u> and <u>Representative Mullins</u>.)

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.
- <u>H.B. 413</u> (**Galloway**) passed the House (113-88) on 5/2/23 to address worker misclassification in the construction industry. Referred to Senate Labor & Industry on 5/23/23.



Wednesday, August 7, 2024
Toftrees Golf Resort
1 Country Club Lane, State College, PA
8:00 A.M. to 4:00 P.M.

Presented by Pennsylvania State Police, in cooperation with the Pennsylvania Department of Transportation, Pennsylvania Motor Truck Association, and the Pennsylvania Motor Carrier Safety Advisory Committee

## REGISTER NOW AT <u>TINYURL.COM/2024CVSS</u> OR VIA THE QR CODE

Please include your name as you would like it to appear on your name badge, company name, address, and phone number (cell and office).



Registration is free but limited to the first 200 responses received.

\*A block of hotel rooms has been reserved at Toftrees Golf Resort for the evening of Tuesday, August 6, 2024, at the rate of \$114.00 (plus tax). Contact Toftrees at 814-278-7536.









Pa. Turnpike bridge in North Huntingdon safe for traffic after strike by truck, official says

PATRIC

PATRICK VARINE 🚾 | Thursday, Aug. 17,

Repairs to Queen Street bridge damaged by strikes, to get und this month: PennDOT

Teresa Boeckel
York Daily Record

Repairs needed after truck strikes 1800s-era covered bridge in Lancaster County

by: <u>James Wesser</u>, <u>Evan Popalis</u> Posted: Nov 21, 2023 / 12:25 PM EST Updated: Nov 21, 2023 / 04:15 PM EST

## **Addressing Bridge Strikes**

### **Douglas Tomlinson, PE**

Pennsylvania DOT Chief, Highway Safety and Traffic Operations dtomlinson@pa.gov

## **Bridge Strikes Increasing**

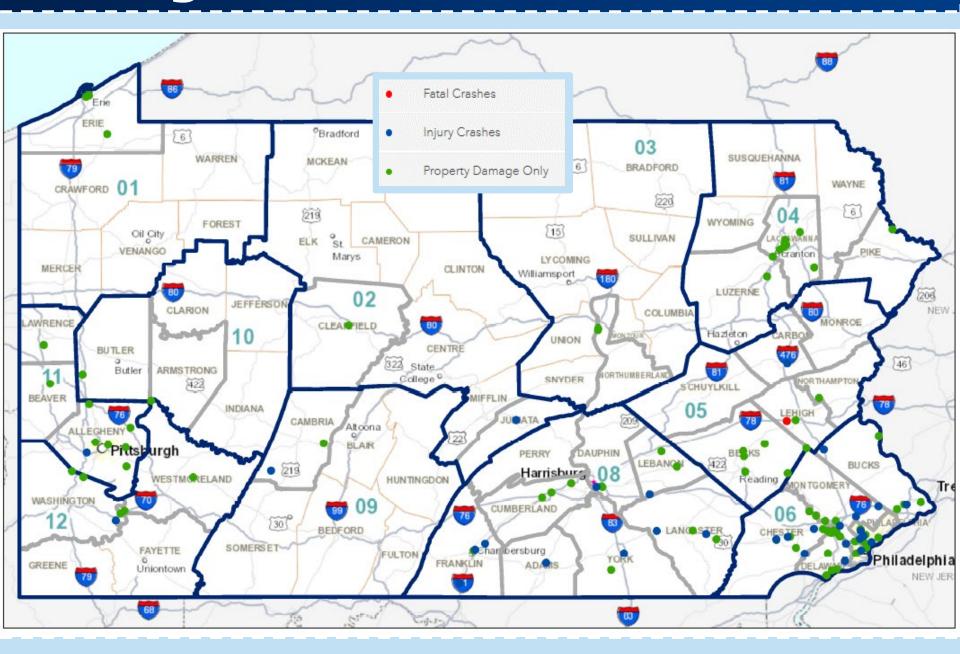
### > Crash Records

- $\sqrt{2020 41}$
- **√** 2021 54
- **√** 2022 73





## **Bridge Strikes**



## **National Efforts**







## **National Efforts - Delaware**





#### **Community Photos**



## **National Efforts – North Carolina**



## 11foot8



About 11foot8 v

FAQ

Raising 11foot8

Store

Feed the Canopener >

Licensing



Q Search ...



#### Boxtruck crash sprays debris at the 11foot8+8 bridge

Only the second crash this year at the 11foot8 bridge, but on July 6 a box truck driver ignored the warning signals and hit the crash beam of the Canopener bridge. Pieces of the roof were scattered all over the road! This was crash # 178 since 2008.

Read More »













## **Pennsylvania Efforts**





## **Rishel Bridge**Northumberland County

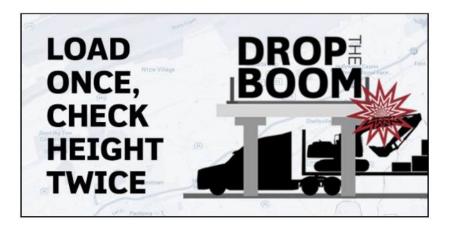


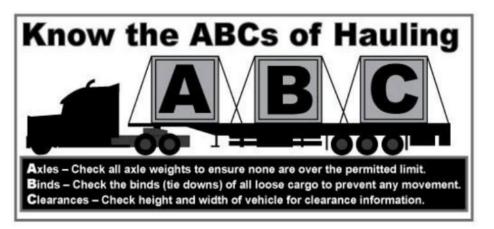


## **Bridge Strike Prevention**

#### Work Order from 2016

- √ Targeted independent owner/operators
- ✓ National Best Practices
- Education and outreach materials
- ✓ AAR of bridge strikes







## **Bridge Strike Prevention**

#### > AAR

Tier	Damages	Agency Evaluation	Technological Preventative Measures
1	Minor Scrape or Gouge	No Evaluation     Necessary	• N/A
2	Large Scrape or Gouge	Evaluate Existing     Signing	Add Signing Or Relocate Existing Signing As Needed
3	Multiple Scrapes or Gouges	Evaluate Existing     Signing	<ul> <li>Add Signing Or Relocate Existing Signing As Needed</li> <li>Install Larger Signing</li> <li>Consider Installing "Question" Signs</li> <li>Consider Installing Pavement Markings</li> <li>Consider Installing Bridge Markings</li> <li>Consider Installing Overheight Vehicle Detection System</li> </ul>
4	Severe Impact or Collision	<ul> <li>Evaluate Existing         Signing</li> <li>Evaluate Response by         Emergency Crews         (Fire, Police &amp; EMS)</li> </ul>	<ul> <li>Add Signing Or Relocate Existing Signing As Needed</li> <li>Install Larger Signing</li> <li>Consider Installing "Question" Signs</li> <li>Consider Installing Pavement Markings</li> <li>Consider Installing Bridge Markings</li> <li>Consider Installing Overheight Vehicle Detection System</li> </ul>
5	Multiple Severe Impacts or Collisions	<ul> <li>Evaluate Existing Signing</li> <li>Evaluate Response by Emergency Crews (Fire, Police &amp; EMS)</li> <li>Develop Report</li> </ul>	<ul> <li>Add Signing Or Relocate Existing Signing As Needed</li> <li>Install Larger Signing</li> <li>Install Overheight Vehicle Detection System</li> <li>Consider Installing "Question" Signs</li> <li>Consider Installing Pavement Markings</li> <li>Consider Installing Bridge Markings</li> </ul>

## **Next Steps**

- Continue understanding of the issue
- > Identify potential strategies
  - Education and Awareness
  - ✓ Technology
    - Map and navigation apps
    - Drivewyze
    - o 511PA
  - ✓ Engineering
  - Operations
  - Enforcement
    - Targeted enforcement and media campaigns
    - Legislative measures (NY working to increase points)
- Identify potential bridge locations
- Determine funding opportunities





## Questions?



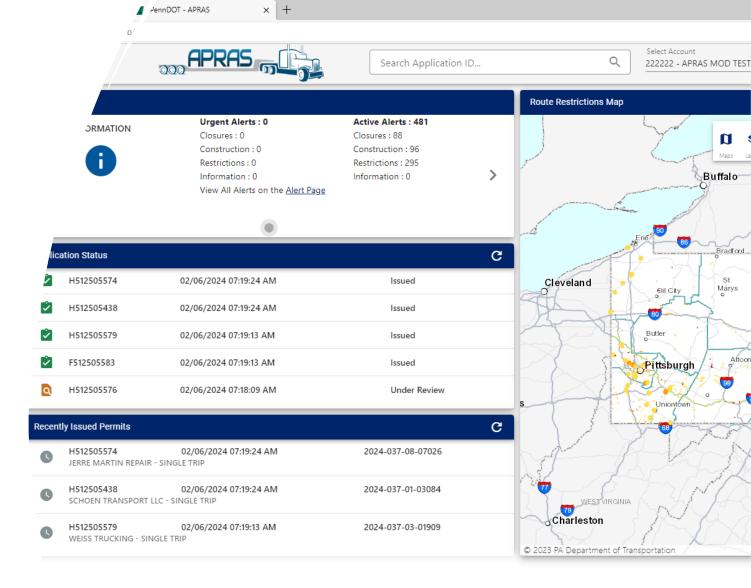
# Legal Dimensions

- Weight 80,000#
- Width 13'6"
- Length 70'



### Automated Permit Route Analysis System (APRAS)

- 368543 Permits Issued in 2023
- 1. 364412 Single Trip
- 2. 4131 Annual/Seasonal
- Approximately 70% Auto-Issued



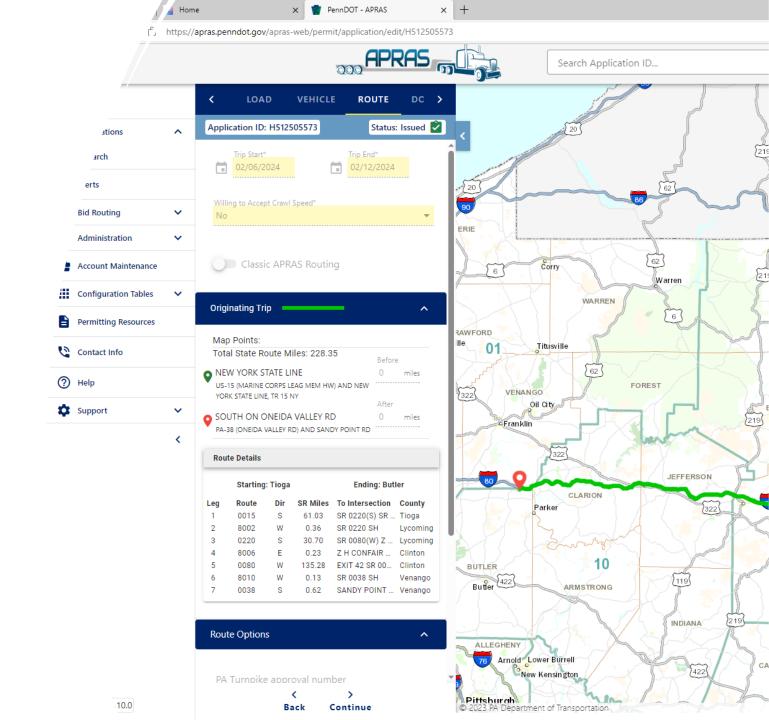
# **APRAS**

- Established in 1998
- Continual Updates through 2020
- Routing turn by turn

arrier	Loadi	ng Boi	nd Weight Ro	Route Details	Comments	Application Counties Traversed	SL Notes Escort Permit Re
Leg#	Leg ID	County	Travelin	g On Direct	ion SR Mile	S To Intersection	Exit #
1	1	52	1013/	S	▼ 0.82	SR1011 / WEST BINGHAM RD	
2	2	52	1011/	N	▼ 3.06	SR1018 / HICKOX RD (W)	
3	3	52	1018/	W	▼ 0.27	SR0449	
4	4	52	0449	S	▼ 7.50	SR0049	
5	5	52	0049	W	▼ 10.61	SR0044	
6	6	52	0044	S	▼ 3.07	SR0006 (W)	
7	7	52	0006	W	₹ 25.18	SR0046 (S)	
8	8	42	0046	s	₹ 7.38	SR0146 (W)	

### Modernized APRAS

- Released for Haulers May 2020
- Map Based Routing
- Interactive Map for Restrictions







# Super Loads

- 1468 Issued
- 634,000# Heaviest
- 27' 8" Widest
- 19' 0" Tallest
- 268' Longest
- > 70% CEVO



### Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

May 9, 2024

Pennsylvania Turnpike Commission Main Board Room and Teams



- 1. Call to Order Ted Leonard, Vice-Chair
- 2. Review/approve previous meeting minutes Mary Gaiski
  - a. Approval of minutes from February 8, 2024
    - i. Corrections –Upon the request of Ted Leonard, the rank of Colonel Christopher Paris be corrected
    - ii. Rebecca Oyler moved to approve the minutes as corrected. Seconded by Ted Leonard. Meeting minutes were approved.
- 3. 2023 Annual Report Bob Pento
  - a. Draft annual report was distributed via email this morning
  - b. To submit revisions or additions, email Leah Kacanda and Gemma Tierney and copy Bob Pento
  - c. Revisions/additions must be submitted within one week
  - d. Ted Leonard and Mary Gaiski will approve the report for sending to the governor
- 4. Commercial Vehicle Safety Symposium Subcommittee Sgt. Michael Pavelko, Pennsylvania State Police (PSP)
  - a. The only change to the agenda since the previous meeting is that Lt. Granville was replaced by Lt. Rachel Grant as the speaker for one of the sessions
- 5. Legislative Update Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate; and Justin Gensimore, designee for Hon. Marty Flynn, Minority Chairman of the Transportation Committee of the Senate
  - a. House is in session for one more week
  - b. Governor's proposed budget was released a couple of months ago
    - i. Overall budget proposed to increase by \$3 billion to \$48 billion
    - ii. SB 269, a tax bill that passed with bipartisan support, will play major role in budget negotiations
  - c. PA Public Transportation Association held press conference calling for increased funding for all transit providers
  - d. (See Attachment A for written summary of updates on other legislation)
  - e. Legislative session was very productive in terms of transportation safety
  - f. Bob Pento noted that school bus stop arm cameras could be a future presentation topic; the program is run at the school district level, PennDOT provides supporting role
- 6. Aurora Autonomous Freight Matt Blackburn
  - a. (See Attachment B for presentation slides)
  - b. Matt Blackburn does government relations for Aurora
  - c. Aurora builds its own LIDAR in Bozeman
  - d. Aurora builds the Aurora Driver but not the vehicles that they put the Drivers into

- i. For trucks, put computer system in sleeper cab, sensors on the front of truck
- ii. If a police officer pulls over an automated truck, they are to call the number on the side of the truck to get a pin number to open a box on the side of the truck that contains the truck's compliance documents
- e. Act 130 of 2022 permits authorization, deployment, and testing of AVs
  - i. PennDOT is defined as the sole regulator of AV industry in PA
- f. Aurora has worked with various federal agencies including Customs and Border Patrol because there are internal CBP checkpoints that the trucks might pass through
- g. This <u>4-minute video</u> includes interviews with Aurora team members who are lifelong truck drivers who provide their perspective on the future of freight
- h. Aurora wants to supplement the truck driver workforce given that many truck drivers are aging and there is a shortage of drivers
  - i. AV technology can take on long hauls, allowing human drivers to focus on shorter hauls, which will make the careers in trucking more appealing
- i. This year, Aurora will be launching first route, which will be from Dallas to Houston
- j. John Rigney- How does a trooper stop an autonomous truck?
  - i. Lights will flash to indicate truck is going to pull over, and then the truck will pull over
  - ii. If the officer gives the ok, the truck will resume driving
- k. Dennis McGee- If you want to use this technology, suggests buying a truck with the driver, paying a fee per mile
- I. Aurora has worked closely with PennDOT and TxDOT regarding construction zones
- m. Nolan Ritchie- Act 130 allows for ownership of these types of vehicles (levels 3-5) only if you are a company, research institution, or college/university
- n. Dennis McGee- Who is liable if something goes wrong?
  - i. Matt- Works the same as with other vehicles
    - 1. There have been several incidents in TX where other vehicle is at fault
    - 2. Typical crash type is that the AV is rear-ended because it is going at or below the speed limit
- John Rigney- Commercial Vehicle Safety Association (CVSA) Level VIII Inspection is an inmotion inspection that includes an origin inspection by certified inspectors, and a reinspection at destination; mirror image of Level VI inspections done for radioactive shipments
  - Matt- Aurora has worked closely with CVSA and some competitors like Kodiak; do not want to build systems that only work for Aurora, want them to be easily understood
- p. John Rigney- Also has video of autonomous tractor trailer being pulled over
- q. Tom Phelan- Has been in field for ages and believes that vehicles that are at in-between levels of autonomy (Levels 2–4) are more dangerous than Levels 1 or 5
  - i. Nolan Ritchie- this is why personal ownership is forbidden in PA
  - ii. Matt- Level 4 means the vehicle is fully autonomous when it is in its Operational Design Domain (ODD); it is not anticipated that trucks with Aurora drivers will need human drivers
- r. Daniel Whetzel- What happens to a truck with an Aurora driver if it encounters detours/closures?
  - i. Matt- The truck will only take a detour if the detour is in the truck's ODD. If it not, the truck will pull over. If there is a long-term closure, arrangements can be made to allow the truck to take an alternate route during closure
- s. Sergeant Pavelko- Is the trailer automated as well?
  - i. Matt- No; however, there was an incident where another vehicle very gently brushed the trailer of an autonomous truck. The truck detected the brush even

though the human driver in the other vehicle did not.

- ii. Not sure if the Aurora driver would know if the trailer had a taillight out
- t. Major Krol- How do daily inspections work?
  - i. Matt- Aurora system is a hub-to-hub system, trucks get inspected in hub
- u. Bob Dolan- If a truck is on a multi-hour trip (like Dallas to Houston), will it stop during the trip to check tire air pressure, etc.?
  - i. Nolan Ritchie- A human can be present in a level 5 vehicle, which demonstrates that autonomous vehicles can generate new kinds of jobs
- v. Jim Vore- What is the safety record for Aurora Driver truck trips? How many miles have been driven without crashes?
  - i. Matt- During trips between Dallas and Houston, the trucks have been hit by other vehicles. The trucks have driven hundreds of thousands of miles with no crashes
- w. Major Krol- Will a truck with an Aurora Driver change lanes?
  - i. Matt-Yes
- x. Major Krol- Can the truck recognize lane restrictions?
  - i. Matt-Yes
- y. Paul Kirkbride- How high of a speed can the truck reach if it needs to pass someone?
  - i. Matt- the truck will accelerate up to 75 mph to pass another vehicle
  - ii. Truck can see approximately 400 meters ahead and can see 358 degrees around
- z. Rebecca Oyler- Why is PA not on Aurora's map of future routes?
  - i. Matt- There are three reasons: it is not one of the busiest areas, past prohibitions, and weather
- 7. TAC Truck Parking Implementation Study Tom Phelan, BHX Engineering
  - a. (See Attachment C for presentation slides)
  - b. Study was formally adopted in December; since then, the Transportation Advisory Committee (TAC) has been promoting the study
  - c. This study is different from prior TAC studies because it is not just measuring/documenting problem, but is instead focusing on implementation of recommendations
  - d. Role of public sector in addressing truck parking issues
    - i. When interstates were first built, rest stops were almost an afterthought, were never intended to be key elements in supply chain but have become that
    - ii. PA somewhat unique in that PennDOT and Department of General Services are the facility owner of roadside rest areas
  - e. 2045 Freight Plan
    - i. Goal A (land use), objective A-3- development regulation changes to encourage truck parking
  - f. 2-step process
    - i. Prioritize highway corridors of highest demand
    - ii. Identify locations for creating/expanding truck parking
      - 1. Identification of locations was limited to areas where a development is ongoing or industrial use is proposed
  - g. Large portion of PA Turnpike was designated a Tier II corridor due to long distances between rest areas
  - h. Study focuses on truck stops and industrial parks because they provide larger number of parking spaces so will have a bigger impact
  - i. Truck parking shortage is not being resolved because no one owns the problem
    - i. Trucking industry's customers do not see it as their responsibility to provide truck parking, so trucking industry is bearing the burden
    - ii. If a single entity like Amazon owned the entire supply chain, would not have a truck parking shortage

- j. Recommendations
  - i. Reevaluate P3 opportunities
    - 1. In 2018-2019, PA did a RFI about P3 opportunities (cannot have traditional P3 because PA cannot have traditional retail at its rest stops)
  - ii. "Bullpen" is a truck parking area in industrial park that serves the entire park
  - Upper Macungie Township Code requires developers to provide truck staging spaces on site (Section 27-601) and requires certain amenities in warehouses for truck drivers
    - 1. Forks Township requires driver facilities be open 24 hours/day
  - iv. Case Studies
    - Wakefern Distribution Center in Edison, NJ: Built truck staging area on site (without being required to do so) to accommodate time-sensitive, temperature-sensitive products
    - 2. Sheetz and Onvo Stores in New Smithville, PA (I-78): When Sheetz opened in 2022, agreed to provide 20-30 truck parking spaces
      - a. The spaces are useful for long-haul drivers passing on I-78 and for staging for nearby industrial uses
      - b. Across I-78 from Sheetz, an old truck stop is being upgraded
    - 3. JW Industrial Park Route 329 in Northampton, PA: Built 2 bullpen truck staging areas (without being required to do so) to help attract tenants
      - a. About 150 spaces
      - b. Amenities include trailer roof ice scraper system
  - v. Institutional Initiative Recommendations
    - 1. Designated a PennDOT Executive Sponsor for Truck Parking
    - 2. Established an implementation task force within 24 hours after study was completed
- k. Dennis McGee- When truck stops try to expand, municipalities often do not let them, and some even ban truck parking
  - i. Tom Phelan- in the case studies, developers were able to overcome local opposition in two ways
    - 1. Truck parking/staging was built in an industrial park
    - 2. Referred to as truck staging rather than truck parking
  - ii. Rebecca Oyler- These are best practices that should go into the recommended in the truck parking handbook
  - iii. Bob Dolan- Additionally, the JW Industrial Park has only one ingress and one egress, so it does not increase truck traffic elsewhere in the community
- I. Nolan Ritchie- Since Route 329 is a state route, could a Highway Occupancy Permit (HOP) be used to encourage truck parking?
  - i. Tom Phelan- in the case of some of the planned industrial parks, PennDOT was approached by municipalities
  - ii. Nolan Ritchie need to follow up to understand what PennDOT can require as part of HOP and whether any laws need to be changed
  - iii. Bob Pento- will follow up with Nolan regarding legal issues
  - iv. Tom Phelan MPO and RPO are key partners
  - v. Nolan Ritchie- parking matrix in Infrastructure Investment and Jobs Act (IIJA) may require PennDOT to coordinate with MPOs- will follow up with PennDOT to see if it can be made a requirement
- m. Nolan Ritchie- Are there P3 opportunities for private companies to provide security cameras at truck staging areas?
- n. Tom Phelan- Do not know yet if drivers who aren't delivering at these sites will start parking there

- i. Bob Dolan- Route 329 is too far off the interstate to attract long-haul drivers looking for parking
- ii. Nolan Ritchie- PennDOT should coordinate a P3 to look at surplus land and look at way to provide parking
- 8. Old Business Bob Pento
  - a. Committee Membership Update
    - i. Still have vacancies
    - ii. PennDOT website has a webform that allows anyone to submit materials to apply to any advisory committee
- 9. New Business/Public Discussion
  - a. Topics for Future Meetings
    - Rebecca Oyler can bring PA Motor Truck Association's safety trailer to a future meeting
- 10. Next Meeting Date August 15, 2024, 1:00 pm (lunch at noon)
  - a. Note change in location: August 15 meeting will be held at the PennDOT Testing and Materials Lab, 81 Lab Lane, Harrisburg, PA 17110
- 11. Adjourn Mary Gaiski moved to adjourn the meeting and Shawn McGlinchey seconded her motion. All members voted in favor.
- 12. 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	Х*
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	Х*
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	
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	
Seat 15	Railroad Industry in PA	Mr. Rodney Oglesby	Х*
Seat 16	Local Government	Vacant	
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz / CLI Transport, LP	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	Х*
Seat 23	Transport Industry - Construction Material Transportation d via videoconference.	Mr. Mike Modica	

#### Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Bob Pento	Х
The Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank	Brian Mehus	Х*
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	Х*
The Commissioner of the Pennsylvania State Police	Colonel Christopher Paris	Major Bob Krol Lt. Jerry Nemes Sgt. M. Pavelko	X
The Chairman and Minority Chairman of the Transportation Committee of the Senate	Hon. Wayne Langerholc (Chair) Hon. Marty Flynn (Minority Chair)	Nolan Ritchie Justin Gensimore	X X
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson (Chair) Rep. Kerry Benninghoff (Minority Chair)	Kyle Wagonseller Kyle Schaeffer	Х*
* Attended via videoconference.		·	1

#### Other Attendees

Name	Organization	Presenting
Matt Blackburn	Aurora Freight	Х
Christopher Henry	FMCSA	
Jonathan Fleming*	PennDOT	
Codi Lucidi*	PennDOT	
Dennis McGee	Dennis McGee and Associates, LLP	
Nick Ninosky	PennDOT Special Hauling Permits Section	
Bob Pento	PennDOT Traffic Engineering and Permits	
Tom Phelan	BHX Engineering	Х
Jeremy Shoemaker*	Norfolk Southern	
Tyler Sweeney*	CLI Transport	
Doug Tomlinson*	PennDOT Highway Safety and Traffic Operations Division	
Sadie Trout*	PennDOT	
Jim Vore*	Vorzik Transport, Inc.	
Gerry Wosewick*	PA School Bus Association	
Jeffrey Young*	PennDOT Policy Office	
* Attended via videoconference.	'	

#### Support for MCSAC

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

#### Attachment A

2023-24 Bills of Interest to MCSAC | May 9, 2024

#### Attachment B

Aurora Autonomous Freight Presentation Slides

#### Attachment C

TAC Truck Parking Implementation Study Presentation Slides

#### 2023-24 Bills of Interest to MCSAC | May 9, 2024

(Additions and updates since the 2/8/24 MCSAC meeting are noted in red.)

Add: Requiring Seatbelts on New School Buses, E-Driver's License, etc.

#### **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.
- The Revenue Department assessed the AWP for 2023 and determined the gas tax to return to non-inflationary levels for 2024 at 57.6¢ per gallon for gas and 74.1¢ per gallon for diesel (<u>Pa Bulletin</u>).

#### Strengthening the Distracted Driving Law

#### S.B. 37 (Brown):

- Overview: This legislation creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion. 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 for the first 12 months, then a police officer may impose a fine of \$50 for violating the hand-held ban. A driver may not be charged concurrently for violating the texting ban and handheld ban. Incorporates key changes to be eligible for Federal distracted driving grants, such as codifying a mandatory question in the driver's exam. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban. PSP and certain local police are required to collect and report data from every self-initiated traffic stop.
- History: Senator Brown convened a press conference 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. Passed House Transportation, as amended, (19-6) on 3/26/24. Passed the House, as amended, (124-77) on 4/9/24. Referred to Senate Rules for concurrence on House amendments.

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

 Note, The Governor's 2024-25 proposed budget includes a transfer of \$250 million from the MLF to the PSP, which provides PennDOT with an additional \$125 million for roads and bridges. The 2023-24 Budget (H.B. 611) included a \$375 million transfer, down from the 2022-23 transfer of \$500 million.

#### 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:

   Tax liabilities owed to Revenue Department;
   Support obligations from Department of Human Services (DHS);
   Other public assistance benefit recoupments from DHS;
   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**

Note, The Governor's 2024-25 proposed budget increases the state share of public transit funding by 1.75%, a \$282.8 million investment and nearly \$1.5 billion in new funding over five years. The House passed two bills, <u>S.B. 654</u> (Bartolotta) and <u>H.B. 1219</u> (Briggs), with the Governor's proposal.

#### **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. Passed the Senate with unanimous support on 12/11/23. Referred to House Transportation on 12/1/23.

#### 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.

#### Act 40 of 2023, S.B. 140 (Langerholc):

- **Overview:** Requires the Attorney General to appoint a special prosecutor to oversee crimes that occur on SEPTA property in a county of the first class.
- *History:* Referred to Senate Transportation on 4/24/23. Passed Senate Transportation, as amended, (8-5) on 4/26/23. Passed the Senate (29-21) on 5/2/23. Referred to House Judiciary on 5/5/23 and passed (14-11) on 12/11/23. Passed the House (159-44) on 12/13/23. Approved by the Governor as Act 40 on 12/14/23.

#### 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 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 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, which preserved the program before the sunset of the temporary regulations and required the comprehensive fixes to be effective by 12/22/23.

#### Act 38 of 2023, <u>H.B. 1284</u> (Neilson):

- Overview: 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, expands ASE to five more corridors in a city of the first class, establishes a new ASE pilot program in Philadelphia's school zones and provides technical corrections to Act 19 of 2023.
- *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). Re-committed to Senate Transportation on 10/25/23. Passed Senate Transportation, as amended, with unanimous support on 12/12/23. Passed the Senate (47-3) on 12/13/23. Referred to the House and received final concurrence (121-82) on 12/13/23. Approved by the Governor as Act 38 of 2023 on 12/14/23.

#### **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. Laid on the table in the House on 3/26/24.
- *Note,* The State Transportation Commission adopted the Transportation Advisory Committee's study on 12/13/23 regarding "Expanding Truck Parking in Pennsylvania."

#### Expanding CDLs for Under 21

#### **S.R. 258** (Rothman):

- **Overview:** Urges Congress to pursue legislative remedies to allow individuals 18, 19 and 20 years of age with a CDL to participate in interstate commerce activities.
- History: Referred to Senate Transportation on 4/5/24.

#### H.R. 322 (Mullins):

- **Overview:** Urges Congress to pursue legislative remedies to allow individuals 18, 19 and 20 years of age with a CDL to participate in interstate commerce activities.
- *History:* Referred to House Transportation on 2/20/24. Unanimously passed House Transportation on 3/18/24.

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.
- <u>H.B. 413</u> (**Galloway**) passed the House (113-88) on 5/2/23 to address worker misclassification in the construction industry. Referred to Senate Labor & Industry on 5/23/23.





# PA Motor Carrier Safety Advisory Committee Meeting

May 9, 2024

Aurora was founded in early 2017

to deliver the benefits of self-driving technology

safely, quickly, and broadly



# In six years, Aurora has grown to be the leading independent developer of self-driving technology

~1700 Employees

1400+ Product & Engineering

1100+ Patents<sup>1</sup>



<sup>1</sup>Includes patents and pending applications worldwide



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#### Our core product is the Aurora Driver





ADS vs. ADAS

# What is an Autonomous Vehicle?

### Levels of Automation

Advanced **Driver Assistance** System (ADAS)

**Automated Driving** System (ADS)/AVs















0

#### No Automation

Zero autonomy; the driver performs all driving tasks.

#### Driver Assistance

Vehicle is controlled by the driver, but some driving assist features may be included in the vehicle design.

#### Partial Automation

Vehicle has combined automated functions, like acceleration and steering, but the driver must remain engaged with the driving task and monitor the environment at all times.

#### Conditional Automation

Driver is a necessity, but is not required to monitor the environment. The driver must be ready to take control of the vehicle at all times with notice.

#### High Automation

The vehicle is capable of performing all driving functions under certain conditions. The driver may have the option to control the vehicle.

#### Full Automation

The vehicle is capable of performing all driving functions under all conditions. The driver may have the option to control the vehicle.



### It's critical to understand: Advanced Driver Assist System Technology (ADAS) is not an Autonomous Vehicle (AV).



#### **Advanced Driver Assist System (ADAS)**

- Requires a licensed, attentive human driver behind the wheel at all times to monitor the roadway and take over driving immediately if needed
- · Examples include:
  - Lane-Keeping Assistance
  - Automatic Emergency Braking
  - Adaptive Cruise Control
  - Forward Collision Warning
  - Driving Modes like GM's Super Cruise and Tesla's Autopilot



#### **Autonomous Vehicles (AVs)**

- The AV performs the entire driving task. People in the AV are passengers
- Programmed to detect and safely respond to emergency vehicles and law enforcement
- Prior to driving autonomously on public roads, AVs undergo rigorous development and testing in computer simulation, on test tracks, and with trained safety drivers on public roads

## ADS/AV Technology

#### **Video Cameras**

reads road signs, detects traffic lights, lane markings, other vehicles & pedestrians

### Lidar monitors the vehicle's surrounding (roads, vehicles, pedestrians, etc.) Radar Sensors monitor large objects, such as other vehicles

#### GPS / HD Maps

High-definition (HD) maps combined with other sensors provide accurate position

#### **Central Computer**

Combines and analyzes all sensor input data and plans the actions necessary for driving

### Operational Design Domain

Operational Design Domain is the specific operating conditions in which the ADS is designed to properly operate.



Location, Geography,
Time of Day



Weather conditions (such as rain, snow, fog)



Infrastructure (e.g. highways, streets, paved vs. unpaved roads)

# Safety Benefits of AV Technology

### Safety Benefits

AVs can increase safety by reducing—

- Roadway fatalities
  - It's unacceptable that we lost over 44,000 people on the roads in 2023
- Large truck crashes and truck driver fatalities
  - Half a million U.S. large truck crashes reported each year
- Human factors and error
  - ADS does not get distracted, text while drive, or drink and drive



### Act 130 of 2022 - HB 2398

PA Rep. Donna Oberlander PA Sen. Wayne Langerholc

### PA AV Legislation (Act 130 of 2022)

- Pennsylvania is Unlocked for Autonomous Vehicles
- Gov. Tom Wolf signed HB 2398 on November 3, 2022
- PA Rep. Donna Oberlander (R-Clarion) lead sponsor
- Driverless testing and deployment of autonomous passenger vehicles and trucks
- Defines PennDOT as the sole regulator of the AV industry in the Commonwealth







#### State & Local

### Key Relationships



PITTSBURGH ROBOTICS





























#### **Federal**

### Key Relationships























# Workforce Leadership & Economic Impact

#### Jobs of the Future

### Workforce Leadership at Aurora



#### **Stackable Degrees**

Robotics/Autonomy Program

**Nursing Degree Model** 

Associates/Bachelors/Masters



#### **PTC Partnership**

18 month Associate Degree

**Industry Days** 

Internships



#### Scholarship

PTC and Aurora built this program to make it as affordable as possible.

Committed to reducing the cost over the next 3 years



### So What Are These Jobs?

- → **Terminal Operators:** Terminal and logistics management, pre- and post-trip inspections.
- → Fleet Support Technicians: "Mechanics of the 21st Century".
- **Command Center Specialists:** Remote assistance and advice to the Aurora Driver.
- → Fleet Dispatch Specialists: Manage autonomous vehicle fleets.
- → Autonomous Vehicle Operations Specialists: CDLs who support the testing of AV trucks.
- → Mapping Quality Specialists: Process and triage map issues.
- → Lidar and Sensor Engineers: Develop new and improved sensor technologies.

20

### Economic Impact for Pennsylvania

- An <u>impact study</u> released by the Greater Pittsburgh Chamber of Commerce and RIDC found that the Pittsburgh region is one of the top centers for autonomy in the country.
- A sector predicted to grow to a \$1 trillion+ global market by 2026, with an estimated 5,000 jobs and a \$10 billion impact for a region that captures 1 percent of that global market growth.
- The estimated direct employment footprint of Pittsburgh's autonomy sector totals over <u>6,000 jobs</u>.
- These companies generated an additional 8,600 indirect jobs, bringing the total number of jobs in the region that are dependent on the industry to nearly 15,000.

# MOTOR CARRIER SAFETY ADVISORY COMMITTEE

# TAC TRUCK PARKING IMPLEMENTATION STUDY



# BACKGROUND IN BRIEF



# **USDOT SAFETY PRIORITIES**

- Drowsy drivers and FMCSA hours of service rules
- Trucks parked on highway shoulders and interchange ramps
- Truck driver safety and cargo security—Jason's Law



### PUBLIC SECTOR ROLE

- Historical context related to the functions of the Interstate Highway System
- PennDOT/DGS is the facility "owner" for roadside rest areas; ideal focus on short-term parking.
- Preference for off-highway facilities for long-term parking;
   PennDOT can be a <u>facilitator</u> and work with municipal partners and private industry develop new capacity where needed.
- Restrictions on commercialization limit a DOT's ability to meet driver needs with on-site amenities and services.
- Ongoing reporting of parking metrics (IIJA Section 21104).



### 2045 PA FREIGHT PLAN

**Goal B (Mobility)**, Objective B-3 ... Pursue opportunities with public and private stakeholders to expand truck parking capacity.

**Goal A (Land Use)**, Objective A-3 ... Collaborate with other organizations (DCED, PSATS, PSAB, etc.) to assemble recommended industrial site development standards and ordinances.





## TWO-STEP PROCESS

- 1. Prioritize **highway corridors** of highest demand in Pennsylvania, using tiered approach:
  - **links** (based on PennDOT mapping)
  - segments (combinations of links)
  - corridors (combinations of segments)
- 2. Identify **locations** where existing truck parking facilities can be expanded or where new facilities can be developed



# CORRIDOR PRIORITIZATION

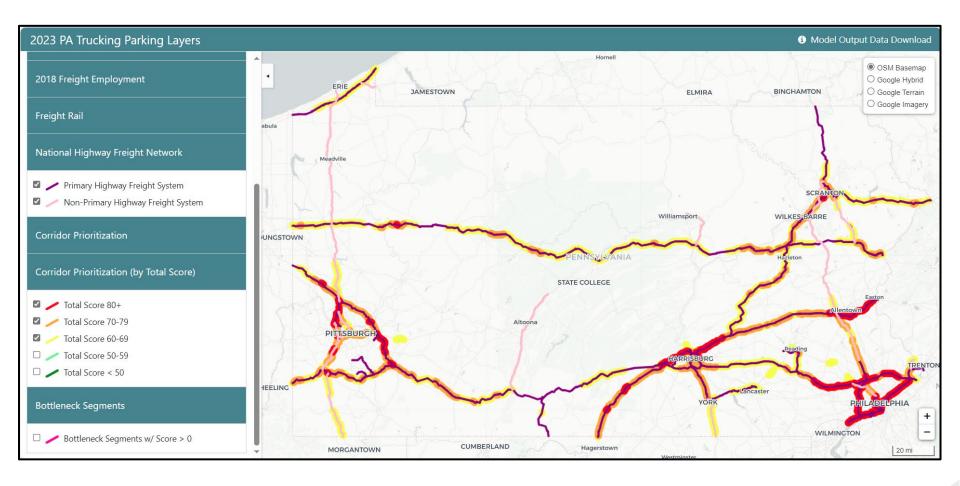


### CORRIDOR/LINK CRITERIA

- Designated Networks (NHFN, NHS)
- ADTT (Traffic)
- Regional Truck Parking Availability
- Demand/Supply Gap
- Proximity to Major Freight Hubs
- Freight-Related Employment
- Shoulder/Ramp Parking Problem Locations
- Truck Crash Rates + Fatigue as Factor (from PCIT)
- Truck Bottlenecks
- Road Closure Time by Segment (from RCRS)



# PRIORITY GRADIENTS





### TIER I CORRIDORS

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA-100) to PA-NJ State Line
- I-79 from Ohio River to Exit 76 (PA Turnpike)
- I-81 from Carlisle to Susquehanna River
- I-81 from I-83 to I-78
- I-83 from US-322 to I-81
- I-95 in Philadelphia Area
- PA Turnpike (I-76) from Exit 57 (US-22) to Exit 75 (I-70)
- PA Tpk (I-76) from Exit 298 (I-176) to Norristown (I-476)
- PA Turnpike (I-276) from Valley Forge (I-76) to I-95



# POTENTIAL LOCATIONS



# LOCATION CRITERIA

**Table 5: Potential Truck Parking Site Evaluation Criteria** 

<b>Evaluation Criteria</b>	Description
Parcel Size	10 acres or more (acreage)
<b>Designated Networks</b>	5 miles or less from a prioritized highway corridor (NHFN, NHS) (Y/N)
Compatible Zoning	Zoned industrial or commercial (Y/N)
Industrial Park	Located in an existing or planned industrial park (Y/N)
Existing Truck Parking Facilities	Located adjacent to an existing truck parking facility, expansion of existing, or under construction (N/Existing/Expansion/Under Construction)
Brownfield	Brownfield redevelopment opportunity (Y/N)
Community Impact	Location is in proximity to local schools, daycare, neighborhoods, or environmental justice communities (per EPA's EJ Screen) (Y/N)
Access via CUFC/CRFC	Location is accessible to NHFN/NHS via CUFC/CRFC (Y/N)
Property Ownership	Property ownership (Public/Private)



# FACILITY TYPES

Table 2: Types and Uses of Truck Parking Facilities

	Facility Type			
Parking Activity	Rest Area	Truck Stop	Industrial Park*	Emergency Parking Site
Long-Term Rest	Х	✓	ОК	Х
Short-Term Parking	✓	ОК	ОК	Х
Staging	OK	ОК	✓	Х
Emergency Operations	ОК	✓	ок	✓

<sup>✓ =</sup> Ideally suited for this type of parking activity

OK = Not ideally suited, but can be used if conditions allow

Source: PennDOT Center for Program Development and Management



X = Not suited for this type of parking activity

<sup>\*</sup>Industrial parks are ideally suited for parking activity associated with local deliveries.

# RECOMMENDATIONS & IMPLEMENTATION



# FRAMEWORK

#### **Cost of Real Estate**

- Reevaluate P3 opportunities.
- 2. Develop statewide incentives for providing truck parking.
- 3. Promote and pursue federal discretionary grants for truck parking.

#### State and Federal Policy

- Promote truck parking in national and regional forums.
- Undertake collaborative problem-solving with adjoining states.
- Develop a Pennsylvania Truck Parking Handbook.
- 17. Integrate truck parking into regional planning.



#### Municipal / Regulatory

- Update land use regulations (zoning and subdivision/land development) to include truck parking.
- 12. Address truck parking in county and local comprehensive plans.
- 13. Foster municipal involvement.

#### **Availability of Appropriate Sites**

- Repurpose select state-owned surplus properties.
- Identify potential sites at a regional level using the TAC methodology.
- Identify opportunities for shared parking and staging areas for multiple industrial sites.
- Integrate truck parking with economic development projects.

#### Community / Quality of Life Concerns

- Implement community compatibility best practices.
- Designate emergency truck parking in appropriate areas.
- Educate residents about the importance of truck parking.

#### Institutional Initiatives

- Designate a PennDOT Executive Sponsor for Truck Parking.
- 19. Establish an Implementation Task Force.



# RECOMMENDATIONS (1/3)

### **Cost of Real Estate**

- Reevaluate P3 opportunities
- Develop statewide incentives for providing truck parking
- Promote/pursue federal discretionary grants

### **Availability of Appropriate Sites**

- Repurpose select state-owned surplus properties
- Identify sites at a regional level using TAC methodology
- Identify opportunities for shared parking and staging areas for multiple industrial sites
- Integrate truck parking in economic development projects



# RECOMMENDATIONS (2/3)

### **Community/Quality of Life Concerns**

- Implement community compatibility best practices
- Designate emergency truck parking in appropriate areas
- Educate residents about the importance of truck parking

### **Municipal/Regulatory**

- Update land use regulations to include truck parking
- Address truck parking in county and local comprehensive plans
- Foster municipal involvement



## **UPPER MACUNGIE TWP.**

### §27-601: Required Number of Parking Spaces

- Use Code E covers industrial uses, including warehousing, distribution, manufacturing, and truck terminals
- Parking space requirement: 1 per 1.2 employee, based upon the maximum number of employees on site at peak period of times (including any overlapping shifts) plus one

   (1) ten-foot by eighty-foot (10' x 80') truck staging parking space for every two (2) loading docks.

§27-603: Design Standards for Off-Street Parking

Subsection (F)(3): Provide amenities within the warehouse structures, such as, but not limited to, a lounge for the operators of tractor/trailer motor vehicles, rest room facilities and the dispensing of food and beverages. The size of the lounge shall have a proportionate relationship with the number of loading docks provided for the warehouse operation which shall equate to 10% of the number of loading docks but, in any event, no less of an area needed to accommodate five seats. This lounge area facility shall be in addition to similar facilities provided for on-site employees.



# CASE STUDIES I & II

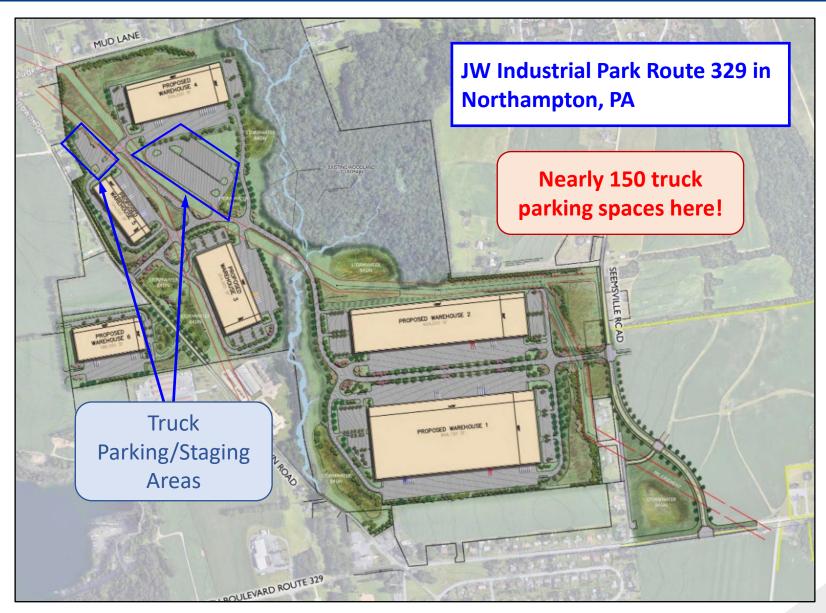


Wakefern Distribution Center in Edison, NJ

Sheetz and Onvo Stores in New Smithville, PA (I-78)



# CASE STUDY III





# CASE STUDY III







# RECOMMENDATIONS (3/3)

### **State & Federal Policy**

- Promote truck parking in national and regional forums
- Undertake collaborative problem-solving efforts with adjoining states
- Develop a Pennsylvania Truck Parking Handbook
- Integrate truck parking into regional planning

### **Institutional Initiatives**

- Designate a PennDOT Executive Sponsor for Truck Parking
- Establish an implementation Task Force



### ADDITIONAL INFORMATION

### Expanding Truck Parking in Pennsylvania (Dec. 2023):

https://talkpatransportation.com/perch/resources/documents/tac-truck-parking-12-14-2023-compressed.pdf

### For more information please contact:

Jessica L. Clark, Division Chief

Planning and Contract Management Center for Program Development and Management Pennsylvania Department of Transportation jessclark@pa.gov 717-787-6284



### Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

August 15, 2024

PennDOT Testing and Materials Laboratory, 81 Lab Lane, Harrisburg, PA 17110 Room A 125 or Microsoft Teams



- 1. Call to Order Ted Leonard, Vice-Chair
- 2. Review/approve previous meeting minutes Mary Gaiski
  - a. Approval of minutes from May 9, 2024
    - i. Corrections none
    - ii. Mike Modica moved to approve the minutes as corrected. Seconded by Ted Leonard. Meeting minutes were approved.
- 3. Commercial Vehicle Safety Symposium Recap Sergeant Pavelko
  - a. About 114 people registered, about 86 attended
  - b. Received a lot of positive feedback
  - c. Will coordinate with Rebecca Oyler and others on the subcommittee to get an earlier start on planning the 2025 Symposium
    - Goal to provide more time to identify topics potential attendees most want to hear about
  - d. Bob Pento- Doug Marcello gave a great presentation
  - e. Mary Gaiski- The program was well-rounded and went smoothly
- 4. Legislative Update Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate; and Justin Gensimore, designee for Hon. Marty Flynn, Minority Chairman of the Transportation Committee of the Senate
  - a. (See Attachment A for written summary of updates on relevant legislation)
  - b. Update on state budget
    - i. Passed on June 30
    - ii. Approved total budget: \$47.59B (less than was proposed by Governor)
      - 1. Budget does not include Motor License Fund
    - iii. Transportation highlights
      - 1. PennDOT estimating to deliver \$2.8B in construction (could be higher based on yesterday's State Transportation Committee meeting)
        - a. Being delivered with IIJA assistance, which is providing \$4B more than prior road surface authorizations
      - 2. Increase in proportion of Motor License Fund that will be dedicated to PennDOT construction and maintenance work
      - 3. Road User Charge (RUC) enacted
        - a. Owners of EVs will pay a \$200 fee starting in 2025, \$250 in 2026, indexed to inflation for every year thereafter
          - i. Owners of plug-in hybrids will pay 25% of that amount
        - b. Law includes a provision that EV owners would also be subject to a future federal fee if it were to be passed into law
        - c. Also repeals the at-home reporting requirement; EV owners will still pay the alternative fuels tax when charging their vehicle away

#### from home

- d. There is currently a wide variety of policies being used across the US to charge EV drivers for road usage
- 4. PennDOT highway maintenance
- 5. Public transit received a one-time allocation of \$80.5M (Shapiro had proposed \$283M increase)
- iv. Justin Gensimore PA is going to receive \$500M to reconstruct the South Bridge in Harrisburg, which may be the largest grant in discretionary funds that PA has ever received (project total cost is over \$1B)
- c. Mike Modica asked about the use of flashing green lights on highway construction vehicles
  - i. Nolan This proposal came from the House
  - ii. John Rigney Turnpike Incident Command uses a green light on the incident command vehicle and a green vest to indicate who is in command at a crash site
    - 1. Major Bob Krol and Nolan The flashing green light will be different because the incident command vehicle is stationary, and the highway construction vehicle's flashing green light will be added alongside an amber light
  - iii. Major Krol Neighboring states are using have already seen it on the turnpike
  - iv. Bob Pento Can get status of PennDOT regulations and the rollout to the public
- 5. PMTA Road Team Safety Presentation Bob Dolan, PMTA
  - a. Road Team drivers: Full-time truck drivers who spend a few days each month teaching people about commercial motor vehicle safety
    - i. Eric, Jerry, and Bernie, three of the Road Team drivers, are in attendance today
  - b. Bring a tractor-trailer to their presentations so that people can see where a truck driver's blind spots / no zones are
  - c. Interested in educating/presenting to any organization that can provide an audience, including bicyclists
    - i. Teaching school audiences is important, topic wasn't taught when he was in school
  - d. Daily Encounters what does a truck driver experience
    - 1. Highly regulated industry- Electronic laws, hours of service
    - ii. Infrastructure trucks cannot always fit
    - iii. Truck parking
    - iv. Driver amenities
      - 1. Not all restaurants/drive-throughs/stores/parking garages can accommodate tractor-trailers, so it can be difficult for drivers to make a stop for food or other needs if they do not know the area
  - e. There are a lot of advanced driver assistive systems, including
    - i. Lane departure warning system
    - ii. Automatic emergency raking
    - iii. Adaptive cruise control
    - iv. Camera monitoring systems
    - v. Electronic stability control
    - vi. Blind spot monitoring
    - vii. These systems only assist the driver, do not resolve all issues, the driver is still the most important element
  - f. Safety tips
    - i. Stay out of trucks' blind spots

- 1. When driving behind a truck, the truck driver cannot see you in their mirror unless you can see their face in their mirror
- ii. When passing a truck, do so steadily and smoothly
- Passenger vehicle drivers are at fault 75% of the time in fatal car-truck crashes (according to research by the American Trucking Association)
- iv. Typical truck dimensions and weight:
  - 1. 75' long
  - 2. 8'6" wide
  - 3. 14' high
  - 4. 80,000 pounds
- v. Stopping distance of a truck driving at 65 mph Is 525'
  - 1. Affected by road surface, weather conditions, debris
- vi. If you are driving in a truck's rear blind spot, you are creating a front blind spot for yourself, creating a risk of a rear-end collision
  - 1. When a passenger car has a rear-end collision with a truck, they will hit the ICC bar (aka rear underride guard), but can still result in an underride crash
- vii. Wide turns and intersections
  - 1. Trucks are getting larger but the environment they drive in is not getting bigger
    - a. In the late 70s, most trailers were 38-40' feet long
    - b. Today, they can be 53' feet long
    - c. Trailer width has increased by 6"
  - 2. Trucks need extra space to negotiate turns
- g. Bob Pento why are there so few cab-over trucks in the US compared to Europe? Cab-over trucks would have a smaller blind spot at the front of the vehicle
  - i. Bob Dolan
    - 1. Cab-overs were common in the US in the 70s until length laws for trucks were repealed
    - 2. Cab-overs are less comfortable than the standard cab because the driver experiences more noise and vibrations
    - 3. Port of Los Angeles and some other ports require cab-overs to be used for drayage because of their shorter wheelbase
    - 4. Peterbilt/Kenworth released a new cab-over in recent years, but it has not become popular
    - 5. Shorter wheelbase means weight isn't distributed over as long of a distance, less stable
  - ii. Bob Pento PennDOT considers risk of off-tracking when deciding to restrict a roadway. Has the industry looked at steerable rear axles to reduce off-tracking?
    - 1. Mike Modica Very expensive
    - 2. Dolan Very hard to maintain, but they are used on buses
    - 3. Mike Modica New York requires that the lift axle on vehicles with 3 axles is a self-steering axle (PA does not require this); if truck is driving in a circle, the self-steer axle saves about 5'
    - 4. Bob Pento Has PMTA worked with PennDOT Safety Administration, which has a driver safety education program
      - Dolan Have not worked with them, but have talked about it when they were applying for FMCSA HP-CMV grant, are still open to it and will be applying to grant again
      - b. Pento PennDOT would like to expand their safety education

- program
- c. Greg Olsen: Grants are announced after the holidays, will keep Bob Pento updated regarding when the NOFO is released
- d. Pento will be working with some committee members to put together grant application, and if other committee members are interested in getting involved, please reach out
- 5. Can keep you updated
- 6. Bob D- came into the game a little late last time
- 7. Nolan- are trucks required to have mud flaps?
  - a. Major Krol Yes, they are required by state and federal code
- 6. Old Business Bob Pento
  - a. Committee Membership Update
    - i. Currently have 4 vacancies
      - 1. Have candidates for Seats 5 and 16 that are under consideration, but still looking for candidates for Seats 17 and 21
    - ii. Will send out individual emails after this meeting to solicit nominations for a slate of candidates to distribute in advance of November meeting, and holding an inperson/virtual vote at the November meeting Officer nominations
- 7. New Business/Public Discussion
  - a. Topics for Future Meetings
    - i. Bob Pento -
      - 1. PennDOT update on school bus stop-arm camera enforcement program
      - 2. PennDOT update on anticipated processes for winter road restrictions
      - 3. Update on truck parking activities
      - 4. Update on statewide effort examining bridge strikes
        - a. Should have some recommendations by the next meeting
    - ii. Gregg Troian His safety team could do a 10–15-minute presentation on his company's safety program that they use to train their employees
    - iii. Ted Leonard PennDOT has a public comment period for draft Certificate of Compliance Guidelines for Highly Automated Vehicle (HAV) Operations
      - 1. Nolan Ritchie Would like to have the <u>link for making public comments</u> sent out to the group (comment period ends August 22<sup>nd</sup>)
    - iv. Mary Gaiski There were 3-4 questions at the symposium related to CDL licensing requirements that the presenters were going to follow up on could evolve into a future presentation topic
    - v. Nolan Ritchie Open road tolling is launching on the turnpike next year. In addition to changes to collection points when you enter and exit the turnpike, will also entail reclassifying toll rates to be based on number of axles and other factors
      - 1. John Rigney This means that an empty truck is going to be charged the same toll as a full truck
        - Nolan Ritchie Because a lot of analysis went into designing the open road tolling program, that issue was probably considered but want to make sure that it was
        - b. Bob Pento Can ask someone from the Turnpike Commission to provide an update
- 8. Next Meeting Date Thursday, November 14, 1:00 pm (lunch at noon) at the PA Turnpike Commission Central Administration Office

9. Adjourn –Ted Leonard adjourned the meeting.
10. Attendance – Attendance is included on the next page.
-5-

### Attendance

### Appointed Committee Members in Attendance

Seat	Organization	Member	Attending
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	Χ*
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	
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	Χ*
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	Χ*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	Χ*
Seat 12	PA School Bus Association	Mr. Gerry Wosewick, Executive Director	
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	Mr. Rodney Oglesby	
Seat 16	Local Government	Vacant	
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz / CLI Transport, LP	Χ*
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	Х*
Seat 23	Transport Industry - Construction Material Transportation ed via videoconference.	Mr. Mike Modica, New Enterprise Stone & Lime Co.	Х

#### Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Bob Pento	Х
The Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank	Brian Mehus	Х*
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	
The Commissioner of the Pennsylvania State Police	Colonel Christopher Paris	Major Bob Krol Lt. Jerry Nemes Lt. Rachel Grant Sgt. M. Pavelko	X X
The Chairman and Minority Chairman of the	Hon. Wayne Langerholc (Chair)	Nolan Ritchie	Х
Transportation Committee of the Senate	Hon. Marty Flynn (Minority Chair)	Justin Gensimore	X
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson (Chair) Rep. Kerry Benninghoff (Minority Chair)	Kyle Wagonseller Jacob Bausher	Х*
* Attended via videoconference.			

#### Other Attendees

Name	Organization	Presenting
Jerry Barndt	PMTA PA Road Team	
Angelia Gillis*	PennDOT	
Paul Kilbride*	BRT, Inc.	
Blade Kline*	PennDOT	
David Lapadat*	PennDOT	
Dennis McGee	Dennis McGee and Associates, LLP	
Nick Ninosky	PennDOT Special Hauling Permits Section	
Greg Olsen	FMCSA	
Bob Pento	PennDOT Traffic Engineering and Permits	
Shane Rice*	PennDOT	
Bernie Wanyo, Jr.	PMTA PA Road Team	
Garth Warner	Derry Township Police Department	
Eric Waybright	PMTA PA Road Team	
* Attended via videoconference		1

#### Support for MCSAC

Name	Organization	Attending
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х
Gemma Tierney	Whitman, Requardt & Associates, LLP (WRA)	Х*
* Attended via videoconference.		

#### Attachment A

2023-24 Bills of Interest to MCSAC | August 15, 2024

#### 2023-24 Bills of Interest to MCSAC | August 15, 2024

(Additions and updates since the 5/9/24 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.
- The Revenue Department assessed the AWP for 2023 and determined the gas tax to return to non-inflationary levels for 2024 at 57.6¢ per gallon for gas and 74.1¢ per gallon for diesel (*Pa Bulletin*).

#### Strengthening the Distracted Driving Law

#### Act 18 of 2024 (Brown):

- Overview: This legislation creates a primary offense for drivers who violate the hand-held interactive mobile device ban while the vehicle is in motion. Following 12 months to implement the measure, a driver is issued a written warning for the subsequent 12 months, then a police officer may impose a fine of \$50 for violating the hand-held ban (2026). A driver may not be charged concurrently for violating the texting ban and handheld ban. Incorporates key changes to be eligible for Federal distracted driving grants, such as codifying a mandatory question in the driver's exam. The penalties involved in homicide by vehicle and aggravated assault by vehicle were added to violating the hand-held ban. PSP and certain local police are required to collect and report data from every self-initiated traffic stop.
- *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. Passed House Transportation, as amended, (19-6) on 3/26/24. Passed the House, as amended, (124-77) on 4/9/24. Referred to Senate Rules for concurrence on House amendments. Passed Senate Rules, as amended, then passed the full Senate (37-13) on 5/7/24. Referred to House Rules for concurrence on Senate amendments. Passed House Rules, then passed the full House (126-74) on 5/8/24. Signed into law as Act 18 on 6/5/24.
- Note, CDL operators are currently subject to a texting ban (§ 1621) and handheld ban (§ 1622).

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

 Note, The 2024-25 Budget (<u>Act 1A of 2024</u>) included a transfer of \$250 million from the MLF to the PSP, which provides PennDOT with an additional \$125 million for roads and bridges. The 2023-24 Budget (<u>H.B. 611</u>) included a \$375 million transfer, down from the 2022-23 transfer of \$500 million.

#### 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:

   Tax liabilities owed to Revenue Department;
   Support obligations from Department of Human Services (DHS);
   Other public assistance benefit recoupments from DHS;
   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**

• *Note*, The 2024-25 Fiscal Code (<u>Act 54 of 2024</u>) included a one-time infusion of \$80.5 million to augment public transportation systems statewide.

#### **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. Passed the Senate with unanimous support on 12/11/23. Referred to House Transportation on 12/1/23.

#### **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.

#### Act 40 of 2023, S.B. 140 (Langerholc):

- **Overview:** Requires the Attorney General to appoint a special prosecutor to oversee crimes that occur on SEPTA property in a county of the first class.
- *History:* Referred to Senate Transportation on 4/24/23. Passed Senate Transportation, as amended, (8-5) on 4/26/23. Passed the Senate (29-21) on 5/2/23. Referred to House Judiciary on 5/5/23 and passed (14-11) on 12/11/23. Passed the House (159-44) on 12/13/23. Approved by the Governor as Act 40 on 12/14/23.

#### 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 Department of Environmental Protection 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 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, which preserved the program before the sunset of the temporary regulations and required the comprehensive fixes to be effective by 12/22/23.

#### Act 38 of 2023, <u>H.B. 1284</u> (Neilson):

- Overview: 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, expands ASE to five more corridors in a city of the first class, establishes a new ASE pilot program in Philadelphia's school zones and provides technical corrections to Act 19 of 2023.
- *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). Re-committed to Senate Transportation on 10/25/23. Passed Senate Transportation, as amended, with unanimous support on 12/12/23. Passed the Senate (47-3) on 12/13/23. Referred to the House and received final concurrence (121-82) on 12/13/23. Approved by the Governor as Act 38 of 2023 on 12/14/23.

#### **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. Laid on the table in the House on 3/26/24.
- Note, The State Transportation Commission adopted the Transportation Advisory Committee's study on 12/13/23 regarding "<u>Expanding Truck Parking in Pennsylvania</u>."

#### **Expanding CDLs for Under 21**

#### **S.R. 258** (Rothman):

- Overview: Urges Congress to pursue legislative remedies to allow individuals 18, 19 and 20 years of age with a CDL to participate in interstate commerce activities.
- *History:* Referred to Senate Transportation on 4/5/24. Passed Senate Transportation (9-5) on 6/5/24. Adopted by the full Senate (31-19) on 6/24/24 and transmitted to Congress, etc., on 7/1/24.

#### H.R. 322 (Mullins):

- **Overview:** Urges Congress to pursue legislative remedies to allow individuals 18, 19 and 20 years of age with a CDL to participate in interstate commerce activities.
- *History:* Referred to House Transportation on 2/20/24. Unanimously passed House Transportation on 3/18/24.

#### **Creating E-Driver's Licenses**

#### S.B. 1032 (Flynn):

- **Overview:** Directs PennDOT to create an optional electronic driver's licenses, in addition to physical driver's licenses, to operate a motor vehicle on highways in Pennsylvania.
- *History:* Referred to Senate Transportation on 1/8/24.

#### H.B. 1247 (D. Miller):

- **Overview:** Directs PennDOT to create an optional electronic driver's licenses, in addition to physical driver's licenses, to operate a motor vehicle on highways in Pennsylvania.
- *History:* Referred to House Transportation on 5/24/23. House Transportation held a <u>public hearing</u> on 3/5/24.

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. Referred to Senate Labor & Industry on 5/23/23.

## Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

November 14, 2024

Pennsylvania Turnpike Commission Main Board Room and Microsoft Teams



- 1. Call to Order Ted Leonard, Vice-Chair
  - a. Welcome to new committee members:
    - i. John Voda Transport Industry Natural Gas
    - ii. John Summers Independent Truckers Interest
    - iii. Ron Grutza Local Governments
- 2. Review/approve previous meeting minutes Mary Gaiski
  - Approval of minutes from August 15, 2024
    - i. Corrections none
    - ii. Rebecca Oyler moved to approve the minutes as corrected. Seconded by Ted Leonard. Meeting minutes were approved.
- 3. Legislative Update Nolan Ritchie, designee for Hon. Wayne Langerholc, Chairman of the Transportation Committee of the Senate
  - a. November 13<sup>th</sup>, 2024, was the last day of the legislative session
  - b. 2025-2026 session to resume in January 2025
  - c. Election updates in the PA House of Representatives:
    - Republicans fell one seat short of a majority. Democrats maintained control with a 102 to 101 majority.
    - ii. Rep. Joanna McClinton re-elected as interim Speaker of the House
    - iii. Rep. Matt Bradford re-elected as House Majority Leader
    - iv. Rep. Jesse Topper elected as House Minority Leader
  - d. Election updates in the PA Senate:
    - i. Republicans maintained control of the PA Senate
    - ii. No changes in leadership roles
      - 1. Sen. Kim Ward re-elected as interim President Pro Tempore
      - Sen. Joe Pittman re-elected as Senate Majority Leader
      - 3. Sen. Jay Costa remains Minority Leader
  - e. 2024 legislative session saw 114 acts passed, with some still pending
  - f. Funding Update
    - i. Transfer to the Pennsylvania State Police (PSP) was nearing \$1 billion. Relying on the General Fund, the transfer has been reduced to \$250 million with plans to reduce the transfer further to \$125 million without impacting PSP's operations.
    - ii. One time infusion of \$80.5 million for highways and bridges
    - iii. One time infusion of \$80.5 million for public transit
    - iv. General assembly found solution for EV users paying into the Motor License Fund:
      - \$200 Road User Charge (RUC) will take effect for EV users in 2025 (for initial registration or registration renewal), with a planned increase to \$250 in 2026, and indexed to inflation for every year thereafter
      - 2. Plug-in hybrid vehicle RUC will be 25% of the EV fee

- 3. The alternative fuels tax on electricity does not apply to electric chargers at a private residence
- g. Safety Legislation Update
  - i. Reauthorized school bus stop arm camera enforcement program with Act 19 of 2023, sponsored by Senator Langerholc and Senator Flynn. The program has successfully targeted those violating stopped school bus law. The program has seen a reduction in the number of violators.
  - ii. Chairman Nielson sponsored Act 38 of 2023 for Automated Speed Enforcement (ASE) in work zones. No longer a pilot-program. This act also solidified ASE in Philadelphia (certain corridors and school zones) and incorporated study to evaluate ASE expansion in local jurisdictions.
  - Strengthened distracted driving laws with Act 18 of 2024, sponsored by Senator Brown.
- h. Ted Leonard asked when the Transportation Committee chairman be announced?
  - i. Nolan Ritchie the announcement should come in the next several weeks. The positions are often solidified in January
    - 1. Follow up House and Senate Transportation Committee chairs were named January 7<sup>th</sup>:
      - a. Representative Ed Neilson (D-Philadelphia) returning from last session
      - b. Representative Kerry Benninghoff (R-Centre) returning from last session
      - c. Senator Judy Ward (R-Blair) did not serve on the committee last session
      - d. Senator Marty Flynn (D-Lackawanna) returning from last session
- i. Ted Leonard asked whether the Pennsylvania Turnpike Commission is still paying PennDOT approximately \$400 million annually?
  - Nolan Ritchie No, Act 89 in 2013 ended the requirement for the PTC to fund \$450 million annually and identified the Motor Vehicle Sales Tax (General Fund) as the replacement source of funding for capital projects, effective July 2021.
- 4. Winter Operations Update Dan Whetzel, Division Chief, Maintenance & Technical Leadership
  - a. The slides from this presentation are attached to these minutes
  - b. PennDOT works annually with PMTA to update winter operations.
  - c. Pre-Event
    - i. Receive statewide winter weather forecast under contract with AccuWeather
      - 1. Predicts amount of snow/ice build-up on paved surfaces
      - 2. Map shared with PA counties/districts
      - 3. Cannot be shared with public per AccuWeather contract
  - d. Coordination of Agencies
    - i. Meeting held with counties and districts 24 hours prior to event
      - 1. Districts make issues with resources known
        - a. Most storms affect either eastern or western part of state and resources can often be re-allocated
      - 2. The Pennsylvania Turnpike, PSP, Pennsylvania Emergency Management Agency (PEMA) and adjacent states are invited to the meeting
    - ii. Following the meeting, PennDOT, PA Turnpike, PSP, and PEMA discuss planned

- restrictions and whether PEMA will be activated
- iii. When tiered restrictions are in place, monitoring will be in effect at all times
- iv. Tiered restrictions are not scheduled, and will be implemented/rescinded as conditions warrant
- e. Communication of Restrictions
  - i. Communicated primarily through 501PA.com
  - ii. Utilize interstate message boards
    - 1. Utilize press releases with PennDOT, PA Turnpike, PSP, and PEMA
    - 2. PEMA has private sector group that sends notifications to large companies
- f. Vehicle Restrictions
  - i. New restriction guidance finalized 11/14
  - ii. New restrictions will be posted to 511PA.com
    - 1. Reference November 2024 update
    - 2. Found on "Vehicle Restrictions" tab
  - iii. Speed and right lane only restrictions
    - 1. Expanded variable speed limit restrictions on I-80 in Mercer County (plan to expand further)
      - a. Have seen a reduction in crashes
      - Motorists seem to respond reduced speed limits vs "slow down" messaging
      - c. Reduced speed limits are now enforceable by PSP because the reduced speed limits are posted
      - d. Anywhere digital speed limits signs are not available, speed limits can be reduced via message boards
  - iv. Rebecca Oyler asked if a federal grant for variable speed limit signs was received
    - 1. Dan Whetzel Not sure, will confirm
      - a. Follow up Federal grants have not been used for VSL signs to date, but project to improve VSL systems in existing and planned corridors such as I-76, I-476 and I-376 may use federal highway funds. PennDOT may explore grand opportunities in the future.
  - v. Mandatory chain up areas on US-322 in Mifflin County, SR-153 in Clearfield County, and US-40 in Fayette County.
    - 1. Flashing beacons indicate mandatory chain up is in effect
    - 2. Commercial vehicles require full coverage tire chains/cables or auto chains
  - vi. John Summers asked if there are areas to pull over and take off the chains after navigating the mountain pass
    - 1. Dan Whetzel Yes
  - vii. Nolan Ritchie asked if there are concerns for chain up areas queuing back onto the mainline
    - Dan Whetzel Mandatory chain up is only activated in severe weather events
  - viii. Changes to vehicle restriction tiers:
    - 1. Tier 1 no changes
    - 2. Tier 2 no changes, except loaded double trailers are permitted if chains are on board (dig out chain is now acceptable traction control device)
      - There was a request from the Pennsylvania Motor Truck Association (PMTA) to have double trailers listed with all other

- commercial vehicles. Working with Turnpike and PennDOT to gather and assess data on whether doubles are an issue. The concern isn't that they are causing incidents, but backing up and turning vehicles around during a road closure is a concern.
- 3. Tier 3 No changes, except that dig out chains are a permitted traction control device
- 4. Tier 4 No changes, complete commercial vehicle ban
- 5. Tier 5- No changes, complete interstate shut down (only emergency vehicles allowed)
- ix. Nolan Ritchie noted a recently installed gate at an interchange ramp entering a PennDOT roadway
  - 1. Dan Whetzel Gates have been installed at some interstate ramps to attempt to reduce the number of vehicles driving into trapped areas during a shut-down. PennDOT, fire, or police can deploy the gates.
    - a. Rebecca Oyler If there is a gate on the ramp and the truck approaches it, is there room to turn around?
    - b. Dan Whetzel The gate is placed at the top of the ramp along the crossroad
- x. John Summers asked Major Bob Krol how PSP directs officers to enforce restrictions for drivers already on the road during an incident
  - Major Krol The preference is for motorists to pre-plan so they are in safe place approaching a restriction. If restricted vehicles are on the roadway during a restriction, PSP will use either citations or warnings to begin to clear the roadway.
- xi. Major Krol noted that travel is not shut down during weather events, vehicles are still permitted to use non-restricted routes
  - 1. Dan Whetzel Try to consider alternative routes when setting restrictions; the restrictions only apply to interstates
  - 2. Mary Gaiski There are instances where surrounding roads get shut down as well; noted an incident where police were blocking exit ramps
    - Major Krol PSP tries to prevent these scenarios, but there are instances where roadways are unavoidably shut down by accidents
    - Major Krol Duration of restrictions are limited as much as possible to prevent scenarios where motorists are stranded during a life-safety event
      - Intent is to implement tiered restrictions before the roadways become unsafe to avoid crashes that can shut down the roadways
    - c. Dan Whetzel PennDOT tries to implement restrictions downstream of resources for motorists, such as truck stops
    - d. Bob Pento If PennDOT does have to implement a roadway closure, area command can utilize the 511 PA Connect messaging system (Pennsylvania 511PA Connect | 511PA)
      - PennDOT can work with PEMA, who has the authority to issue text message alerts to people within trapped areas to coordinate motorists needs

- xii. Governor passed proclamation that next week is crash-responder safety week
  - 1. Messages will be posted along interstates promoting "slow down move over" campaign
    - a. In conjunction with the I-95 Corridor Coalition that extends from Maine to Florida
- xiii. Ron Grutza Is restriction information shared with local law enforcement? When interstates are closed, local roadway facilities take on diverted traffic.
  - 1. Dan Whetzel yes, information is shared
- xiv. Dan Whetzel the revised Inclement Winter Weather Travel Restriction and Ban Framework will be attached to the meeting minutes
- 5. Posted and Bonded Program Haley Cole/Ben Harlan, PennDOT
  - a. The slides from this presentation are attached to these minutes
  - b. Posted and bonded roads have been around since the 1980s
  - c. Started as small pockets around coal mining regions in PennDOT District 10
  - d. Posted and bonded roadways now total approximately 11k miles
  - e. Established so that trucking companies hauling on weight-restricted roads are the ones paying for damages
  - f. Program protects and preserves roadway structural integrity
  - g. Ensures legal and contractual framework so that permitees are the ones paying for the damage
  - h. All vehicles have access to the roadway system
  - i. Without the program, local roads would likely be either dirt and gravel or posted for no trucks; not enough maintenance money to maintain these roads
  - j. Two types of restrictions:
    - i. 4902(a) keep the roadways and bridges safe from damage. This outlines the legal framework for the posted and bonded roadway program
    - ii. 4902(b) safety restrictions to protect public from hazardous situations such as tight turns, steep grades, etc.
  - k. Bridges are not affected by either posting and are posted independently under a different program
  - I. 7 step posting process:
    - i. Step 1 Conduct a traffic and engineering study to justify the restriction
    - ii. Step 2 Consider season restrictions postings are usually year round
    - iii. Step 3 Enact Ordinance
    - iv. Step 4 Two advisements of notice of posting to the public
    - v. Step 5 Contact known hauling users (try to give two weeks to one month notice)
    - vi. Step 6 Provide posting notifications to law enforcement
    - vii. Step 7 Weight limit signs are posted and enforceable
  - m. Rebecca Oyler If the ordinance is passed prior to the notice to the public, does that mean there is no requirement for public feedback on the posting?
    - i. Ben Harlan There is no requirement
    - ii. Mary Gaiski Local authorities are required to provide a public posting when considering an ordinance
  - n. PennDOT is the posting authority for state owned roadways
    - i. PennDOT follows guidance set in Pub 23, Chapter 15
    - ii. Can issue Letters of Local Determination (LoLD) to smaller operations for

#### permitting

- 1. Local authorities would have to pass an ordinance for approval
- o. Municipalities are posting authority for local roadways
  - i. Follow guidance set in Pub 211
  - ii. Ordinance is required for posting a new roadway
- p. Traffic studies are used to consider potential weight restrictions
  - i. Investigate crash history, pavement structure, existing signs of damage/degradation, geometry, and traffic generators
  - ii. Under state and federal law, studies are confidential and not subject to discover
  - iii. Studies do not expire
- q. Law was changed to allow postings under 4902(b) to not require a profession engineering sign off
  - i. PennDOT restrictions under 4902(a) still require a PE signature
- r. Permit types:
  - Type 1 Permit used for private facilities which can distribute permits directly to drivers
    - 1. 1 permit, 1 truck
    - 2. Copy of the permit must be in the truck
  - ii. Type 2 Permit issued mostly for facilities where hauling is subcontracted
    - 1. 1 permit covers trucks coming or going to a common destination
    - 2. Permit is displayed at the common destination
    - 3. Truckers not required to carry a permit in their truck
    - 4. Law enforcement would have to go to posting to confirm the permit
  - iii. Type 3 Permit used for small facilities and applies to entire county
    - 1. 1 permit, 1 truck
    - 2. Copy of the permit must be in the truck
  - iv. Local Letter of Determination (LoLD)
    - 1. Free paperwork provided for convenience
    - 2. Exemptions are not valid in Spring when roads are most fragile from freeze/thaw conditions
- s. Safety concerns on posted and bonded roadways include extensive roadway damage, mud on roadway, and narrow roadways/wide trucks
- t. Rebecca Oyler Is there a process for determining alternative routes?
  - i. Haley Cole Not required to determine alternative routes
    - 1. The program doesn't completely restrict use, it just requires an additional permitting process to get vehicles on the roadway
    - 2. LoD provides ability to access the roadway for immediate needs
  - ii. Rebecca Oyler Trucks may find a way around if encountering a posted roadway
- u. Rebecca Oyler Is there a process for appealing a posting?
  - i. Haley Cole The posting is an engineering determination intended to protect the roadway as best as possible
    - Instances where multiple haulers on the same road can make determining damages difficult
    - 2. PennDOT is still required to maintain the roadway, it isn't entirely on the haulers
    - 3. When a hauler is applying for entering onto the roadway, the roadway is documented for existing condition

- ii. Ben Harlan If receiving pushback from haulers when reaching out prior to posting, consideration is given to dedicating additional resources to maintain the roadway so that the posting does not need to be permanent
- iii. Haley Cole There is a program to coordinate funding to remove postings from roadways
- v. Rebecca Oyler 4902(b) postings that don't require an engineering evaluation process would mean that the determination is not engineering based; is there an appeal process at the local level?
  - i. Major Krol If the business is on the roadway, it would fall under the category of local traffic and is still subject to restrictions
    - 1. Notice is provided and permits need to be in place 2 to 5 days afterward
    - 2. Police will be contacted when the notification is sent as well
    - 3. Important that municipalities post appropriately so that restrictions can be enforced
- w. Rebecca Oyler If multiple warehouses in remote areas are on the same roadway, how is the damage assessed individually?
  - Ben Harlan There is an equation that PennDOT uses based upon loads, but it is better if it is agreed to at the local level before reaching out to PennDOT for determination
- x. Matt Gabler Association has prioritized finding to transportation to limit the need for postings
  - i. Some 3-digit SRs have postings in some counties
  - ii. Difficult at the municipal level to determine damages when there are multiple stakeholders and limited capabilities of some small users
  - iii. Some municipalities are attempting to deny access of users to some roadways
  - iv. Industry stakeholders are willing to comply with Pub 211, but some municipalities are unwilling to issue permits
  - v. Haley Cole PennDOT conducts lots of outreach to municipalities to assist in the posting process. Some municipalities are still unwilling to cooperate
  - vi. Ben Harlan PennDOT has LTAP program where they contract out training resources for municipalities to help them
- y. Ron Grutza Are rates frozen at current levels or are they indexed for inflation?
  - i. Ben Harlan Rates are still at 1990s levels
  - ii. Nolan Ritchie Rates could be increased by changing regulations
  - iii. Haley Cole Raising bonding rates may make roadways too expensive and inaccessible for some users and historically bonds have rarely been pulled
- z. Ron Grutza Excess maintenance agreements used?
  - i. Haley Cole Yes, these lay out who users plan to fix the roads and bonding info
    - Encourage municipalities to use PennDOT's excess maintenance agreements provided in Pub 221, but against recommendations, some municipalities prefer handshake agreements
- 6. Officer Elections Bob Pento, PennDOT
  - a. Began soliciting nominees for officer positions
  - b. Nominees have accepted nominations
  - c. Link to ballots was distributed and can be filled out online
    - i. Only seated members can vote on nominations

- ii. Complete voting by Nov 21st (or 31st)
- d. Results to be announced prior to February committee meeting

#### 7. Old Business – Bob Pento, PennDOT

- a. Rebecca Oyler There was discussion at previous committee meeting regarding a desire to submit an application for the FMCSA HP-CMV grant. We are seeking funding for a campaign to educate passenger car drivers on how to interact with commercial vehicles
  - 1. 7 in 10 accidents involving commercial vehicles are caused by the passenger car driver
  - 2. MTA want to increase public safety messaging
  - 3. Campaign should be broad enough that it would be in line with NOFO
  - 4. Bob Pento Have a framework and good starting point for a subcommittee
  - 5. Bob solicited for those interested in helping PennDOT and PMTA put together a scope for the 2025 grant application
    - a. Matt Gabler, Gerry Wosewick, and Patricia Cowley volunteered
  - 6. Bob Pento to coordinate subcommittee

#### 8. New Business/Public Discussion

- a. Topics for Future Meetings
  - 1. Denis McGee raised his desire for TORT reform
    - a. Listed several recent controversial cases where courts ordered truck manufacturers to pay out large damages
    - b. Some states do not have caps of damages
    - c. Feel the committee can look at potential legislative actions regarding TORT reform

#### 9. 2025 Meeting Dates

Thursday, February 13, 1:00pm-3:00pm

Thursday, May 8, 1:00 pm-3:00 pm

Thursday, August 14, 1:00 pm-3:00 pm

Thursday, November 13, 1:00 pm-3:00 pm

- a. All meetings will be held at the PA Turnpike Commission Central Administration Office
- b. Leah Kacanda to send out calendar invitations for the entirety of 2025
- 10. Adjourn Mary Gaiski adjourned the meeting

Next Meeting: Thursday, February 13, 1:00pm-3:00pm

- 11. Attendance Attendance is included on the next page
- 12. Note: Election Results:
  - a. Following the meeting, the results of the Officer Elections were tabulated with the following results:
    - 1. Rebecca Oyler, Chair
    - 2. Gregg Troian, Vice Chair
    - 3. Mary Gaiski, Secretary

#### **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	
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	Mr. John Summers	Х
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	Х
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	Х
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	Χ*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	Χ*
Seat 12	PA School Bus Association	Mr. Gerry Wosewick, Executive Director	Х
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	Mr. Rodney Oglesby	
Seat 16	Local Government	Mr. Ron Grutza	Х
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz / CLI Transport, LP	Х*
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell	Х*
Seat 21	Transport Industry - Natural Gas	Mr. John Voda	Х
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.	Х
	Transportation  d via videoconference.	IVII. IVIINE IVIOUICA, NEW LITTEI PITSE STOTIE & LITTE CO.	

#### Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Bob Pento Gavin Gray	X X*
The Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank	Brian Mehus	Х*
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	Х*
The Commissioner of the Pennsylvania State Police	Colonel Christopher Paris	Major Bob Krol Lt. Jerry Nemes Lt. Rachel Grant Sgt. M. Pavelko	X
The Chairman and Minority Chairman of the Transportation Committee of the Senate	Hon. Wayne Langerholc (Chair) Hon. Marty Flynn (Minority Chair)	Nolan Ritchie Justin Gensimore	X X*
The Chairman and Minority Chairman of the Transportation Committee of the House of Representatives	Rep. Ed Neilson (Chair) Rep. Kerry Benninghoff (Minority Chair)	Kyle Wagonseller Jacob Bausher	X* X*
* Attended via videoconference.			

Name	Organization	Presenting
Halley Cole	PennDOT	Х
Angelia Gillis*	PennDOT	
Ben Harlan	PennDOT	Х
Dennis McGee	Dennis McGee and Associates, LLP	
Nick Ninosky	PennDOT Special Hauling Permits Section	
Greg Olsen	FMCSA	
Wendy Palermo*	PMTA	
Shane Rice*	PennDOT	
Jessica Sander*	PA House of Representatives	
Mariah Stuck*	PA Forest Products	
Garth Warner*	Derry Township Police Department	
Dan Whetzel	PennDOT	Х
Jeffrey Young*	PennDOT	
* Attended via videoconference		

#### Support for MCSAC

Name	Organization	Attending		
Leah Kacanda	Whitman, Requardt & Associates, LLP (WRA)	Х		
Zachary Gregory	Whitman, Requardt & Associates, LLP (WRA)	Х		
* Attended via videoconference.				

#### Attachment A - TESC Restrictions Presentation

Attachment B – 2024 Travel Restriction and Ban Framework

Attachment C – Posted and Bonded Program Overview

# WINTER WEATHER VEHICLE RESTRICTIONS







## **Overview**

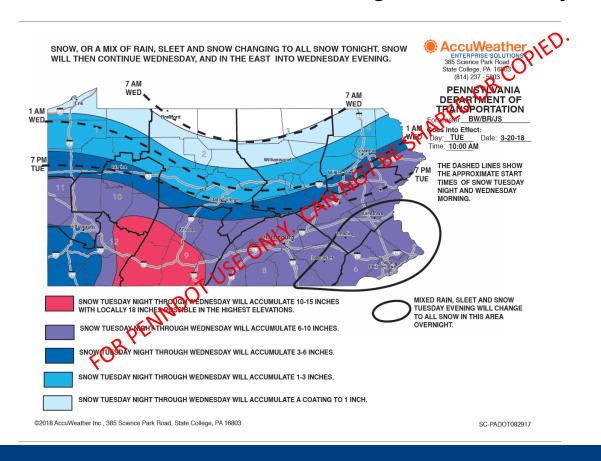
- Pre-Event
- Coordination of Agencies
- Communications
- Levels of Restrictions





#### **Pre-Event**

- Winter Weather Forecast
- Winter Weather Meeting (statewide)
  - Includes Counties, Districts, State Agencies, and Adjacent States





## **Coordination of Agencies**

- Key Agency Leaders Discussion
- Plans
- Level of Activation









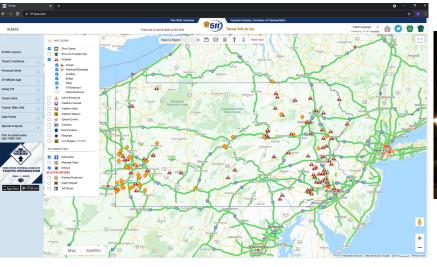




### **Communications**

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



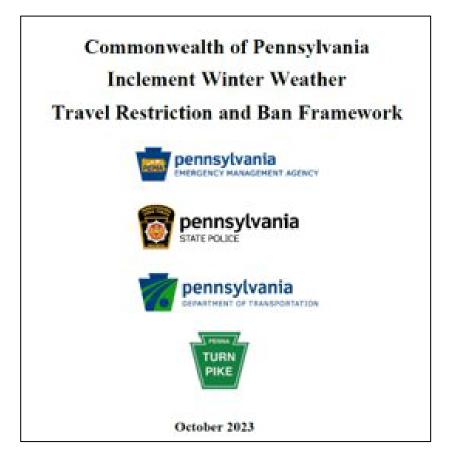


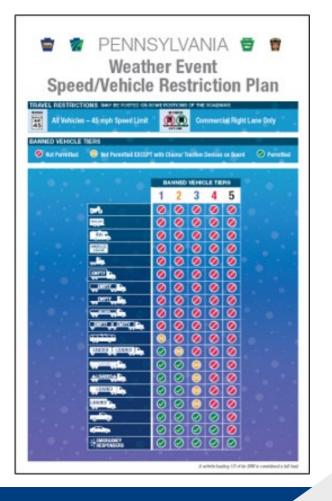




#### **Levels of Restrictions**

- Speed Limit Restrictions
- Commercial Vehicle Restrictions







## **Vehicle Restrictions**

Speed and Right Lane Only Restrictions

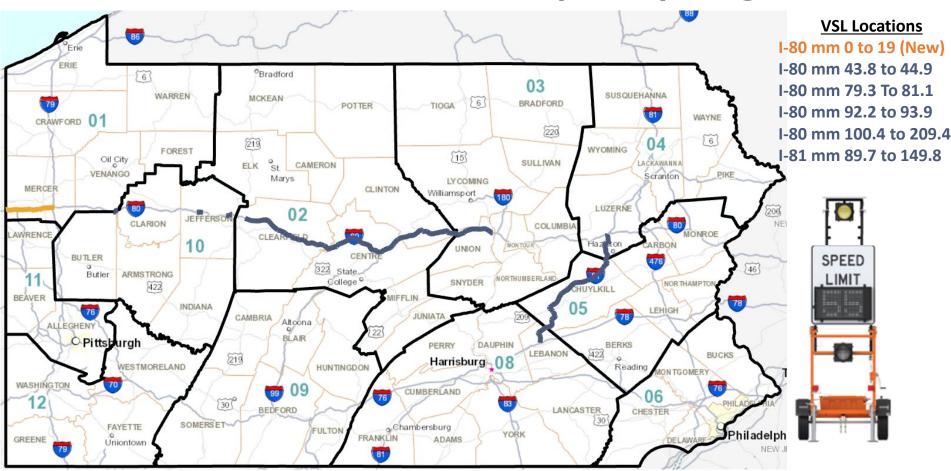
- 45 MPH speed restriction will include CMV's right lane only when enacted.
- Speed restrictions request go from the county to the district office to then be approved by Area Command
- Restrictions need to be lifted as soon as conditions warrant.

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





## Variable Speed Limit (VSL) Signs





## MANDATORY CHAIN UP AREAS



- US-322 Westbound in Mifflin County prior to Seven Mountains
- SR-153 Northbound in Clearfield County prior to Boone Mountain
- US-40 Westbound in Fayette County prior to Summit Mountain

\*REQUIRE FULL COVERAGE TIRE CHAINS/CABLES OR AUTO CHAINS\*











## PENNSYLVANIA Weather Event Travel Restrictions









## PENNSYLVANIA **Weather Event Travel Restrictions VEHICLES BANNED FULL BAN:** ALL vehicles including passenger cars & trucks ALL BOX TRUCKS **Check 511pa.com for current road conditions**



## www.511pa.com

## Thank You Please have a safe winter season

### **Dan Whetzel - PennDOT**

Division Chief – Maintenance Technical Leadership

dwhetzel@pa.gov 717-787-6527

#### Monica Wesner – PennDOT

Section Chief – Emergency Incident Management

<u>mowesner@pa.gov</u> 717-775-8143



# Commonwealth of Pennsylvania Inclement Winter Weather Travel Restriction and Ban Framework









November 2024

## **Summary of Changes**

Date of Change	Page Number(s)	Summary of Changes	Agency
	9	Added "without chains or Alternate Traction Devices (ATDs)" to bullet point #1, sub-bullet on school buses, commercial buses and motor coaches	PEMA
	10	Added "without chains or Alternate Traction Devices (ATDs) and all school buses, commercial buses and motor coaches regardless of availability of chains or ATDs" to bullet #2	PEMA
	10	Added "including those towing loaded tandem trailers with chains or ATDs" under bullet #3	PEMA
01/14/2020	21	Added the following under the header <b>Alternate Traction Devices</b> ( <b>ATDs</b> ) – "ATDs for buses also include commercial manufactured devices approved for specific bus designs with low clearance, such as motor coaches, which completely encircle the drive wheels to provide increased traction"	PEMA
	23 Appendix F	Updated chart as follows:  Tier 1 (Description) – added "without chains or Alternate Traction Devices (ATDs)" for school buses, commercial buses or motor coaches  Tier 2 (Description) – added "without chains or Alternate Traction Devices (ATDs)" for CMVs towing loaded tandem trailers and "All school buses, commercial buses and motor coaches regardless of availability of chains or ATDs"  • Tier 3 (Description) – added "All CMVs towing loaded tandem trailers regardless of availability of chains or Alternate Traction Devices (ATDs)."	PEMA

10/22/2020	23 Appendix F	Added additional clarifying information in footnote for restrictions indicating that tire chains or ATDs need to be readily available but are not required to be installed for travel.	PEMA
11/25/2020	Pages 9, 23 Appendix F	Added clarifying information that speed and/or right lane restrictions can be implemented independently or in conjunction with restrictions and bans tiers.	PEMA
11/2/2021	Pages 10-11	Added language to the commercial ban exception at request of PSP	PEMA
10/3/2022	Pages 9-10 Appendix F	Clarified that Box/Cargo delivery trucks are treated as other or tractor trailer CMV based on loading and chains.	PEMA
9/14/2023		No changes	PEMA
11/5/2024	Appendix E Appendix H	Added reference to Emergency Dig-Out Chains Added Appendix for ATD locations	PEMA

### **Record of Review**

Date	Reviewed By
11/3/2021	PEMA (R. Meinert), PennDOT (D. Whetzel), PTC (T. Scanlon), PSP (R. Krol)
10/20/22	Workshop review with PEMA, PennDOT, PTC, and PSP representatives
9/14/2023	Workshop review with PEMA, PennDOT, PTC, and PSP representatives
11/5/2024	PEMA (R. Meinert), PennDOT (D. Whetzel), PTC (C. Shuey) PSP (J. Feeney)

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### Background

The Commonwealth of Pennsylvania serves as a major transportation corridor in the northeast United States for both personal and commercial vehicle travel. The Commonwealth's many miles of interstate highways carry a significant amount of traffic on a regular basis. During times of inclement weather, these interstate highway systems can be susceptible to extended closures because of several factors. These extended closures have the potential to trap the motoring public on the roadway in their vehicles for many hours, unnecessarily exposing motorists to potential life and safety threats. This is especially true for vulnerable populations, such as the very young, very old, and those with special healthcare needs.

In 2016, the Pennsylvania Emergency Management Agency (PEMA), Pennsylvania State Police (PSP), Pennsylvania Department of Transportation (PennDOT), and the Pennsylvania Turnpike Commission (PTC) developed the State Highway Closure Framework because of a winter storm in January of that year that resulted in hundreds of individuals being trapped on the Pennsylvania Turnpike for nearly 24 hours during a severe winter storm. The closure framework was designed to address situations in which a limited-access roadway was closed for extended periods of time to reduce the potential life threat to the motoring public trapped on the roadway. The approach consisted of a common timeline and specific actions to be taken to address individuals' needs if trapped on the roadway, all while coordinating efforts to open the roadway and release trapped motorists. Since finalizing the State Highway Closure Framework, PEMA has coordinated annual workshops involving PSP, PennDOT, and PTC to review the key principals of the framework and outline expectations for all partners.

Since the implementation of the State Highway Closure Framework in 2016, there have continued to be incidents during times of inclement winter weather resulting in limited-access highways being closed for extended periods of time, trapping motorists for many hours. Despite the best efforts of state agency personnel, county emergency management agencies (EMA), 9-1-1 centers, and local responders, motorists' lives continued to be put in jeopardy with these extended closures, especially vulnerable populations within the motoring public. In many areas of the state, volunteer emergency responders in sufficient quantities are not readily available to adequately respond and assist motorists during extended closures. Additionally, despite efforts to provide for the quick and efficient clearance of incidents, such as prestaging heavy wreckers and quantities of food and water, these efforts have failed to produce the desired results to lessen the life threat to those vulnerable populations on the roadways during a winter weather event.

In looking at the data and trends associated with road closures during winter weather conditions, it has become apparent that if commercial vehicles are involved in the initial accident, lose traction and become stuck on the roadway, or become stationary and are sitting in a trapped queue, the

ability to rapidly recover and reopen the roadway is greatly hindered. This is due to several factors such as those listed below:

- When commercial vehicles are involved in an accident it takes significantly longer to clear and open the roadway since they are much larger, require larger wreckers and heavy equipment to remove, and often block multiple lanes.
- Commercial vehicles involved in accidents often involve hazardous materials, breach of cargo, or release of large quantities of diesel fuel which significantly extends clean-up times.
- When commercial vehicles are stopped on the roadway for extended periods of time during winter weather, they are unable to get moving under their own power and usually require heavy wreckers to tow them to an area of the roadway with better traction, which is a long arduous process to restore traffic flow.

Despite all previous efforts, incidents continued to occur during inclement winter weather that resulted in extended closures of limited-access highways. Most of these incidents resulted in hundreds of motorists becoming stranded on the roadways for time periods exceeding eight hours. Many of these incidents taxed the ability of the local responders to respond effectively and efficiently to perform health and safety checks and provide necessities (food, water, etc.) as outlined in the State Highway Closure Framework. Additionally, the ability to respond to anyone experiencing a medical emergency or having special healthcare needs in the trapped queue was significantly impeded. Thus, emphasis has moved from being reactive to an incident and attempting to quickly mitigate to being proactive and trying to prevent these incidents from occurring. This has resulted in the implementation of a strategy to restrict or ban certain types of commercial and motor vehicle use on limited-access highways during times of inclement winter weather to prevent extended duration closures and the resultant life threats to the motoring public.

Data from the preliminary use of commercial vehicle restrictions and bans from 2018 and early 2019 have shown a significant decrease in highway incidents resulting in extended closures on limited-access highways. Based on data provided by PSP, one such comparison of similar winter weather incidents from November of 2018 and January of 2019 showed a near 90 percent decrease in accidents involving commercial vehicles when commercial vehicle restrictions and/or bans were implemented. Additionally, the data has shown that if there are closures of limited-access highways during times when travel restrictions and bans have been implemented, the resulting time of the closures has been significantly reduced to within an acceptable time frame which reduces potential threats to stranded motorists' lives.

#### The goals of implementing this travel restriction and ban framework are as follows:

- 1. Significantly reduce or eliminate extended duration closures on limited-access highways within the Commonwealth.
- 2. Prevent incidents that result in extended closures.

- 3. Be responsive to commercial vehicle operators' needs to ensure that restrictions and bans are:
  - a. Implemented in a timely, efficient manner.
  - b. Communicated as early as possible so operators can make alternate plans as necessary.
  - c. Modified or rescinded in a timely manner to minimize disruption to the flow of commerce, and thus reduce any potential financial impact to the commercial trucking industry, and other stakeholders that rely on over the road commodity transport.

### **Purpose**

This document outlines the following as it pertains to travel restrictions and bans on Commonwealth highways:

- 1. Considerations, timelines, and decision points for travel restrictions and bans during inclement winter weather conditions.
- 2. Communications procedures for disseminating information regarding travel restrictions and bans.

### Scope

This framework covers travel restrictions and bans on Commonwealth roadways under PennDOT's and PTC's statutory authority, to include limited-access highways, during periods of inclement winter weather. These restrictions and bans are applicable to both passenger vehicles and commercial vehicles as delineated in the document. For the purposes of this framework any applicable travel restrictions or bans apply regardless of whether a Governor's Proclamation of Disaster Emergency is in effect in the Commonwealth.

### State Agency Roles and Responsibilities

#### Pennsylvania Emergency Management Agency (PEMA)

PEMA's primary role is the coordination and direction of state agencies during times of disasters and other emergencies to support local needs. Three primary responsibilities of the agency include maintaining Situational Awareness across the Commonwealth 24/7 through the Commonwealth Watch and Warning Center (CWWC), communicating a Common Operating Picture (COP), and coordinating any informational or resource needs of local governments or other state agencies during disasters or emergencies. When activated, the Commonwealth Response Coordination Center (CRCC) serves as the primary coordination point for the state's response and is staffed by

Agency Representatives (AREPs) from various state agencies, as needed to coordinate any response activities.

#### For the purposes of this framework, PEMA:

- 1. Serves as the primary coordinating agency between PSP, PennDOT, and PTC.
- 2. Maintains Situational Awareness of travel impacts during periods of inclement winter weather.
- 3. Coordinates response needs to extended closure incidents with county Emergency Management agencies or 9-1-1 centers.
- 4. Activates and staffs the CRCC in response to winter weather events.
- 5. Works to notify any affected commercial haulers and companies that rely on transportation of travel restrictions and bans through the Pennsylvania Business Emergency Operations Center (PABEOC) and Private Sector Integration Group.
- 6. Coordinates with the five National Weather Service (NWS) offices in the Commonwealth through the State Meteorologist to ensure weather forecasts and models are updated regularly and weather impacts are continuously monitored during an inclement weather event.

#### Pennsylvania State Police (PSP)

PSP serves as the Commonwealth's primary law enforcement agency and has the legal authority to enforce Vehicle Code violations that occur on Commonwealth owned roads and highways. PSP responds to incidents and accidents for the purposes of rendering aid and investigation.

#### For the purposes of this framework, PSP:

- 1. Participates in the planning and decision-making process with PEMA, PennDOT, and PTC relative to the types of travel restrictions or bans that are implemented, modified, or removed for any given event.
- 2. Enforces restrictions and/or bans pursuant to PSP's statutory authority.
- 3. Staffs the CRCC, when activated, in support of a winter weather event.
- 4. Communicates any changes to travel restrictions or bans through AREPs in the CRCC to field personnel so that they have the most up-to-date information regarding travel restrictions and/or bans.

#### **Pennsylvania Department of Transportation (PennDOT)**

PennDOT is primarily responsible for the maintenance of the 40,000 miles of state-owned roads and bridges throughout the Commonwealth. Through their Statewide Traffic Management Center (STMC) and Regional Traffic Management Centers (RTMC) they monitor traffic conditions 24/7 throughout the state, monitor the Roadway Condition Reporting System (RCRS), coordinate any

support needed for long term closures with various entities, and provide coordinated messaging to motorists using Variable Message Signs (VMS), Highway advisory radio system, social media channels, 511 PA, and other applicable means.

PennDOT's Area Command is activated within the CRCC during inclement winter weather events to monitor road conditions across the Commonwealth, coordinate with the PennDOT District Incident Command Centers (ICC), PTC Area Command, and manage resources as needed in support of the ICC's.

#### For the purposes of this framework, PennDOT:

- 1. Develops and implements travel restrictions and/or bans pursuant to PennDOT's statutory authority.
- 2. Issues any travel exemptions, as required, for specific types of vehicles pursuant to PennDOT's statutory authority.
- 3. Coordinates with neighboring state Departments of Transportation (DOTs), Turnpike, or Thruway Associations, regarding the implementation and release of travel restrictions and/or bans across state lines.
- 4. Coordinates with the PTC regarding travel restrictions and/or bans throughout the Commonwealth.
- 5. Provides coordinated messaging with other applicable state agencies regarding the implementation or cancellation of any travel restriction or ban.

#### Pennsylvania Turnpike Commission (PTC)

The PTC is responsible for the maintenance and operations of both the mainline turnpike extending from Ohio to New Jersey, the northeast extension as well as several smaller connector routes in Western Pennsylvania (PTC System). PTC maintains a 24/7 Operations Center which handles incidents on the system. During inclement winter weather incidents, the PTC activates its version of an Area Command Center with additional staffing to monitor conditions and respond to any incidents.

#### For the purposes of this framework, the PTC:

- 1. Participates in the planning of travel restrictions and/or bans throughout the state with the other state agencies involved in the process.
- 2. Provides staffing, as needed, for PennDOT Area Command in the CRCC.
- 3. Makes specific decisions regarding travel restrictions and/or bans within the PTC system.
- 4. Supports messaging throughout the PTC System to alert of off-system travel restrictions and/or bans.
- 5. Coordinates with neighboring state's tolling agencies, as needed.

6. Provides coordinated messaging with other applicable state agencies regarding the implementation or cancellation of any travel restriction or ban.

### **Decision-Making Process and Timelines**

In general, the process will start once there is a determination that inclement winter weather may impact the Commonwealth and create difficult or hazardous travel conditions. The main determining factor when deciding on implementation of travel restrictions or bans will be the anticipated travel impacts and the potential threat to the impacted public if stranded on the roadway for an extended period. Appreciating the economic impact of travel restrictions and bans on commercial haulers and transportation companies, every effort will be made to only implement travel restrictions and/or bans when needed, and to keep them in place for the shortest duration possible.

*No one factor will determine whether to implement a travel restriction or ban.* Instead, multiple factors will be considered for each winter weather event. Refer to Appendix A for a list of the factors that are considered when deciding on the implementation of travel restrictions and/or bans.

#### The following general timeline will be utilized:

Timeline (Hours)		Actions
Pre-Onset	48-72	<ul> <li>Obtain weather forecast/briefing</li> <li>Coordination call with PEMA, PSP, PennDOT, and PTC</li> <li>Develop draft travel restriction/ban plan depending on confidence level of forecast</li> <li>Message stakeholders regarding potential for travel restrictions and/or bans         <ul> <li>PABEOC/Private Sector Integration</li> <li>Legislative Affairs</li> </ul> </li> <li>Continue to monitor weather forecast</li> </ul>
Pı	24-48	<ul> <li>Develop and/or refine draft travel restriction/ban plan</li> <li>Distribute initial travel restriction/ban plan to stakeholders         <ul> <li>Initial press release</li> <li>Include map with proposed restrictions</li> </ul> </li> <li>Continue to monitor weather forecast</li> </ul>
	12-24	Refine draft travel restriction/ban plan and timing

Timeline (Hours)		Actions
		Distribute updated draft plan to stakeholders, as needed
		Continue to monitor weather forecast for changes
	0-12	<ul> <li>Finalize travel restriction/ban plan and timing</li> <li>Distribute finalized plan to stakeholders</li> <li>Finalize activation and timing for CRCC and PennDOT Area Command</li> <li>Monitor implementation of plan and timing</li> <li>Continue to monitor weather forecast for changes</li> </ul>

nset	0-24	<ul> <li>Monitor travel restrictions/bans</li> <li>PEMA, PSP, PennDOT and PTC meet every 2-4 hours (or sooner) to adjust restrictions or bans</li> <li>Adjust travel restrictions/bans as warranted based on weather and road conditions</li> <li>Communicate any changes or adjustments to affected stakeholders</li> </ul>
Post Onset	24+	<ul> <li>Monitor travel restrictions/bans</li> <li>Reassess every 2-4 hours as warranted</li> <li>Adjust travel restrictions/bans as warranted based on weather and road conditions</li> <li>Communicate any changes or adjustments to affected stakeholders</li> <li>Consider other vehicle/use-case exemptions for restrictions/bans lasting &gt; 24 hours</li> </ul>

Once travel restrictions and bans have been implemented, roadway travel conditions will be re-evaluated every 2-4 hours, or sooner based on weather conditions (Reference Appendix B). All decisions to remove or implement additional travel restrictions and bans will be coordinated through PennDOT Area Command and involve input from PEMA, PSP, and PTC, and Incident Command Centers (ICCs); neighboring states' DOTs, TRANSCOM, Turnpike, or Thruway Commissions; 9-1-1 centers, and county level emergency management agencies, as warranted.

The following factors will be considered when deciding to release or add travel restrictions and bans:

- Current and projected weather.
- Current and projected roadway and travel conditions.
- Roadway Weather Information System (RWIS) data.
- Roadway and travel conditions in neighboring states.
- Status of any travel restrictions and bans in effected contiguous states.

All efforts will be made to phase the release of travel restrictions and bans between PennDOT and PTC, as well as with contiguous states to provide a coordinated approach to the restoration of traffic flow.

#### **Speed and Right Lane Only Restrictions**

Speed restrictions will be implemented as needed during winter weather events based on road conditions and will be coordinated through PennDOT Area Command with the PennDOT District ICC's. The PTC will coordinate speed restrictions for its system, as needed, based on travel conditions. Both agencies will message any speed restrictions using their VMS systems, Highway Advisory Radio System, social media channels, 511 PA, and any other applicable means. When speed restrictions are in place for inclement weather, a right lane only restriction will also be imposed for all Commercial Motor Vehicles (CMVs) and passenger vehicles towing trailers, this includes enclosed cargo trailers, open cargo trailers, vehicle trailers, recreational vehicle travel trailers and fifth wheel trailers. Speed and right lane only restrictions can be implemented independently or in conjunction with additional tiered restrictions and bans.

#### **Additional Travel Restriction and Ban Options**

The following options will be considered for additional restrictions and bans based on the anticipated travel impacts caused by inclement weather. These will be implemented incrementally but not necessarily sequentially using a phased approach (1-5) and only to the degree necessary to limit the potential of an extended duration limited-access highway closure. The categories below will be combined with speed limit and right lane restrictions described above as needed during any event.

- 1. Unloaded and lightly loaded Commercial Motor Vehicles (CMVs), passenger vehicles towing trailers, recreational vehicles, buses, and motorcycles, to include the following:
  - a. Tractors without trailers
  - b. Tractors towing unloaded or lightly loaded enclosed trailers, open trailers, or tank trailers

- c. Tractors towing unloaded or lightly loaded tandem trailers
- d. Enclosed unloaded or lightly loaded cargo delivery trucks/box trucks that meet the definition of a CMV
- e. Passenger vehicles (cars, SUV's, pick-up trucks, etc.) towing trailers, to include:
  - 1) Recreational travel trailers and fifth wheel trailers
  - 2) Enclosed cargo trailers
  - 3) Open cargo trailers
  - 4) Vehicle transport trailers
- f. Recreational vehicles/motorhomes
- g. School buses, commercial buses and motor coaches not carrying chains or Alternate Traction Devices (ATDs)
- h. Motorcycles
- 2. CMVs towing loaded tandem trailers without chains or ATDs and <u>all</u> school buses, commercial buses, and motor coaches regardless of availability of chains or ATDs
- 3. All CMVs towing loaded tandem trailers regardless of whether they have chains or ATDs, and all other loaded CMVs, including enclosed cargo delivery/box trucks, except for:
  - a. Those carrying full coverage tire chains for at least two drive wheels, or
  - b. Those with approved Alternate Traction Devices (ATDs) See Appendix E
- 4. All CMVs, including enclosed cargo delivery/box trucks, regardless of loading or availability of tire chains (complete CMV ban)
- 5. All passenger vehicles

#### **Commercial Vehicle Exemptions**

As a rule the following categories and use cases are exempted from any travel restrictions and/or bans developed under this framework (with the exception of speed and lane restriction), unless specifically noted and included in the notification (Reference Appendix D for a complete description of categories):

- Electric utility restoration crews and support vehicles directly responsible for responding
  to emergencies involving downed electric utility lines and/or restoration of power (this
  includes power restoration crews passing through Pennsylvania headed to other impacted
  states).
- Gas utility restoration crews and support vehicles directly responsible for responding to emergencies involving gas outages and/or leaks for purposes of critical utility restoration or mitigating life-threatening situations.

- Water utility restoration crews and support vehicles responding to emergencies involving significant water main breaks and other emergency situations causing or risking a life threat.
- Telecommunications utility restoration crews and support vehicles responding to restore telecommunications capabilities (voice and data) to critical infrastructure nodes such as Public Safety Answering Points (PSAPs)/9-1-1 centers, hospitals, and healthcare facilities where communication disruptions may adversely impact the public's safety.
- Emergency services/public safety vehicles (law enforcement, fire, EMS, and Emergency Management).
- State, county, and municipal public works vehicles (including contracted vehicles) specifically engaged in emergency support operations (snow removal, debris clearance, etc.).
- Liquid fuels delivery vehicles (propane, fuel oil, gasoline, etc.) making emergency deliveries to individuals, critical infrastructure nodes, businesses, emergency services or public works agencies without fuel or dangerously low on fuel which could result in a life safety issue or inability to sustain response operations if not accomplished.

# **NOTE:** For the purposes of this framework "dangerously low" is defined as 36 hours or less of remaining fuel supply.

- Tow trucks and commercial recovery vehicles responding to roadway incidents for the purposes of removing passenger or commercial vehicles, opening roadways and providing other emergency support to public safety or public works agencies.
- Salt delivery vehicles making deliveries to public works agencies.
- Public transportation and public transit authorities which operate buses and passenger transport vehicles on established routes as part of a public transportation system or a public transit authority.

Under certain circumstances, specific local exemptions can be granted for operators that have an extenuating need to transit short sections of a limited-access highway that is under a travel restriction or ban. In these situations, the road conditions need to be favorable to permit commercial vehicle travel, there needs to be a compelling reason to permit such movement, and the benefit of allowing travel needs to outweigh any potential life-threatening conditions that may develop by exempting the travel restriction or ban. These situations will be approved on an as needed basis by the PennDOT Area Commander (in consultation with PSP, PEMA and PTC) and coordinated through PennDOT Area Command in the CRCC.

The following exemptions <u>may</u> be considered and granted by PennDOT or other applicable state agencies with statutory authority when travel restrictions and/or bans extend greater than 24 hours:

- Bulk liquid fuels delivery to support critical infrastructure and back-up power operations.
- Hospital and healthcare supplies (including medical gases) to resupply medical facilities.
- Transport of other critical commodities, as needed, to support life safety and sustainment operations.

Any approved exemptions will be communicated to affected stakeholders and will be distributed via the same channels utilized by state agencies as part of the coordinated messaging plan.

### **Coordinated Messaging**

Every effort will be made to notify stakeholders and affected parties as early as possible regarding a potential need for travel restrictions or bans so they can make alternate travel plans as necessary. These notifications will be multi-modal and involve e-mail notifications, press releases, dissemination via social media channels, and posting to the PABEOC Dashboard. The goal is to provide the widest dissemination of information to reach the affected stakeholders in the shortest amount of time. All state agencies will participate in coordinated messaging of travel restrictions and/or bans in accordance with their state agency communications plans and procedures.

Any changes to travel restrictions and/or bans will be coordinated with the PSP, prior to release of updated information to stakeholders and affected parties to mitigate ongoing enforcement activities when travel restrictions/bans have been lifted or removed.

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### Appendix A: Travel Ban and Restriction Complexity Analysis Tool

Factors to Consider	Resp	onses
Event Forecast Factors	Yes	No
Significant snow accumulation forecast?		
<ul> <li>&gt;6 inches in 12 hours -OR- &gt;12 inches in 24 hours?</li> <li>Lake effect snow &gt;12 inches in 12 hours (NWPA)?</li> </ul>		
Icing forecast factors?		
<ul><li>Any freezing rain on previously untreated roadways?</li><li>Greater than 0.10" on roadways for event?</li></ul>		
Long duration winter weather event (>24hours)?		
Complex weather forecast with mixing or change in precipitation type?		
Low/marginal confidence, or significant uncertainty in weather forecast?		
Snowfall rates >1 inch/hour for >2 hours or >2 inches/hour for >1 hour?		
Blizzard or near blizzard conditions forecast?		
<ul><li>Including blowing snow during or after event?</li><li>Snow squall potential?</li></ul>		
Snowfall timing and intensity at onset?		
Seasonal factors?		
<ul><li>First snowfall of season?</li><li>Early season snowfall?</li></ul>		
Flash freeze potential?		
Cold exposure hazards during or post storm?		

Travel and Roadway Factors	Yes	No
Event forecast to span peak travel times?		
Weekday commute, holidays, large events, etc.		
Event forecast to impact majority of limited-access highways throughout state?		
Event forecast to impact known or suspected problematic areas?		
• Construction zones, steep grades, etc.		
Pretreatment of, or residual treatment on road surfaces?		
Forecast for at or below freezing roadway temps or declining road grip for event?		
No effective detour route available or able to be maintained if closure occurs?		
High potential for cascading sequence of events if closure or stoppage occurs?		
Contiguous states implementing travel bans or restrictions?		
Manpower and Equipment Factors	Yes	No
District or county equipment deficiencies identified?		
District or county personnel deficiencies identified?		
District or county materials deficiencies identified?		
Limited or no ability to preposition or surge resources within a county or district to accommodate for changes in forecast or incidents that may potentially occur?		
Ability for responders to provide health and safety checks in a timely manner?		

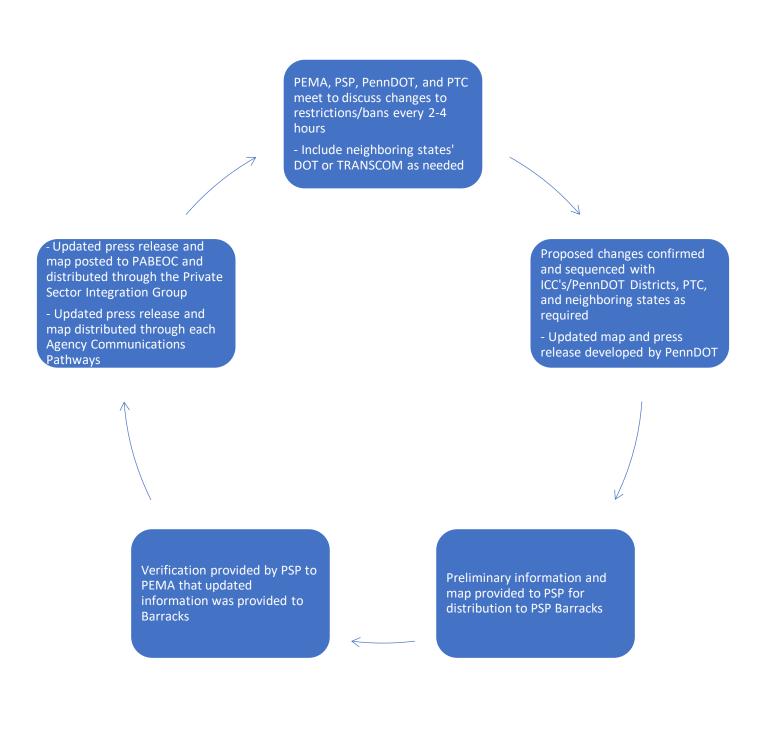
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### Appendix B: Planning Timeline

	Pre-	-Onset		Post-	Onset
48-72 Hours	24-48 Hours	12-24 Hours	0-12 Hours	0-24	24+
Obtain weather forecast/briefing Coordination call with PEMA, PSP, PennDOT, and PTC Develop draft travel restriction/ban plan depending on confidence level of forecast Message stakeholders regarding potential for travel restrictions and/or bans o PABEOC/Private Sector Integration o Legislative Affairs	<ul> <li>Develop and/or refine draft travel restriction/ban plan</li> <li>Distribute initial travel restriction/ban plan to stakeholders         <ul> <li>Initial press release</li> <li>Include initial map with proposed restrictions/bans</li> </ul> </li> </ul>	<ul> <li>Refine draft travel restriction/ban plan and timing</li> <li>Distribute updated draft plan to stakeholders as needed</li> </ul>	<ul> <li>Finalize travel restriction/ban plan and timing</li> <li>Distribute finalized plan to stakeholders (if needed based on any changes)</li> <li>Finalize activation schedule and timing for CRCC and PennDOT Area Command</li> <li>Monitor implementation of plan and timing</li> </ul>	<ul> <li>Monitor travel restrictions/bans</li> <li>PEMA, PSP, PennDOT and PTC meet every 2-4 hours (or sooner) to adjust restrictions/bans</li> <li>Adjust restrictions/bans as warranted based on weather and road conditions</li> <li>Communicate any changes or adjustments to affected stakeholders</li> </ul>	<ul> <li>Monitor travel restrictions/bans</li> <li>Continue to reassess every 2-4 hours as warranted</li> <li>Adjust restrictions/ban as needed based on weather and road conditions</li> <li>Communicate any changes or adjustment to affected stakeholder</li> <li>Consider other vehicle use-case exemptions for restrictions/bans lastin &gt; 24 hours</li> </ul>

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# Appendix C: Re-Assessment Process Post Onset of Restrictions/Bans Every 2-4 Hours



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### Appendix D: Commercial Vehicle Ban Standard Exemptions Table

General Category/Sector	Situations/Use Cases
Electric Utility Restoration Crews and Support Vehicles	Commercial vehicles directly responsible for responding to emergencies involving downed electric utility lines creating or potentially causing life threatening situations and/or involved in the restoration of power.  • Includes power restoration crews passing through Pennsylvania headed to other impacted states.
Gas Utility Restoration	
Crews and Support Vehicles	Commercial vehicles directly responsible for responding to emergencies involving gas outages and/or leaks for purposes of critical utility restoration or mitigating life threatening situations.
Water Utility Restoration Crews and Support Vehicles	Commercial vehicles responding to emergencies involving significant water main breaks and other emergency situations where the control and repair of the leak is critical to supporting public safety operations or there is a potential life threat to citizens or the community.
Telecommunications Utility Restoration Crews and Support Vehicles	Commercial vehicles responding to restore telecommunications capabilities (voice and data) to critical infrastructure nodes such as Public Safety Answering Points (PSAPs)/9-1-1 centers, hospitals, and healthcare facilities where communication disruptions may adversely impact the public's safety.
Emergency Services and	
Public Safety Vehicles:	Vehicles engaged in public safety (law enforcement, fire, and EMS) and emergency management operations such as responding to emergencies and other emergent calls for assistance.
<ul><li> Law Enforcement</li><li> Fire Department</li></ul>	r

General Category/Sector	Situations/Use Cases
Emergency Medical	
Services (EMS)	
• Emergency	
Management	
National Guard	
State, County, and Municipal Public Works	Vehicles specifically involved in public safety or emergency support operations such as:
Vehicles (including	• Snow removal
contracted vehicles in	Debris management and clearance     Debris management and clearance
support of situations listed)	Emergency maintenance or repair
Tow Trucks and	Vehicles responding to roadway incidents for the purposes of removing passenger or commercial
Commercial Recovery Vehicles	vehicles, opening roadways, and providing other emergency support to public safety or public works agencies.
Liquid Fuels Delivery Vehicles:	Those commercial vehicles making <i>emergency</i> deliveries to individuals, critical infrastructure nodes, businesses, emergency services or public works agencies without fuel or dangerously low on fuel which could result in a life safety issue or inability to sustain response operations if not accomplished.
<ul><li>Gasoline</li><li>Fuel Oil/Kerosene</li></ul>	• For the purposes of this framework "dangerously low" is defined as 36 hours or less of remaining fuel supply
• Propane	This does not include routine fuel delivery to gas stations or residents as part of a routine or automatic delivery schedule

General Category/Sector	Situations/Use Cases
Salt Delivery Vehicles	Vehicles making deliveries of salt, anti-skid and other materials for winter road maintenance to public works facilities.
Public Transportation and Public Transit Authorities	Buses and passenger transport vehicles that operate on established routes as part of a public transportation system or a public transit authority will be considered exempted from travel restrictions and bans, unless otherwise specifically listed.

### Appendix E: CMV Tire Chain Information and ATDs

#### **Tire Chains and Cables**

- Where specified, Commercial Motor Vehicles (CMVs) must carry tire chains for at least two of the drive wheels.
  - Chains do not need to be installed on tires but must be readily available for installation by the driver to regain traction in instances when the CMV is stopped and unable to restart because of loss of traction.

When applied, chains must be applied to tires on the opposite ends of the same drive axle.

- Tire chains used on CMVs need to meet the following specifications: \*
  - O Consist of two circular metal loops, one on each side of the tire.
  - o Be connected by not less than nine evenly spaced chain loops across the tire tread.

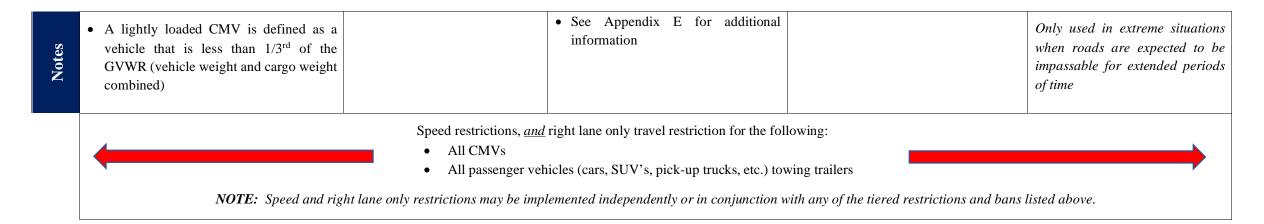
**NOTE:** Tire cables with high strength steel cross member rollers 0.415 inches or greater in diameter, which can be used on all commercial vehicles may be used in place of tire chains but must have one cable loop on each side of the tire, connected by not less than nine evenly spaced cable loops across the treads.

#### **Alternate Traction Devices (ATDs)**

- ATDs approved in Pennsylvania consist of the following:
  - Wheel sanders which must carry enough sand to get the vehicle through any restricted areas.
  - o Pneumatically driven chains which spin under the drive wheels automatically as traction is lost.
  - Emergency dig-out chains which are intended for a temporary traction solution for unexpected situations in snowy and icy conditions. The purpose of these devices is only to get a CMV unstuck and moving. These emergency chains must be removed before continuous driving.
- ATDs for buses also include commercial manufactured devices approved for specific bus designs with low clearance, such as motor coaches, which completely encircle the drive wheels to provide increased traction.
- See Appendix H regarding locations where alternative traction devices are not authorized during specified times and condition.

### Appendix F: Speed Restriction, Vehicle Restriction and Travel Ban Phasing Approach

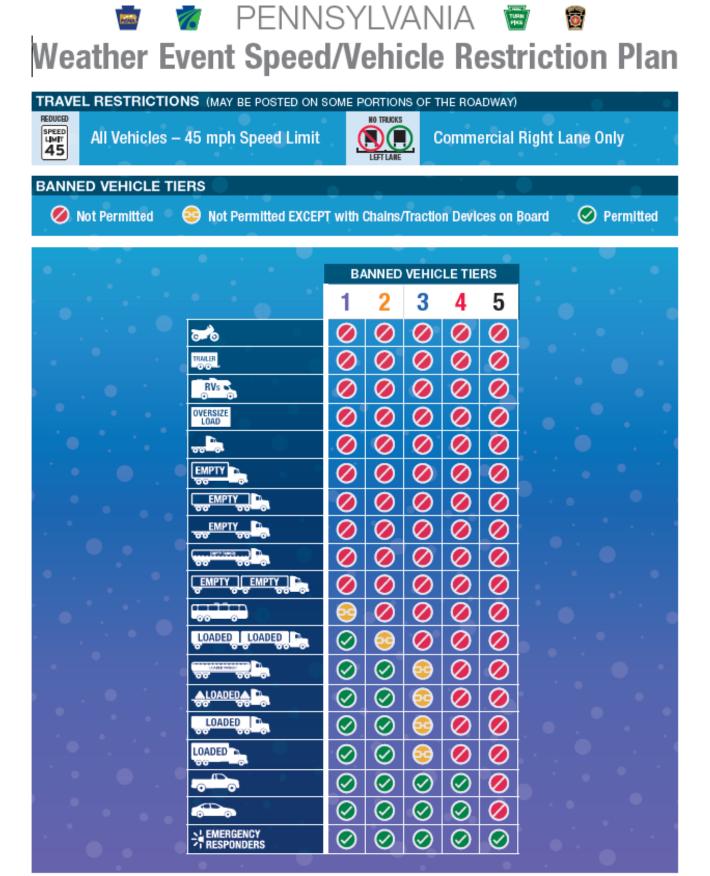
Tier	Progression				
	1	2	3	4	5
Description	<ul> <li>Tractors without trailers</li> <li>Tractors towing unloaded or lightly loaded enclosed trailers, open trailers or tank trailers</li> <li>Tractors towing unloaded or lightly loaded tandem trailers</li> <li>Enclosed unloaded or lightly loaded cargo delivery/box trucks that meet the definition of a CMV</li> <li>Passenger vehicles (cars, SUV's, pick-up trucks, etc.) towing trailers, to include:         <ul> <li>Recreational travel trailers and fifth wheel trailers</li> <li>Enclosed cargo trailers</li> <li>Open cargo trailers</li> <li>Vehicle transport trailers</li> </ul> </li> <li>Recreational vehicles/motorhomes</li> <li>School buses, commercial buses and motor coaches without available chains or Alternate Traction Devices (ATDs)*</li> <li>Motorcycles</li> </ul>	<ul> <li>Tier 1, plus the following:</li> <li>CMVs towing loaded tandem trailers without chains or Alternate Traction Devices (ATDs)*</li> <li>All school buses, commercial buses and motor coaches regardless of availability of chains or ATDs</li> </ul>	trailers regardless of availability of chains or Alternate Traction Devices (ATDs).	delivery/box trucks regardless of loading or availability of tire chains or approved Alternate Traction Devices (ATDs)	Tier 1, 2, 3, and 4, plus the following:  • All passenger vehicles



<sup>\*</sup> Tire chains or ATDs do not need to be installed, but need to be readily available for use should the vehicle become stuck and not be able to move because of poor traction

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### Appendix G: Weather Event Speed/Vehicle Restriction Plan



\*A vehicle hauling 1/3 of its GVW is considered a full load.

# Appendix H: Required Chain-Up Areas and Chain Requirements:

Only tire chains or cables are allowed on state highways while vehicles are in transit. Mandatory chain-up areas are designated by signage when flashing warning lights are active. Dig out chains are not a substitute for chains or cables in these designated areas.

Advance notice of the chain-up requirement is provided by signage that is activated when conditions warrant by PennDOT. PennDOT provides designated chain-up and removal pull-off areas.

Enforcement of this requirement has been coordinated with Pennsylvania State Police and local law enforcement in the respective areas.

# POSTED AND BONDED ROADS PROGRAM



# **OVERVIEW**

Posted and bonded roads have been in PA since the early 1980s.

The Posted and Bonded program was established so haulers exceeding posted weight limits are financially responsible for excess maintenance on roads that they use.

Older secondary and rural highways were not designed to support the traffic currently in use and permitted by law.



# BENEFITS

Protects and preserves the roadway's structural integrity.

Ensures those responsible for excess damage pay the repairs.

Allows all vehicles, including those exceeding the posted weight limits simultaneous use of the roadway system.





# 4902(A) AND 4902(B)

Postings under 4902(a) keep the roadway safe and passible, and a safe and passible roadway then protects the traveling public.

Postings under 4902(b) protect the public from trucks in potentially hazardous situations.

Bridges are posted independently from roadways.



# POSTING PROCESS

**STEP 1:** Conduct a Traffic and Engineering Study **STEP 2:** Consider a Seasonal Posting or Find Alternative Routes **STEP 3:** Adopt a Local Ordinance (if applicable) **STEP 4:** Advertise a Notice of Posting to Public **STEP 5:** Contact Known Hauling Users **STEP 6:** Provide Notifications to Law Enforcement **STEP 7:** Erect Weight Limit Signs



# PENNDOT AND MUNICIPALITY

### **PENNDOT**

- Posting Authority for stateowned roadways
- Follows guidance set in Publication 23, Chapter 15
- Legislation already established to add new postings
- Can issue Letters of Local Determination (LoLD)

### **MUNICIPALITY**

- Posting Authority for local roadways
- Follows guidance set in Publication 221
- Ordinance required to post a new roadway
- Unable to issue LoLD unless ordinance is passed. Can alternatively issue Municipal Local Traffic Letter



# TRAFFIC STUDY BASICS

Extensive analysis of road and traffic.

Some of the elements that are reviewed:

- Crash analysis
- Pavement structure
- Existing signs of damage/degradation
- Geometric review
- Traffic generators such as mines, gas wells, and industrial facilities.
- Past experience



# TRAFFIC STUDY BASICS

Under state and federal law, the study is considered confidential and not subject to discovery proceedings.

Completed studies do not expire.

Studies done for a 4902(a) posting require a Professional Engineer signoff.

Studies done for a 4902(b) posting may be completed without a Professional Engineer sign-off.



# PERMIT TYPES

Type 1, 2, 3 Permits, and Local Letter of Determination (LoLD)

# Type 1

- 1 permit, 1 truck
- Copy of permit must be in truck.

# Type 2

- 1 permit covers many trucks coming or going to a common destination.
- Permit must be displayed at the common destination.
- Copy of permit must be in truck.



# PERMIT TYPES

# Type 3

- 1 permit, 1 truck
- Copy of permit must be in truck.

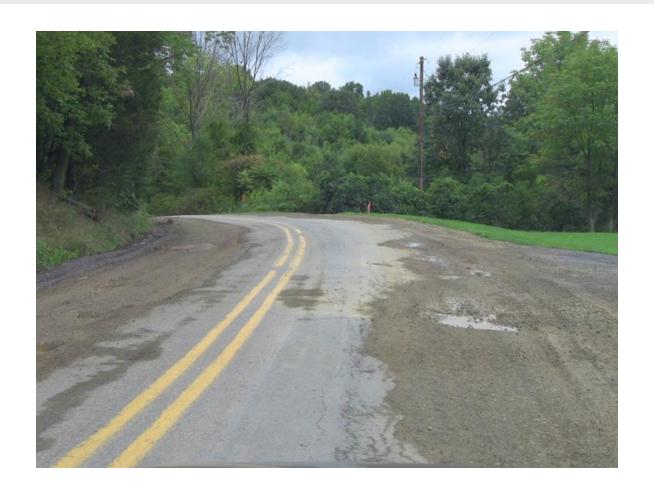
## Local Letter of Determination (LoLD)

- Free authorization to exceed weight limit.
- Copy of LoLD must be in truck.
- Bill of lading, shipping order, invoice or other documentation showing that the truck has a reason to be on the posted road.
- Not valid during the freeze/thaw period (February 15 to April 15).



# SAFETY CONCERNS

# Extensive roadway damages

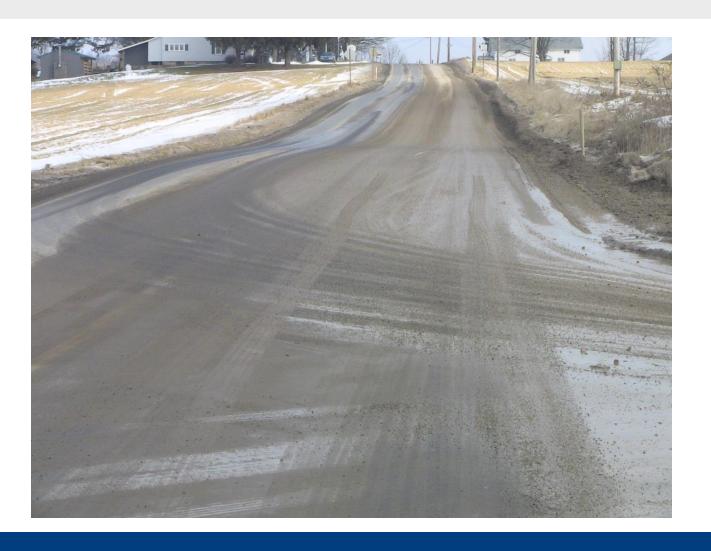






# SAFETY CONCERNS

# Mud on roadway





# SAFETY CONCERNS

Narrow roadways/lanes, wide trucks





# LAW, REGULATION, AND POLICY

Law – 75 PA C.S., Section 4902(a)

Regulation – PA Code 67, Chapter 189 and Chapter 190

PennDOT Policy – Publication 23, Chapter 15

Municipal Guidance - Publication 221



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