Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

February 13, 2025

Pennsylvania Turnpike Commission Main Board Room and Teams



- 1. Call to Order Rebecca Oyler, Chair
- 2. Review/approve previous meeting minutes Mary Gaiski
 - a. Roll call was documented via virtual attendance log
 - b. Approval of minutes from November 14, 2024
 - i. Corrections none
 - ii. Patricia Cowley moved to approve the minutes. Seconded by John Summer. Meeting minutes were approved.
- 3. Welcome From New Chair Rebecca Oyler
 - a. Thanks to Ted Leonard and Mary Gaiski
 - b. Ultimate goal to improve safety on roads
 - c. This committee has the potential to take on a more active role providing recommendations and advice
 - d. Reviewed duties of the committee from the enabling legislation [list below]
 - e. Start with inventory of all activities
 - f. John Summers asked whether there needs to be a discussion about issue prioritization
 - i. Rebecca agreed that there should be a discussion, and will require effort on the part of all members
- 4. Legislative Update Nolan Ritchie, Executive Director, Senate Transportation Committee
 - a. Update on transportation legislative leadership
 - Senator Judy Ward is the new Republican Chair for the Senate Transportation Committee
 - 1. Represents Blair, Fulton, Huntingdon, Mifflin, and Juniata counties
 - 2. Previous Chair, Senator Wayne Langerholc, is now Majority Whip
 - 3. Senator Marty Flynn will continue as Minority Chair of Senate Transportation Committee
 - 4. Rep. Ed Nielson is the Chair of the House Transportation Committee
 - 5. Rep. Kerry Benninghoff is the Republican Chair of the House Transportation Committee
 - b. Budget
 - i. Governor's proposal \$51.5B, increase of 7.5% or \$3.6B compared to last year
 - ii. This is the first time the Governor's budget has exceeded \$50B
 - 1. Proposed two new taxes to fund increases
 - a. Skill games (\$368M)
 - b. Recreational marijuana (\$500M)
 - 2. When Governor delivers their budget address it does not include real dollars, it just a proposal and the start of the process
 - 3. General assembly will start the public hearing process next week
 - a. PennDOT is presenting on Thursday, February 20
 - 4. Public Transportation receives and additional \$292M annually from

- existing sales tax revenues
- 5. Proposed transfer to Pennsylvania State Police (PSP) is around \$200M and would zero out in 2029-2030 phase out to support PSP
 - a. Current budget would have that funding phase out in 2026-2027
- iii. Relevant proposals
 - 1. Maintain based on bills introduced, not memos introduced
 - 2. Senate Bill 65 Sen. Lisa Baker, increases penalties for overtaking stopped school bus; introduced to Senate Transportation Committee
 - 3. Senate Bill 147 Sen. Rosemary Brown, establishes near zero emission truck incentive program; introduced to Senate Transportation Committee
 - 4. HB 240 -Rep. Kerry Benninghoff, eliminates multiple hearing aid tests for school bus drivers; currently pending review by House Appropriations

iv. Questions

- 1. Rebeca Oyler no new revenue source for road and bridge funding?
 - a. Nolan correct, not sure where new funds are being directed, seem to not be prioritized for transportation
- 5. FMCSA Grant Subcommittee Update Bob Pento, PennDOT
 - a. Bob provided an overview of the work of the committee
 - b. Goal is developing a proposal for an educational campaign aimed at drivers to improve behaviors around motor carriers
- 6. Safety Symposium Subcommittee Update Sgt. Pavelko, PSP
 - a. Sgt. Pavelko August 6, 2025 at Toftrees Golf Resort
 - i. Lots of good feedback received
 - ii. Format will remain the same as last year
 - iii. PSP will be speaking about safety, FMCSA will provide some information
 - iv. PMTA will engage her staff and membership to determine main topic for industry representatives
 - v. Committee will be meeting next on February 18
 - b. Major Krol announced that Sqt. Pavelko will be promoted to Lieutenant Pavelko
 - i. He will assume command of Commercial Vehicle Safety Division
 - ii. Rachael Grant will be moving to another division
- 7. Pennsylvania Utility Commission Brian Mehus, PUC
 - a. The slides from this presentation are attached to these minutes
 - b. Brian Mehus, Chief of Enforcement, also represents the PUC on the MCSAC
 - c. Regulations pertaining to the Public Utility Commission are found in PA Titles 66 & 52
 - i. Parts pertaining to Motor Carrier:
 - 1. Title 52 Chapter 29 Passenger
 - 2. Title 52 Chapter 31 Property
 - d. Key elements for regulation:
 - i. Transportation must be point-to-point within PA
 - ii. Transportation must be for compensation
 - iii. If either element is not there, then it is not regulated
 - e. Jurisdiction includes for-hire passenger/property carriers involved in intrastate commerce
 - f. Enforcement staff includes:
 - i. 5 Districts (Pittsburgh, Altoona, Scranton, Harrisburg and Philadelphia)
 - ii. 28 Enforcement Officers

- iii. 5 Supervisors
- iv. 3 Regional Managers
- v. 1 Program Administrator
- vi. 1 Management Technician
- vii. 1 Chief
- viii. 1 Bureau Director
- g. Currently 5 vacant EO positions across PA
- h. Officers are in uniform and have marked vehicles with lightbar and siren
- i. Carry handcuffs and pepper spray but are not armed
- j. Most officers are from police background
- k. Per Title 66 PA CS:
 - Section 307 Commission may employee inspectors deemed to be "police officers" for enforcement of PUC code. Can stop cars to inspect cargo for safety violations and check or authority
 - ii. Section 506 Grants ability to audit carriers
- I. Officers are considered Commonwealth employees and enforce FMCSA regulations
- m. Officers are MCSAP certified
- n. PUC issues Certificates of Public Convenience authorizing intrastate transportation of passengers & property (including household goods) for compensation
- o. There are exemptions to regulation (as listed in the attached presentation)
- p. Property Carriers:
 - i. May transport non-household goods between points within PA for any rate of compensation
 - ii. Application requires \$100 fee and minimum level of insurance
 - iii. Must submit to a safety fitness review within 6 months
 - iv. Assessed an annual fee
- g. PUC carriers are required to mark their vehicles with name and PUC-A#
- r. Passenger Carriers:
 - i. Carriers of passengers include taxi, limousine, airport transfer, paratransit, group or party, scheduled route, etc.
 - ii. Carriers receive authority for each type of transit they are going to offer, \$350 filing fee for each type
 - iii. Minimum limit of insurance required is dependent upon seating capacity of the vehicle
 - iv. File their price rates with the PUC for fees charged to the consumer
- s. Large Buses/Motorcoaches:
 - i. File for authority using form PUC-GP and requires \$100 filing fee
 - ii. Also require a safety enforcement review
 - iii. PUC regulates insurance and safety of vehicles and are part of an annual PUC safety inspection program
- t. Driver Qualifications:
 - i. At the time of hire, and annually, carriers must perform an inquiry on their drivers
 - ii. At the time of hire, and every two years after, carriers must perform a criminal background check on their drivers
- u. Passenger Carrying Vehicles:
 - i. Vehicles must have current PA state safety inspection
 - ii. PUC also regulates cleanliness and working condition of air conditioning, heat, etc.

- iii. Drivers are not permitted to smoke
- v. Taxi Regulations
 - i. Taxis are required by law to have a taxi meter or soft meter
 - ii. Rates must be posted with receipts available upon request
 - iii. Taxi carrier fleets are inspected annually to ensure vehicle safety an meter accuracy
 - iv. Permitted to take street-hails or pre-scheduled trips
 - v. Vehicles are not to be older than 10 years or more than 350,000 miles and must have operable roof light
- w. Passenger and paratransit vehicles are required to have consumer complaint decals on front and back of vehicles and provide phone number for complaints about the vehicle or driver
- x. Transportation Network Company (TNC) Regulations
 - i. Vehicle must not be older than 15 years
 - ii. PA safety inspection sticker is required if registered in PA
 - iii. Must display decal for TNC in the front right part of their windshield
- y. PUC receives consumer complaints and assigns them to Enforcement Officers (EOs)
- z. Frequent complaints include:
 - i. Drivers using cell phones and poor driving habits
 - ii. Taxi carriers refusing to provide users short trips
 - iii. Excessive wait times
 - iv. Overcharges
 - v. Damages and poor service from household goods carriers
 - vi. Carriers operating without PUC authority
- aa. Goal of PUC is compliance with safety regulations. Carriers are subject to fines/penalties, but the main goal of the PUC is to ensure safety compliance. Fines range on the severity of the violation.
- bb. Common TUC Issues:
 - i. Not permitted illuminated roof lights
 - ii. Must be using the app and are not permitted to operate off the app or accept street-hails
 - iii. Can have pricing variations and surge pricing
- cc. Questions
 - i. Bob Pento I've been out to a weigh station site and enforcement officers were there; do they generally operator out of a fixed site or do they pull over vehicles?
 - Brian Mehus Generally fixed station; if a major safety issue is observed the vehicle would be stopped, but rare occurrence; typically part of routine inspection
 - ii. Bob Pento all officers certified MCSAP?
 - 1. Brian Mehus Yes, officers are also licensed state inspectors
 - iii. Rebecca Oyler agree that distracted driving/texting is a common occurrence and complaint
- 8. PennDOT Highly Automated Vehicle Guidelines Derrick Hermann, PennDOT
 - a. The slides from this presentation are attached to these minutes
 - b. Transportational Technology Division operates as part of the Strategic Development and Implementation Office

- c. Transportational Technology Division responsibility includes automated vehicles, connected vehicles, alternative fuels, etc
- d. Highly Automated Vehicle (HAV) Advisory Committee identifies recommendations for the Commonwealth of Pennsylvania with the purpose of enhancing safety and efficiency related to automated and connected vehicles
- e. Act 117 of 2018 was the first AV legislation in Pennsylvania and allowed automated work zones and established guidelines/restrictions for vehicle platooning
- f. HAV committee established
- g. Act 106 of 2020 allowed personal delivery devices (PDD). Small autonomous robots operating on sidewalk or crossing streets to deliver goods. Past pilot programs have focused on college campuses
- h. Act 130 of 2022 accomplished the following:
 - i. Provided a path to certification for driverless vehicles
 - ii. Developed first set of guidelines for driverless/remote driver operation
 - iii. Private HAV operation not allowed in PA
 - iv. Established PennDOT as the sole regulatory authority

i. Publication 950

- i. Provides self-certification requirements/quidelines
- ii. Contains minimum requirements for certification
- iii. Provides HAV-04 self-certification or online form
- iv. Certification is good in perpetuity, unless terms change
- j. Visual identifiers required for HAVs
 - i. Provides owner, vehicle, and financial responsibility information for reportable and non-reportable accidents
 - ii. Intended to provide information in the event of an accident, not intended to notify other vehicles that the vehicle is driverless
 - iii. Developed in consultation with the Pennsylvania State Police

k. Crash Reporting

- i. Initial report is required within 6 hours of an accident
- ii. Follow up report is required within 24 hours intended to determine whether the vehicle was operating within its operation design domain (ODD)
- I. There are currently 6 certificate holders operating within the state
- m. Navy Yard Shuttle Conducting a 12-month study to shuttle Navy yard workings in Philadelphia using AVs. Intended to study AV performance and public perception

n. PennSTART

- High speed test track being developed in Westmoreland County to test AV and traffic incident management
- ii. Intended to be a host for pilot programs and opportunity to partner with other agencies
- iii. Hopeful to attract grants and bring new technology to PA
- Facilities will accommodate testing speeds of 70 MPH to mimic interstate conditions
- v. Planning to build additional facilities to test roundabout and other intersection conditions

o. ADS Demonstration Grant

i. Attempted to understand difficulties of operating an AV through different work zone scenarios

- ii. Tested on both a closed track at Penn State and in a live work zone
- iii. Tested using connectivity, machine visioning, and high-definition mapping
- iv. Final report from testing is being developed
- v. Key takeaways:
 - 1. Temporary lane widths and speed limits are important
 - 2. Shapes/types of work zone traffic control devices have a large effect. May shape how we use traffic control devices in the future
 - 3. Now know for certain that mapping and connectivity are important
 - 4. Connected vehicles could help automated vehicles navigate work zones in the future
 - 5. Yet to encounter a work zone scenario that could not be solved with additional support

vi. Municipal Guidebooks

- 1. Goal is to provide municipalities with recommendations to prepare for Avs withing their jurisdiction
- 2. PennDOT is the sole authority on AV regulation and laws, so it is important to keep local municipalities informed
- 3. Published April 2024 as Pub 847
- vii. AV Incident Response Plan (AVIRP)
 - 1. Goals:
 - a. Ensure PennDOT and stakeholders are aware of all reportable accidents involving AVs In PA
 - b. Provides mobile application to make sure responders to incidents are equipped with relevant considerations to enhance safety
 - 2. Communication flow chart details who needs to be contacted/involved when AV incident occurs
 - 3. Field Guide Book
 - a. Mobile app is available on Apple and Google Play stores and is intended for PennDOT business partners and first responders
 - b. Provides incident response considerations and ensures communication to assist with response and interagency coordination
 - c. AV testers submit information and protocols for interacting with their vehicles as part of the self-certification process

viii. Connected Vehicles

- US DOT developed draft plan for connected vehicles and market engagement
- 2. PennDOT has started engaging OEMs about incorporating connected vehicle technology into their cars
- 3. PennDOT won SMART grant for developing curve speed warnings transmitted over cellular
- ix. Future initiatives include:
 - 1. Infrastructure AV readiness assessment. Hoping to update facilities to prepare for Avs.
 - 2. Develop AV crash attenuating vehicles to replace manned crash attenuating trucks
 - 3. Advanced air mobility assessment

- 4. Develop an EV emergency response plan
- 5. Freight signal priority can prioritize freight movement through signals and extend green times to accommodate freight vehicles. Three pilot locations in the Harrisburg Area.
- x. Rebecca Oyler Excited about the new PennSTART facility. Could the committee potentially take a tour of the facility once it's completed?
 - 1. Derrick Herrman Yes, and there is a meeting location available on site
- 9. Annual Report Review Leah Kacanda, WRA
 - A consolidated, few page document has been developed to highlight achievements from the last year along with meeting minutes which is provided to the Secretary and Governor's office for distribution
 - b. A draft is currently active
 - c. Highlighted activities and achievements include the safety symposium, the FMCSA subcommittee, and officer elections
 - d. Now that the previous meeting minutes have been approved, everything needed to finalize the report is available
- 10. Old Business Bob Pento, PennDOT
 - a. No old business for the committee.
- 11. New Business/Public Discussion
 - a. Rebecca Oyler proposed a subcommittee to develop a charter for the committee and set goals and structure to accomplish priorities for the future.
 - b. Gregg Troian motioned to convene a Charter Subcommittee, seconded by Patricia Cowley Kelly. All in favor.
 - c. Robecca Oyler Solicited members for the subcommittee Gregg Troian, Patricia Cowley, and Mary Gaiski volunteered
- 12. 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
- 13. Adjourn Mary Gaiski adjourned the meeting

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

- 14. Attendance Attendance is included on the next page
- 15. 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

Chamber of Business & Industry iefs of Police Association ecial Court Judges Association of PA lependent Trucker Interests lependent Trucker Interests Motor Truck Association Motor Truck Association	Mr. Gregg Troian, President PGT Trucking Mr. David Splain, Chief of Police Nether Providence Twp., Delaware County Honorable Judge Rick W. Varner Mr. Roger A. Lee Mr. John Summers Ms. Rebecca Oyler, President and CEO	X* X*
lependent Trucker Interests lependent Trucker Interests Motor Truck Association	Nether Providence Twp., Delaware County Honorable Judge Rick W. Varner Mr. Roger A. Lee Mr. John Summers	
lependent Trucker Interests lependent Trucker Interests Motor Truck Association	Mr. Roger A. Lee Mr. John Summers	
lependent Trucker Interests Motor Truck Association	Mr. John Summers	X*
Motor Truck Association		Х*
	Ms. Rebecca Oyler, President and CEO	
Motor Truck Association		Х*
	Vacant	
Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary	Х*
AAA Federation	Mr. Ted (John) Leonard, Vice Chair	Χ*
Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	Х*
Bus Association	Ms. Patricia Cowley, Executive Director	Х*
School Bus Association	Mr. Gerry Wosewick, Executive Director	Х*
Forest Products Association	Vacant	
erest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	
ilroad Industry in PA	Mr. Rodney Oglesby	
cal Government	Mr. Ron Grutza	Х*
otor Carrier Manufacturing Industry	Vacant	
Insport Industry - Bulk Products	Mr. Robert Smith, Sheetz / CLI Transport, LP	Х*
insport Industry - Moving & Storage	Mr. Bob Dolan	Х*
nsport Industry - Petroleum	Mr. Brian Phelps, Shell	Χ*
nsport Industry - Natural Gas	Mr. John Voda	Х*
nsport Industry - Coal	Mr. Barrett Sparks, Rosebud Mining Company	
nsport Industry - Construction Material	Mr. Mike Modica, New Enterprise Stone & Lime Co.	
	ichool Bus Association Forest Products Association Frest of Motor Carrier Drivers Froad Industry in PA Fall Government For Carrier Manufacturing Industry Finsport Industry - Bulk Products Finsport Industry - Moving & Storage Finsport Industry - Petroleum Finsport Industry - Natural Gas	Mr. Gerry Wosewick, Executive Director Vacant Vacant Mr. Gib Martin, Mount Joy Farmers Co-op Assoc. Toad Industry in PA Mr. Rodney Oglesby Mr. Ron Grutza Or Carrier Manufacturing Industry Assport Industry - Bulk Products Assport Industry - Petroleum Mr. Brian Phelps, Shell Mr. Barrett Sparks, Rosebud Mining Company Assport Industry - Construction Material

Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Bob Pento Gavin Gray	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 Sgt. M. Pavelko	
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	Χ*
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
Marisa Balanda*	Governor's Office	
Anthony Cloud*	РМТА	
Angela Gillis*	PennDOT	
Derrick Herrmann*	PennDOT	Х
Nick Ninosky*	PennDOT Special Hauling Permits Section	
David Lapadat *		
Matthew Long*		
Codi Lucidi*		
Elizabeth Straining*	PA Senate	
Teresa Wagner*		
Garth Warner*	Derry Township Police Department	
* Attended via videoconference.	1	l

Support for MCSAC

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

Attachment A – PUC Motor Carrier Presentation



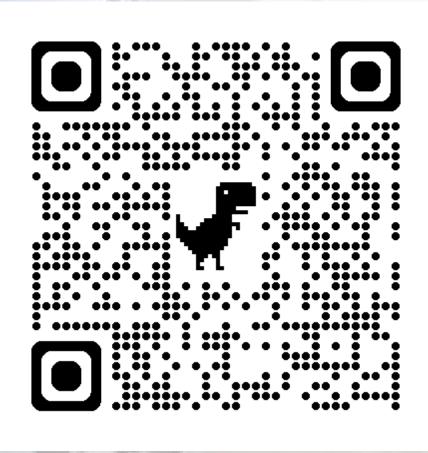
PA Public Utility Commission Bureau of Investigation and Enforcement

Motor Carrier Enforcement Overview
Brian Mehus, Chief
bmehus@pa.gov

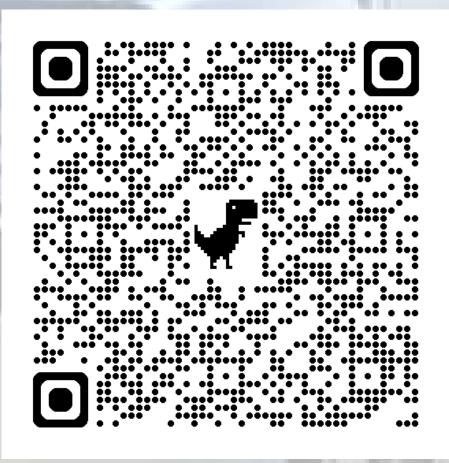
PA Title 66 & Title 52

- Regulations pertaining to The Public Utility Commission can be found in PA Titles 66 & 52.
- Parts pertaining to Motor Carrier:
 - Title 52 Chapter 29- Passenger
 - □ Title 52 Chapter 31- Property

PA Title 66 link



PA Title 52 link



- Motor Carrier regulations can primarily be found at Title 52 Chapters 29 &31
- Chapter29:Passenger

31:Property

PA Title 66 §102. Definitions.

Two key elements:

Transportation must be point to point inside PA.

Transportation must be for compensation.

Jurisdiction

- PUC certificated property or passenger motor carriers including:
- For hire property carriers involved in intrastate commerce.

Examples: Household goods carriers, general freight, couriers.

Jurisdiction

For hire passenger carriers involved in intrastate commerce:

- **Examples:** Taxis, Limousines, Paratransit, Airport Transfer, Group & Party 11-15, Group & Party 16 or more, TNCs
- Brokers of passengers.

PUC Enforcement Staff

- Our division has 5 Districts (Pittsburgh, Altoona, Scranton, Harrisburg and Philadelphia. We have 28 Enforcement Officers; 5 Supervisors; 3 Regional Managers; one Program Administrator; one Management Technician; one Chief and one Bureau Director. We currently have 5 vacant EO positions across PA in the process of being filled.
- The officers are in uniform and have marked vehicles with a lightbar and siren.
- They do carry handcuffs and pepper spray but are <u>NOT</u> armed with firearms.
- Most of our enforcement officers come from police backgrounds.

Title 66 PA CS (Public Utility Code)

Section 307 - The commission may employ such inspectors, as it may deem necessary, for the purpose of enforcing the provisions of this part. Such inspectors are hereby declared to be police officers and are hereby given police power and authority throughout this Commonwealth to arrest on view, without writ, rule, order, or process, any person operating as a motor carrier or common carrier by airplane without a certificate or permit required by this part. Such inspectors are hereby given authority to stop vehicles on the highways of this Commonwealth, and to inspect the cargoes of such vehicles, and any receipts or bills of lading pertaining to such cargoes.

Title 66 PA CS (Public Utility Code)

Section 506 - The commission shall have full power and authority, either by or through its members, or duly authorized representatives, whenever it shall deem it necessary or proper in carrying out any of the provisions of, or its duties under this part, to enter upon the premises, buildings, machinery, system, plant, and equipment, and make any inspection, valuation, physical examination, inquiry, or investigation of any and all plant and equipment, facilities, property, and pertinent records, books, papers, accounts, maps, inventories, appraisals, valuations, memoranda, documents, or effects whatsoever, of any public utility, or prepared or kept for it by others, and to hold any hearing for such purposes. In the performance of such duties, the commission may have access to, and use any books, records, or documents in the possession of, any department, board, or commission of the Commonwealth, or any political subdivision thereof.

Title 52 PA 29.406 Inspection by Enforcement Officers

- Inspection by enforcement officers.
- (a) An enforcement officer employed by the Commission is authorized to perform inspections of vehicles to determine compliance with this subchapter under 66 Pa.C.S. § § 307 and 506 (relating to inspectors for enforcement; and inspection of facilities and records). To perform these inspections, Commission enforcement officers are authorized to stop vehicles in operation. Commission enforcement officers are also authorized to enter upon the premises of the agent or lessee of a common carrier or contract carrier at a reasonable time for the purpose of performing inspections upon vehicles used in regulated operations.
- (b) A form designated by the Commission shall be used to record findings from vehicles selected for inspection.

 (Driver/ Vehicle Compliance Report)
- (c) Vehicles in operation which are found upon inspection not to comply with § § 29.402 and 29.403 (relating to vehicle equipment requirements; requirements for passenger service operations) shall be declared out-of-service by an enforcement officer employed by the Commission and shall be placed out-of-service utilizing the Commission's out-of-service sticker.
- (d) A common carrier or contract carrier may not require or permit a person to operate nor may a person operate a vehicle declared and placed out-of-service until repairs required by the Commission have been satisfactorily completed, except as provided in § 29.404 (relating to unsafe operations forbidden).
- (e) A person may not remove an out-of-service sticker from a vehicle prior to completion of the repairs required by the Commission.

Motor Carrier Enforcement

- Responsible for all aspects of Motor Carrier transportation regulated by the PUC; and are also qualified Commonwealth employees under Title 75 4704(f) and enforce the FMCSA regulations which Pennsylvania mostly adopted by reference. (Title 67 Chapters 229 (Interstate) & 231 (Intrastate). Officers are all MCSAP certified in A, B, C, as well as Hazardous Materials, Cargo Tank and Passenger vehicle.
- Conduct inspections, audits & investigations of Trucks, Buses, Taxis, Limousines, Paratransit, and TNC's.
- TNC's (Transportation Network Companies) such as Uber, Lyft, and Z-Trip are regulated.

PUC Authority Types

- The PUC issues Certificates of Public Convenience authorizing intrastate transportation of passengers & property for compensation.
- Intrastate service involves the picking-up and dropping-off of passengers where both the origin and destination points are in Pennsylvania.
 - Passenger- To transport passengers for compensation in intrastate commerce.
 - Property-To transport property for compensation in intrastate commerce.
 - Property (Household Goods)-To transport household goods in use for compensation in intrastate commerce. Predominately residential moves.
 - □ The PUC regulates approximately 7,500 carriers in Pennsylvania

Exemptions



- Agricultural products
- Ambulance
- Anti-skid materials
- Ashes
- Authorities (including County Housing Authorities)

- Buy and sell operation
- Chemical wood from wood lots
- Cooperative associations
- Excavated Materials (not valuable soil)
- Farm Owner or Operator
- Federal Government moves

- Free Transportation
- Hazardous Waste
- Incidental- to primary non-transporation business
- Interstate Transportation
- Lessor

- Logs (saw or veneer) from wood lots
- Motor Vehicles- wrecked or disabled
- Non-Profit Cooperative Enterprises
- People- bereaved people by a funeral director.
 - In Ambulance-like vehicle
 - □ To or from health care providers

- Private Transportation of property
- Property from storage, if in storage 90 days or more
- Pulpwood from wood lots
- Railroad ballast
- Religious Organizations

- Road Construction Materials- NOT including material for parking lots.
- Rubbish in dump trucks
- Voting Machines to and from polling place
- Warehoused Merchandise

- Waste (no value)- DOES NOT include goods for recycling (have value)
- Wood chips from wood lots
- Wood lot Definition- an area devoted to the growing of forest trees

Property Carriers

- Property carriers may transport property, except household goods in use, within points in Pennsylvania over unrestricted routes, for any rate of compensation.
- Application requires \$100.00 fee & a minimum level of insurance.
- They must submit to a safety fitness review within 6 months of receiving their PUC authority and get a "pass" rating.
- They are assessed an annual fee.

Property Insurance Title 52 Chapter 32

- § 32.12. Property carrier and household goods in use carrier insurance.
- (a) No common carrier or contract carrier of property or household goods in use may engage in intrastate commerce and no certificate will be issued, or remain in force, except as provided in § 32.15 (relating to applications to self-insure), until there has been filed with and approved by the Commission, a certificate of insurance by an insurer authorized to do business in this Commonwealth, to provide for the payment of valid accident claims against the insured for bodily injury to or the death of persons, or the loss or damage to property of others resulting from the operation, maintenance or use of a motor vehicle in the insured authorized service. The liability of the insurance company on each motor vehicle operated in common or contract carrier service shall be in amounts not less than \$300,000 per accident for a vehicle with a manufacturer's gross vehicle weight rating of 10,000 pounds or less, in the case of a single vehicle, or a manufacturer's gross combination weight rating of 10,000 pounds or less, in the case of an articulated vehicle. The liability of the insurance company on each motor vehicle operated in common or contract carrier service shall be in amounts not less than \$750,000 per accident for a vehicle with a manufacturer's gross vehicle weight rating over 10,000 pounds, in the case of a single vehicle, or a manufacturer's gross combination weight rating over 10,000 pounds, in the case of an articulated vehicle.

Marking of Vehicles

- PUC certificated carriers are required to mark their vehicles with the name or registered insignia of the carrier and the PUC-A#. The vehicle must be marked in letters no less than 2 inches high by 1/2 inch in width.
- Vehicles operated in limousine service, TNC, and vehicles registered under UCR that are marked with a US DOT number are exempt from this requirement.

Passenger Carriers

- Carriers of passengers include many service types, such as taxi, limousine, airport transfer, paratransit (van), group and party (charter bus), and scheduled route.
- Carriers must obtain authority for each type of service that they are going to offer.
- A filing fee of \$350.00 is required for each different class of service.
- Minimum Limits of Insurance Carriers of Passengers
- The minimum insurance limit is dependent upon the manufactured rated seating capacity of the vehicle. Carriers operating any vehicle of:

Passenger Carriers cont.

■ 15 passengers or less: (a)___\$35,000 to cover liability for bodily injury, death or property damage incurred in an accident (BIPD). (b)____\$25,000 first party medical benefits, \$10,000 first party wage loss benefits, and conforming to 75 PA C.S. §§ 1701-1798 (relating to Motor Vehicle Financial Responsibility Law). (c)____ First party coverage of the driver of certificated vehicles shall meet the requirements of 75 PA C.S. § 1711 (relating to required benefits).

Passenger Carriers cont.

- 16 to 28 passengers: \$1,000,000 to cover liability for bodily injury, death or property damage incurred in an accident.
- 29 passengers or more: \$5,000,000 to cover liability for bodily injury, death or property damage incurred in an accident.
- Passenger Carriers file their price rates with the PUC for the fees charged to the consumer.

Passenger carriers cont.

- Certain types of passenger carriers are only permitted to operate in specific areas. A carrier may operate in specific counties (specified by the carrier's submitted tariff). This applies to taxis, paratransit units, & group & party 11-15 passengers.
- Group and Party Carriers refers to vehicles transporting 11-15 passengers, and/or 16 passengers and greater.

Larger Buses and Motorcoaches

 Charter bus, tour and special excursion operators, exclusively operating vehicles seating 16 or more, including the driver, file for authority using Form PUC-GP. A \$100.00 filing fee is required. Upon acceptance and review of the application, the Commission will issue a Secretarial letter granting the right to provide group and party to service between points in Pennsylvania.

Larger Buses and Motorcoaches

- Carriers of passengers operating vehicles, in group and party service, that seat 16 or more, including the driver, must undergo a safety fitness review conducted by a Commission Enforcement Officer.
- The PUC regulates the insurance and safety of these vehicles; they are part of an annual PUC safety inspection program.
- School bus enforcement is performed by the Pennsylvania State Police.

Driver Qualifications for Passenger Transportation

- At the time of hire, and annually, the carrier must perform a motor vehicle inquiry with Penndot on their drivers. A copy must be on file.
- At the time of hire, and every 2 years thereafter, the carrier must perform a criminal background check on their drivers. Certain offenses eliminate a driver from employment. A copy must be kept on file. (Also applies to HHG Carriers)

Passenger Carrying Vehicles

- Vehicles must have a current Pennsylvania State Vehicle Inspection and abide by PA State Inspection Requirements.
- The PUC also has regulations regarding cleanliness, working order of air conditioning, heat, snow tires when applicable, etc.
- No Smoking is permitted by the driver.

Taxi Only Regulations

- Taxis are required to have a taxi meter or soft meter. The meter must be sealed, and the rates must be posted in the taxi. A receipt must be issued if requested.
- The soft meter is an app used to access the distance & fee used by the driver. The app must be preapproved by the PUC.
- Taxi carrier's fleets are inspected yearly to ensure vehicle safety and meter accuracy.

More on Taxis

Taxis are permitted to take street hails.

Trips can be pre-scheduled.

Taxi vehicles are not to be older than 10 years of age or in excess of 350,000 miles, which ever comes first.

Taxis must have an operable roof light.

Passenger Regulations

- Carriers of passengers, except group and party carriers using vehicles with seating 16 or more, including the driver, must file a tariff containing their rates for service within Pennsylvania.
- Carriers operating in limousine service or in group and party service, using vehicles seating 15 passenger or less, including the driver, may change their rates and file a new tariff upon oneday notice.

Consumer Complaint Decals

For taxis and paratransit vehicles, they are a yellow, rectangle, decal on right, rear, passenger window on the vehicle.

They are to be displayed front and back and give the phone number to our office if the passenger has any complaints about the vehicle or driver. On taxis, the unit number must be filled in the space provided by the carrier for the consumer to reference.

Complaint Decal for Limousines and Household Goods Carriers

The Consumer Complaint Decal Information must be included on the client's limousine contract.

The Consumer Complaint Decal Information must be included on the "Information to Shipper" document required to be given to the potential residential customer to be moved.

TNC's Vehicle Requirements

The vehicle must not be over 15 years old. A valid PA State Inspection Sticker is required if registered in PA. Leased vehicles from Enterprise, Thrifty, etc. are acceptable.

They must display their particular decal ie "U" for Uber or "Lyft" in the front right part of the windshield. Luminated lights are sometimes displayed on their dash. Some vehicles have both Uber and Lyft displayed.

Complaints

 The PUC receives consumer complaints from the public and assigns them out to Enforcement Officers for investigation to ensure that carriers are in compliance with PUC regulations.

Most Frequent Complaints

- Drivers using cell phones, texting, & poor driving habits.
- Vehicles that are unsafe.
- Drivers refusing to provide service on "short trips." (Taxi Carriers)
- Unreasonable service- Excessive wait time
- Overcharges
- Damages and poor service by household goods carriers.
- Carriers operating without PUC authority. (Jitney's, rogue HHG Carriers)

Fines and Penalties

The Commission has a responsibility to ensure that carriers operating under its authority are properly insured, meet our customer service standards, and are in compliance with our safety regulations. Carriers under our jurisdiction are subject to fines and other penalties when violations of our regulations occur.

Fines and Penalties Cont.

- Fines range from \$50.00 to \$1,000.00 per violation depending on the severity of the violation; or cancellation of certificate.
- There is also a \$5,000 administrative penalty for uncertificated HHG carriers under Title 66 3310 with the possibility of vehicle impoundment.

Fines and Penalties Cont.

- Title 66 § 3315. Disposition of fines and penalties.
- All fines imposed, and all penalties recovered, under the provisions of this part, shall be paid to the commission, and by it paid into the State Treasury, through the Department of Revenue, to the credit of the General Fund.

TNC Issues

- TNC's are not permitted roof lights that illuminate.
- TNC's must be using the app and accept the passenger through the app. Cannot operate off the app (passenger pay them directly). They are not permitted to do street hails.
- □ TNC's can have numerous pricing variations (surge pricing) in the course of a day or week.

Safety

Carriers operating vehicles seating 16 or more, including the driver, must comply with the Commission's safety regulations contained in 52 Pa. Code Chapter 37, which adopts the Federal Motor Carrier Safety Regulations at 49 CFR.

Safety cont.

• All other carriers of passengers must comply with the Pennsylvania Department of Transportation's vehicle equipment requirements. The Commission has adopted additional motor vehicle regulations at 52 Pa. Code, sub-chapter E, §§29.401 through 29.407.

How to Obtain Authority & Information on the PUC

Information and Applications for authority are available on-line at www.puc.pa.gov



Important Telephone Numbers

- Information or assistance:
- Pittsburgh & Altoona District Office 412-423-9310
- Harrisburg District Office 717-787-7598
- Scranton District Office 570-963-4590
- Philadelphia District Office 215-965-3721
- Application filing 717-787-3834
- Insurance Filing 717-787-1227
- Tariff filing 717-214-7155
- Compliance Office 717-787-1168



Attachment B – PennDOT Automated Vehicle Presentation

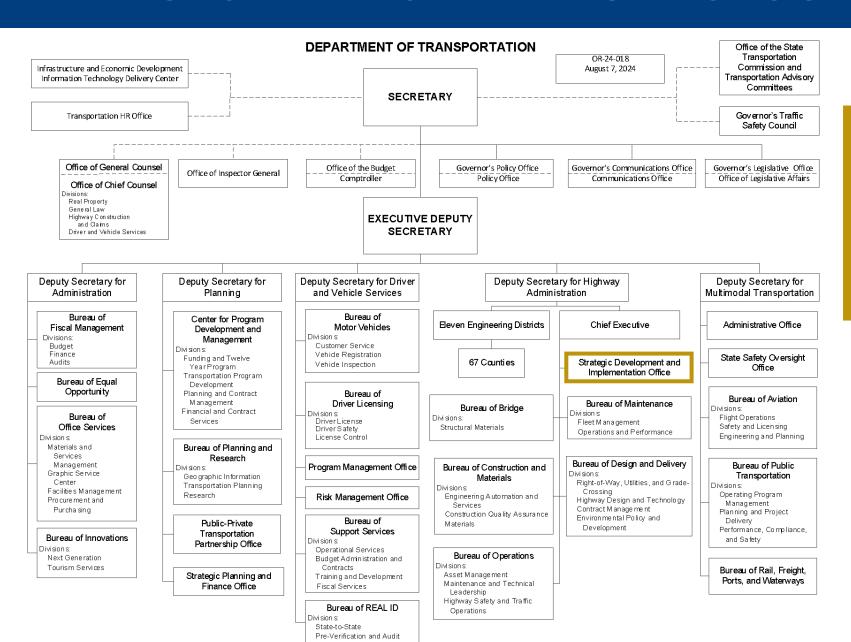
MOTOR CARRIER SAFETY ADVISORY COMMITTEE

ADVANCING AND DEPLOYING OF AUTOMATED VEHICLE TECHNOLOGIES IN PA



AGENCY STRUCTURE

TRANSFORMATIONAL TECHNOLOGY - STRUCTURE



Strategic Development and Implementation Office

Transformational Technology Division

- Derrick Herrmann, P.E.
- Colton Brown
- Dorothy Holloway
- Gunnar Rhone, P.E.
- Kevin Tobias



TRANSFORMATIONAL TECHNOLOGY RESPONSIBILITY

Core:



Automated Vehicles



Platooning



Connected Vehicles



Personal Delivery Devices



PennSTART



Electrification

Support:



Shared Mobility



Smart Cities



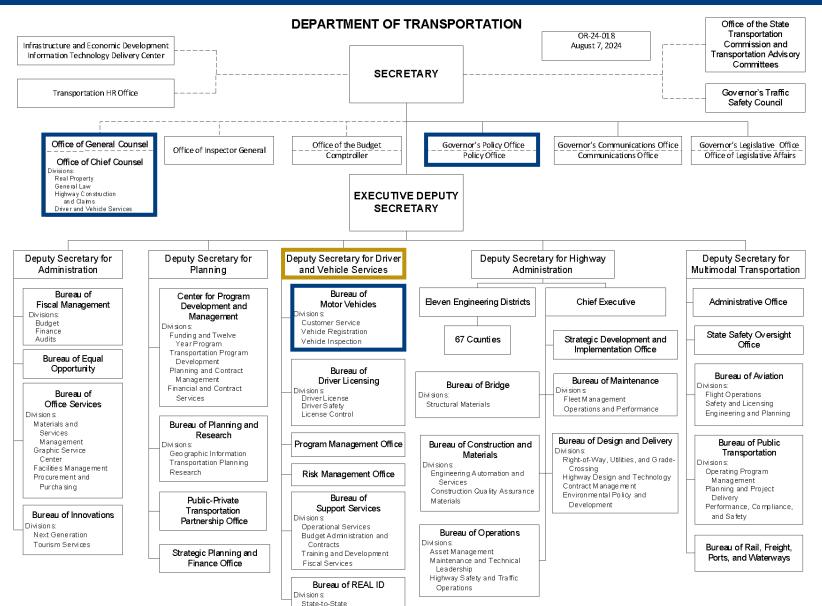
Broadband



UAS



DRIVER AND VEHICLE SERVICES



Pre-Verification and Audit

- DVS falls under PennDOT, unlike some states where the DMV/vehicle registration is outside the DOT.
 - One of the dozen or so states where this occurs
 - Allows us to closely coordinate on AV registration and authorization
- The other members of the AV Policy Task Force are also highlighted



HAV ADVISORY COMMITTEE

MISSION STATEMENT

 The Highly Automated Advisory Committee identifies recommendations for the Commonwealth of Pennsylvania with the purpose of enhancing the safe and efficient movement of people and goods by advancing connected and automated vehicle technology.

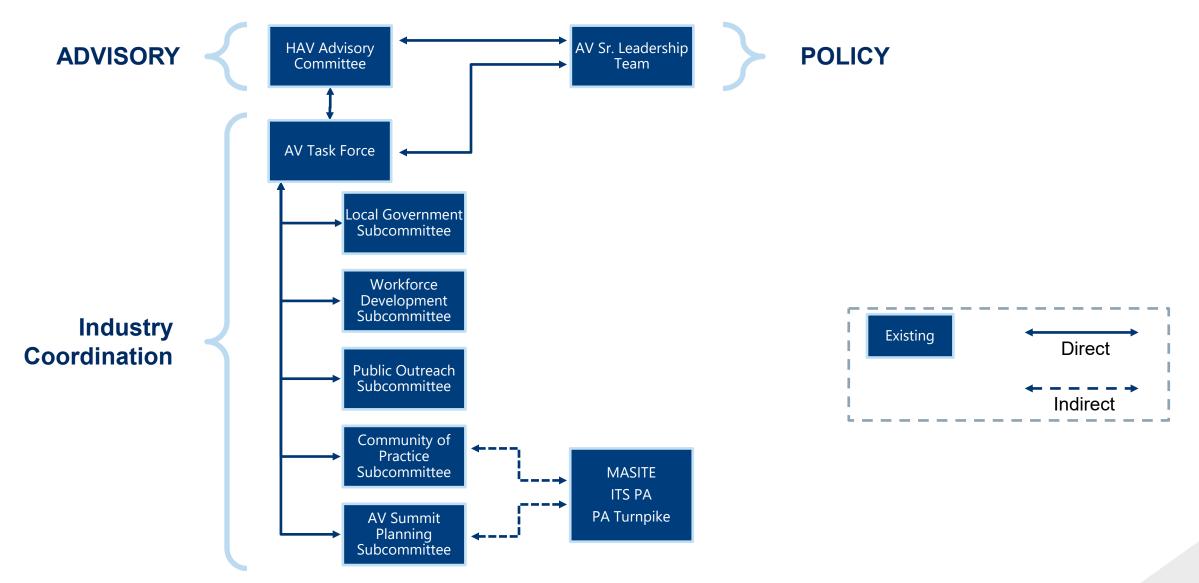
Focus Areas

- Communications and Engagement Plan
- Workforce Development Plan
- Legal Assessment
- Platooning Transit Vehicles Study
- Guiding Principles





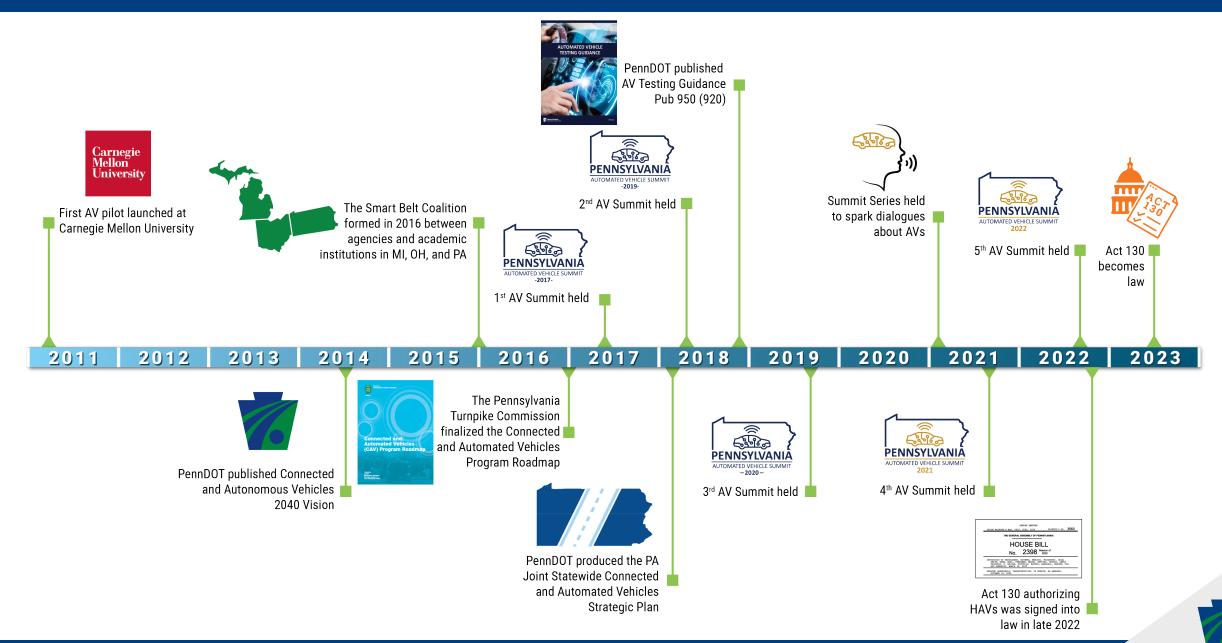
HAV ADVISORY COMMITTEE - ORG STRUCTURE





AV LEGAL AND GOVERNMENT OVERSIGHT

HISTORY OF HAVS IN PENNSYLVANIA



PA LAWS

PRIOR PRINTER'S NOS. 1805, 1893

THE GENERAL ASSEMBLY OF PENNSYLVANIA

SENATE BILL

INTRODUCED BY RAFFERTY, BREWSTER, WILEY, MENSCH, BARTOLOTTA, RESCHENTHALER AND VULAKOVICH, MAY 13. 2016

AS AMENDED ON SECOND CONSIDERATION, JUNE 27, 2016

Amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in traffic signals, further providing for definitions and for maintenance agreement, in general provisions relating to operation of vehicles, further providing for traffic-control signals and for expiration of automated red light enforcement systems provisions; and, in taxes for highway maintenance and construction, further providing for allocation of proceeds.

The General Assembly of the Commonwealth of Pennsylvania

Section 1. Section 9201 of Title 74 of the Pennsylvania

12 Consolidated Statutes is amended to read:

The following words and phrases when used in this chapter

15 shall have the meanings given to them in this section unless the

16 context clearly indicates otherwise:

"Critical corridor." Either of the following:

(1) A State or municipal highway segment intersecting

with a limited access ramp identified by the Secretary of

Transportation

(2) A State or municipal highway segment with

SENATE AMENDED

PRIOR PRINTER'S NOS. 2794, 2916, 3774

PRINTER'S NO. 4276

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

1958 Session of 2017

INTRODUCED BY ROTHMAN, SCHLOSSBERG, HELM, SAYLOR, MILLARD, NELSON, EVERETT, MUSTIO, DIAMOND, TAYLOR, CHARLTON, FEE, KORTZ, GILLEN, KEEFER AND BARBIN, DECEMBER 11, 2017

AS AMENDED ON THIRD CONSIDERATION, IN SENATE, OCTOBER 16, 2018

definitions; in rules of the road in general, providing for platooning, and providing for autonomous vehicles.

ENDING TITLE 75 (VEHICLES) OF THE PENNSYLVANIA CONSOLIDATEDSTATUTES, IN GENERAL PROVISIONS, PURPHER PROVIDING FOR-DEFINITIONS: IN RULES OF THE ROAD IN GENERAL, PROVIDING FOR PLATOONING; AND PROVIDING FOR HIGHLY AUTOMATED VEHICLES.

AMENDING TITLE 75 (VEHICLES) OF THE PENNSYLVANIA CONSOLDATED STATUTES, IN GENERAL PROVISIONS, FURTHER PROVIDING FOR DEFINITIONS; IN RULES OF THE ROAD IN GENERAL, PROVIDING PLATOONING; AND PROVIDING FOR HIGHLY AUTOMATED VEHICLES. The General Assembly of the Commonwealth of Pennsylvania

Section 1. Section 102 of Title 75 of the Pennsylvania

Consolidated Statutes is amended by adding definitions to read-

provisions of this title which are applicable to specific

20 provisions of this title, the following words and phrases when

HOUSE AMENDED

PRIOR PRINTER'S NOS 1773 1823 1952

PRINTER'S NO. 2042

THE GENERAL ASSEMBLY OF PENNSYLVANIA

SENATE BILL

1199 Session of

INTRODUCED BY AUMENT, PHILLIPS-HILL, MENSCH, SCAVELLO, STEFANO AND PITTMAN. JUNE 15. 2020

AS AMENDED ON SECOND CONSIDERATION, HOUSE OF REPRESENTATIVES, SEPTEMBER 30, 2020

AN ACT

Statutes, in general provisions, further providing for definitions; and, in highly automated vehicles, further providing for personal delivery devices. AMENDING TITLE 75 (VEHICLES) OF THE PENNSYLVANIA CONSOLIDATED STATUTES, IN GENERAL PROVISIONS, FURTHER PROVIDING FOR DEFINITIONS; IN HIGHLY AUTOMATED VEHICLES, FURTHER PROVIDING <-COMMITTEE AND PROVIDING FOR PERSONAL DELIVERY DEVICES; AND MAKING EDITORIAL CHANGES.

The General Assembly of the Commonwealth of Pennsylvania

13 hereby enacts as follows:

Section 1. The definition of "pedestrian" in section 102 of <--

15 Fitle 75 of the Pennsylvania Consolidated Statutes is amended to

Subject to additional definitions contained in subsequent

19 provisions of this title which are applicable to specific-

21 used in this title shall have, unless the context clearly

SENATE AMENDED

PRINTER'S NO. 3563

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

2398 Session of

INTRODUCED BY OBERLANDER, ROTHMAN, MERCURI, MIZGORSKI, HELM, SMITH, ROWE, KAIL, STEPHENS, MAJOR, ORTITAY, GAYDOS, LEWIS DELROSSO, E. NELSON, MUSTELLO, BROOKS, MARSHALL, MASSER, COX AND ARMANINI, MARCH 10, 2022

SENATOR LANGERHOLC, TRANSPORTATION, IN SENATE, AS AMENDED, OCTOBER 18, 2022

AN ACT

Amending Title 75 (Vehicles) of the Pennsylvania Consolidated enting little or (wenicles) of the remispivalizations indeed of the control of th providing for proof of financial responsibility following accident; in rules of the road in general, repealing provisions relating to platooning; IN MISCELLAMEOUS PROVISIONS, PROVIDING FOR THEFT OF CATALYTIC CONVERTER; in PROVISIONS, PROVIDING FOR THEFT OF CATALTIC CONVENTER; in miscellaneous provisions relating to accidents and accident personal injury, for accidents involving damage to attended wehicle or property, for duty to give information and render aid, for accidents involving damage to unattended vehicle or property, for accidents access clearance, AND for immediate property. notice of accident to police department and for written-report of accident by driver or owner; in equipment standards, further providing for promulgation of vehicle standards, further providing for promulgation of vehicle equipment standards; in inspection of vehicles, further providing for requirement for periodic inspection of vehicles; in powers of department and local authorities, further providing for specific powers of department and local authorities, and, in highly automated vehicles, further providing for definitions, for highly automated vehicles and of r Highly Automated Vehicle Advisory Committee, providing for certificate of compliance required, for powers of department, for self-certification application,

Act 101 of 2016 Municipal Funding (GLG) Act 117 of 2018

Platooning and Work Zone **Vehicles**

Act 106 of 2020

Personal Delivery Devices

Act 130 of 2022 **Unmanned AV Operations**



ACT 117 OF 2018

1st AV Legislation in Pennsylvania

- Automated Work Zone Vehicles
 - Fully automated vehicles
 - Restricted to active work zones
 - Must be implemented by PennDOT or PA Turnpike
- Platooning
 - Limited to two or three buses, military vehicles or motor carriers.
 - Restricted to limited access roadways
 - Must have visual identifier
 - Must submit operations plan for evaluation
- Highly Automated Vehicle Advisory Committee





ACT 106 OF 2020

A ground-based delivery device that is manufactured for transporting cargo or goods and is operated by a driving system that allows for autonomous and/or remote operations.



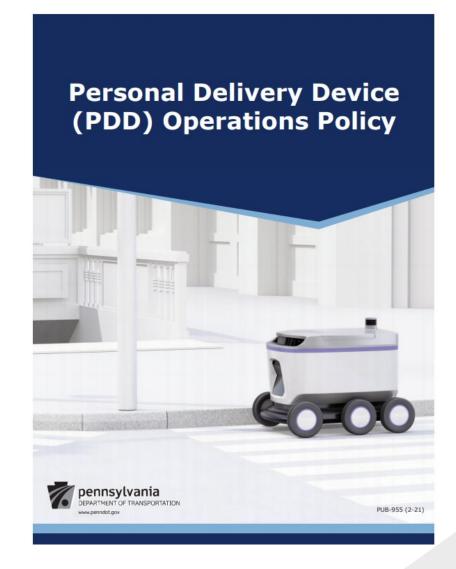




FedEx Roxo

Amazon Scout

Starship





ACT 130 OF 2022

SENATE AMENDED

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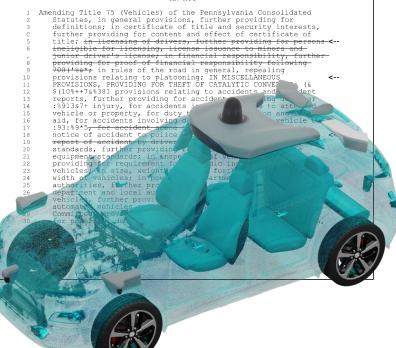
THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

2398 Session of 2022

INTRODUCED BY OBERLANDER, ROTHMAN, MERCURI, MIZGORSKI, HELM SMITH, ROWE, KAIL, STEPHENS, MAJOR, ORTITAY, GAYDOS, LEWIS DELROSSO, E. NELSON, MUSTELLO, BROOKS, MARSHALL, MASSER, COX AND ARMANINI, MARCH 10, 2022

SENATOR LANGERHOLC, TRANSPORTATION, IN SENATE, AS AMENDED, OCTOBER 18, 2022



- Current law Act 130 of 2022
 - Regulations
 - Transparency
 - Incident Management
- Driverless/Remote Guidelines released 10/23/24
- Private individual HAV operation not currently legal in PA
- PennDOT as sole regulatory authority
 - Prohibits and pre-empts local laws



Act 130 for Highly Automated Vehicles in Pennsylvania



Overview of Act 130

- Updates the legal framework for the deployment and operation of Highly Automated Vehicles (HAVs) in the state.
- Aims to enhance public safety, establish operational standards, and provide guidelines for the certification and regulation of automated driving systems (ADS).

Key Provisions

 Amends the state's vehicle code (Title 75) to refine definitions, rules, equipment standards, inspections, and regulations related to HAVs.

- HAVs definition: motor vehicles equipped with an ADS capable of performing the entire dynamic driving task. HAVs include vehicles with automation levels 3 to 5.
- Platoon definition: a group of buses, military vehicles, or trucks that travel closely together using electronic systems to safely maintain shorter distances between each other.

Deployment Guidelines

- Eligible entities to hold HAV certificates include firms, partnerships, associations, corporations, or educational or research institutions.
- Individual persons are not typically recognized as certificate holders.
- When an HAV is involved in an accident, the responsible party must immediately contact a duly authorized police department and PennDOT to report the accident.





LARSON TRANSPORTATION INSTITUTE

Compliance and Penalties

- Transferring a certificate of title without indicating a specific use or condition results in a \$200 fine.
- Operating an HAV in violation of regulations incurs a fine of at least \$1,000 upon conviction.

Impact Assessment

- Provides enhanced safety measures for HAV operations, including specific accident response protocols.
- The HAV Advisory Committee will continuously evaluate the impacts of HAVs on public safety.

Contact Information

Phone: 717-787-2838

Email: penndotav@pa.gov





HAV Advisory Committee Act 130 Legislation

ACT 130 OF 2022 RESOURCES

- PennDOT's AV Website
- Publication 950 (HAV Guidelines)
- Act 130 FAQ
- Act 130 Special Reports
- Title 75, Chapter 85
- 2022 Act 130 (HB 2398)



PennDOT Act 130 Reporting: Evaluating the Impact of Connected and Automated Vehicles to the Commonwealth of Pennsylvania

FINAL REPORT

January 08, 2025

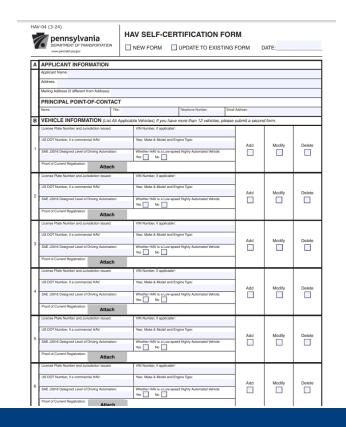
By:

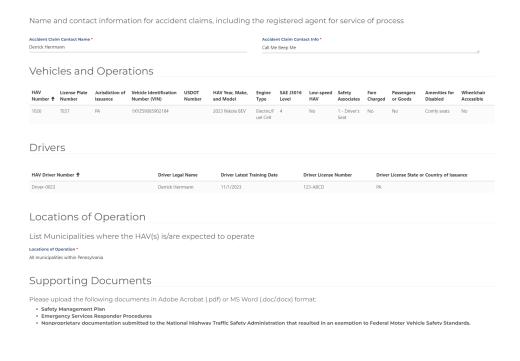
HAV Advisory Committee



SELF CERTIFICATION

- Publication 950
 - Driverless and Remote Operations just added 10/23/2024
 - Establishes minimum requirements for certification
 - Certification approval provides a Certificate of Compliance
- HAV-04 Self Certification or Online Form

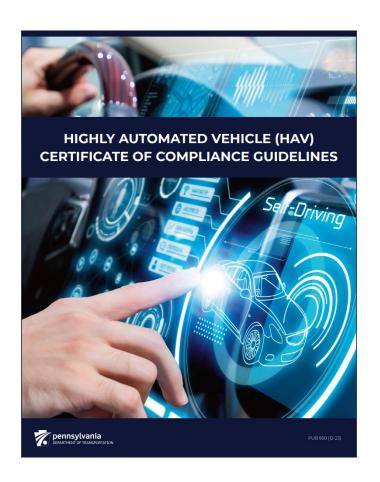






CERTIFICATE OF COMPLIANCE GUIDELINES

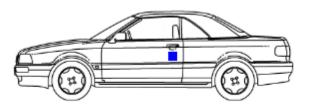
- 1. Certification
- 2. Safety Management Plan
- 3. Municipal Notification
- 4. Visual Identifier
- 5. Ongoing Reporting
- 6. Suspension and Revocation
- 7. Prohibition
- 8. Emergency Services Responder Procedures
- 9. Interstate Agreements
- 10. Hazardous Materials
- 11. Definitions





VISUAL IDENTIFIER

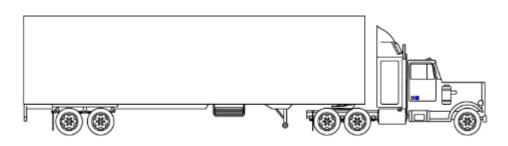
- Provides owner, vehicle and financial responsibility information for reportable and nonreportable accidents
- All certificate holders must comply
- In consultation with PA State Police



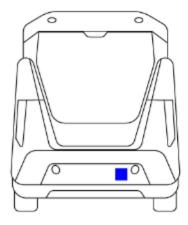
Passenger Car - Side View Sticker to be placed on passenger's side and on driver's side



Passenger Car - Back View



Commercial Vehicle- Side View Sticker to be placed on both passenger side and on driver side



Specialized Vehicles (Automated Shuttles)- Back View

Owner/Vehicle Information

Owner Name: ABC AV Group

Point of Contact: John Smith

Financial Responsibility

Name of Provider: Test

Insurance

Contact number: 800-555-5555



CRASH REPORTING

Reporting for accidents resulting in Bodily Injury, serious Bodily Injury, death, or damage to property

Initial Report - Within 6 hours of the accident, certificate holders will provide, to the extent possible:

- Name of Certificate Holder
- · General location of the accident
- Approximate date and time of the accident
- To the extent known, the severity of the accident
- Tester Point-of-Contact during the investigation
- Confirmation of whether ADS was engaged

Follow-Up Report - Within 24 hours of the accident, certificate holders will provide, to the extent possible:

- · Confirmation that the vehicle was operating in its designated ODD
- Description of vehicle damage
- · Communication records leading up to the accident (if applicable)
- Confirmation of severity of the accident
- Description of the Accident



DIVERSITY OF DEPLOYMENTS

AV ACTIVITY IN PA

AV Certificate Holders









Carnegie Mellon University

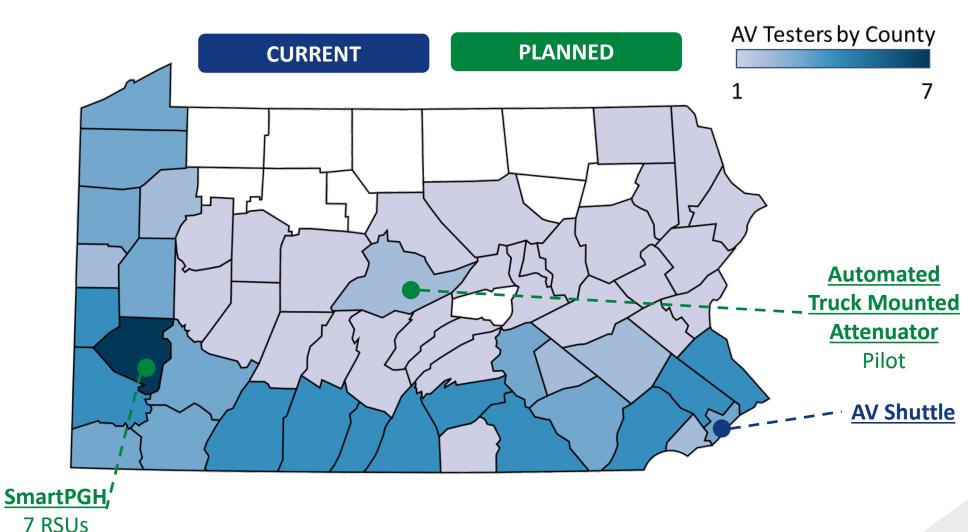


Previous Testing
Authorization











PENNDOT INVESTS IN CAV

2014

pennsylvania Connected and Autonomous Vehicles FINAL REPORT July 10, 2014 COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

CAV 2040 Vision

2016



Smart Belt Coalition

2018



CAV Strategic Plan

HAV Advisory Committee

PA Act 117



2022



CAV Hotspots

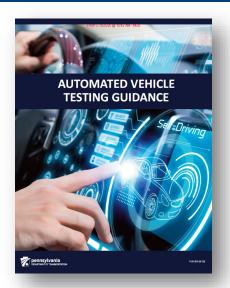


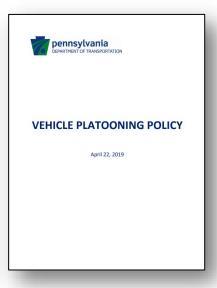
2025

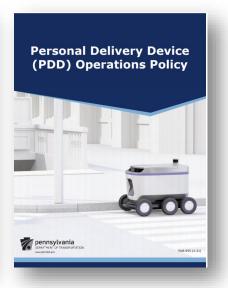
PennDOT CAV Business Plan

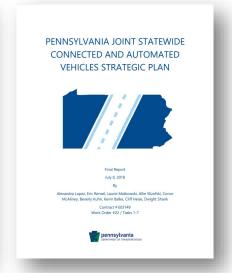


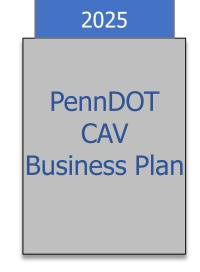
POLICIES / PLANS / RESEARCH

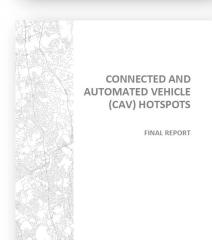


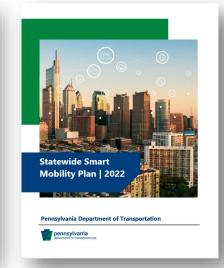




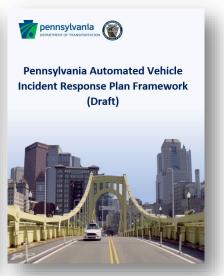


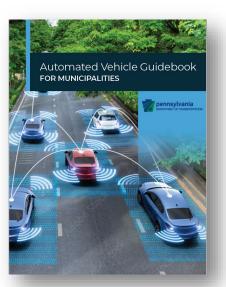






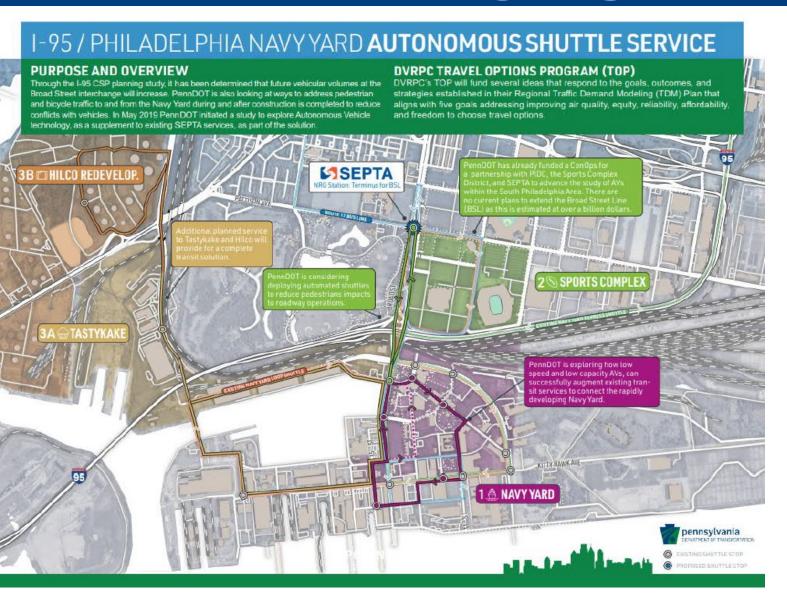








NAVY YARD SHUTTLE



- DVRPC grant to PIDC
- ~12-month project
- FMVSS Vehicle
- Performing study on AV performance and public reception





PENNSTART

Partnership between PennDOT, PA Turnpike, RIDC, and CMU

Mission

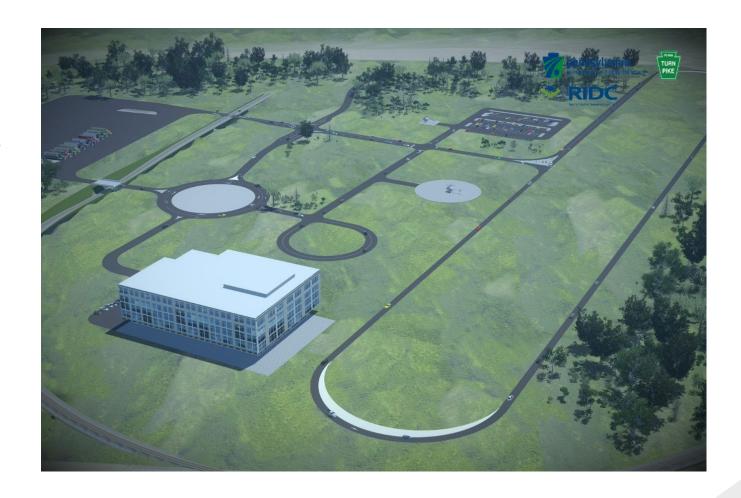
 Advance a state-of-the-art research, testing and training facility to address the transportation safety and operational needs of Pennsylvania and the Mid-Atlantic Region.

Focus Areas

- Connected and Automated Vehicles
- Traffic Incident Management
- ITS/Signals/Tolling
- Work Zones
- Commercial Vehicles
- Transit

Systems Engineering Completed

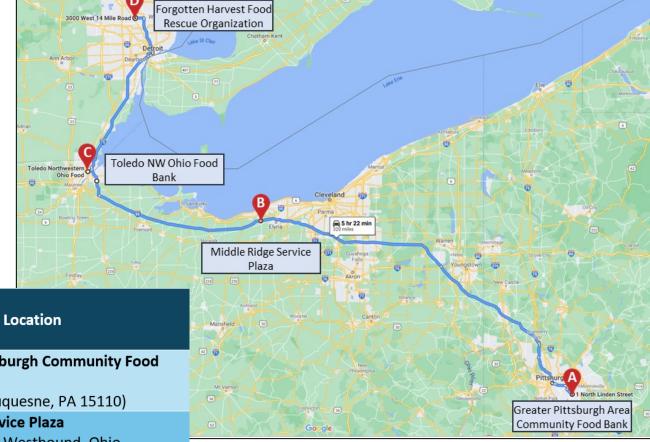
- Construction 2025
- Anticipated Opening 2026





MULTI-STATE DEMONSTRATION





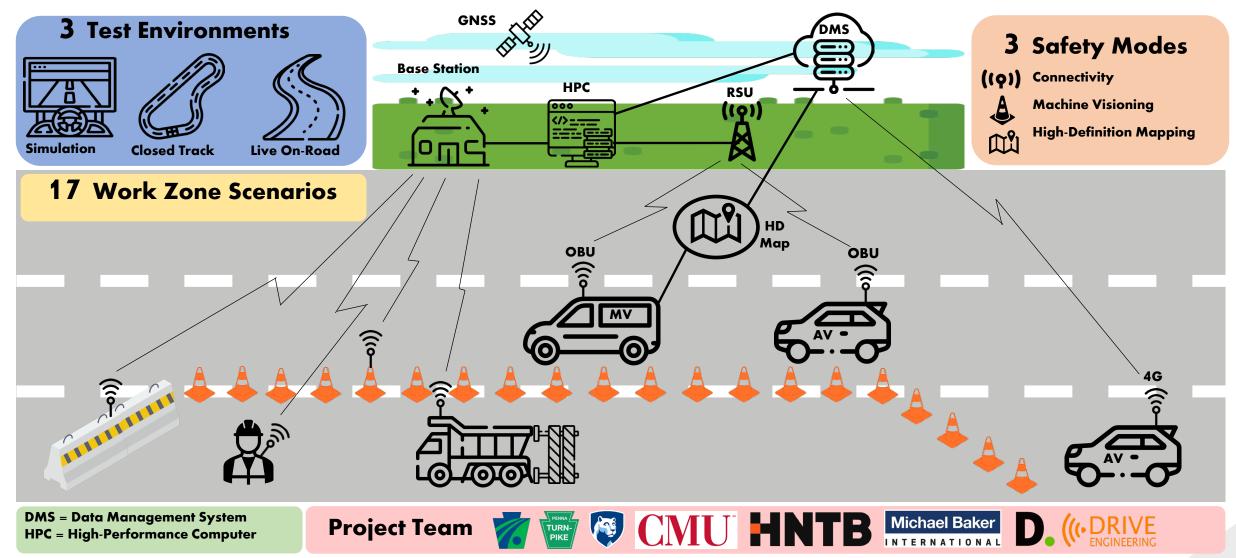
Map Reference	Route Milestone	Segment		Cumulative		
		Duration	Length (mi)	Duration	Length (mi)	Location
•	Start Route	2 h 40 min	161	0 h 0 min	0	The Greater Pittsburgh Community Food Bank (1 N Linden St, Duquesne, PA 15110)
₿	Service Stop	1 h 20 min	83	2 h 40 min	161	Middle Ridge Service Plaza (Milepost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



ADS DEMONSTRATION GRANT



CONCEPT OF OPERATIONS





CLOSED-TRACK TESTING – INITIAL RESULTS



WZ speed matters



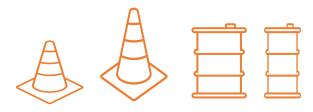




Types of WZ artifacts don't matter



WZ lane width matters to a degree



Different size/shape of WZ artifacts matters



Testing similar scenario

– not needed



Reflectivity matters at night (old vs new WZ artifacts)



Mapping is critical



CV2X helps a lot (particularly at night)



QUICK LESSONS LEARNED

- Our CAV sensors seem to be adequate
- C-V2X is critical (or at least extremely helpful)
- C-V2X works well in the real world
 - Good range
 - Developed a new V2X protocol for sending very long messages (e.g., support for very long work zones)
- Perception works well at nighttime, daytime, twilight but is also more challenging than using C-V2X
 - Need to accelerate C-V2X deployment
- Yet to encounter a work zone scenario that cannot be solved with additional support

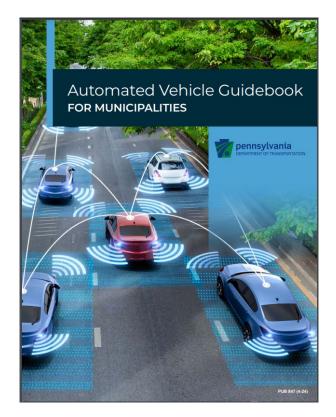


MUNICIPAL GUIDEBOOK



AV MUNICIPAL GUIDEBOOK

- Goal Provide locals with actionable recommendations to prepare of AVs within their jurisdiction.
 - PennDOT sole regulatory authority under Act 130
 - Scalable Recommendations (e.g., good, better, best)
 - Relatable (i.e. this is what you will want to do vs. this is what you shall do)
- Published April 2024 as <u>Publication 847</u>
- Step 1 Survey/Outreach
 - Slides to follow
- Step 2 Guidebook Development
 - · Why You Should Care
 - Considerations for Municipalities
 - Public/Community Concerns
 - Safety and Security
 - Risk/Liability
 - Operational
 - Policy
 - Planning
 - · Infrastructure Investments
 - Workforce/Staffing
 - Opportunities:
 - Education and Engagement
 - Partnerships
 - Programs and Funding (e.g., grants)
 - Recommended Actions Table
 - Next Steps









AV INCIDENT RESPONSE PLAN



OVERVIEW

AVIRP Goals

- Ensure PennDOT and applicable stakeholders are aware of all reportable incidents involving an AV in Pennsylvania.
- Ensure communications are maintained to assist in appropriate response and interagency coordination efforts.
- Ensure all responders are equipped with appropriate incident response considerations to enhance safety by providing a mobile application to access while on-scene of an incident.

Elements

- Communication Flow Chart
- Pennsylvania AV Incident Response Field Guide
- Training Program



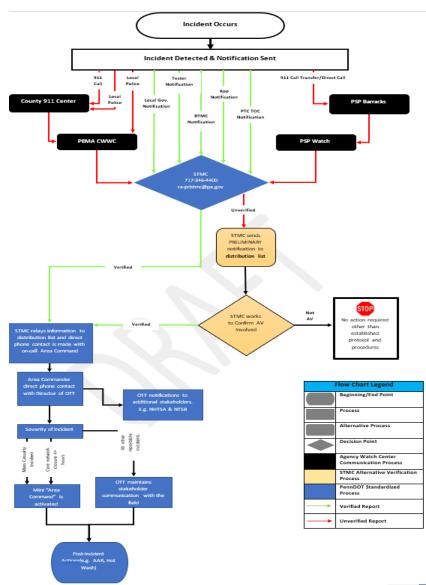
COMMUNICATION FLOW CHART



Outlines communication avenues from AV Incident Detection to Post-Incident Activities



Built-in notifications for impacted stakeholders





PENNSYLVANIA AV INCIDENT RESPONSE FIELD GUIDE

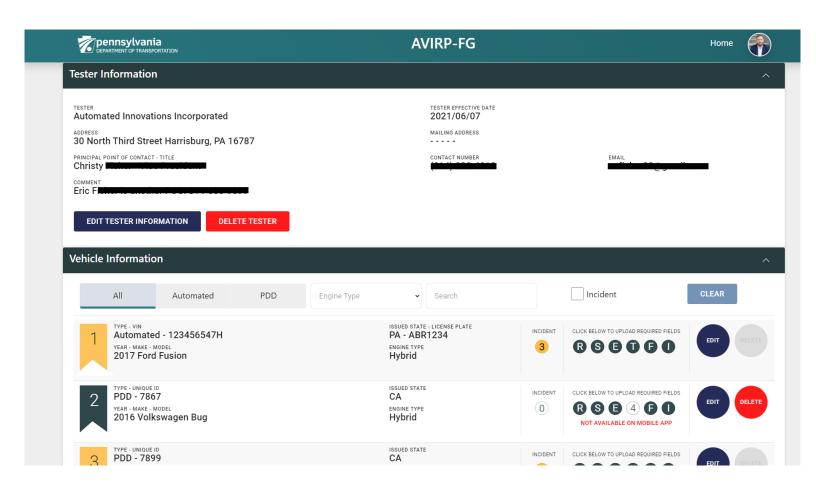
Field Guide Goals

- Ensure all responders are aware of appropriate incident response considerations to ensure they safely respond to an AV/PDD incident.
 - Law Enforcement
 - Fire
 - Towers
- Ensure communication is maintained to assist with response and interagency coordination efforts.
- Ensure PennDOT is aware of all reportable AV/PDD incidents.

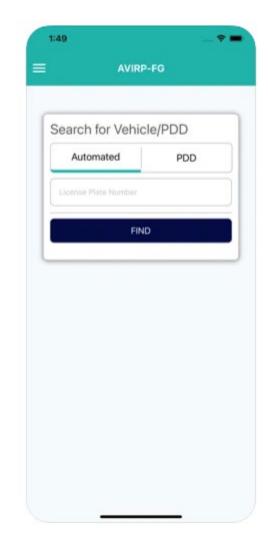




FIELD GUIDE COMPONENTS



Backend Database

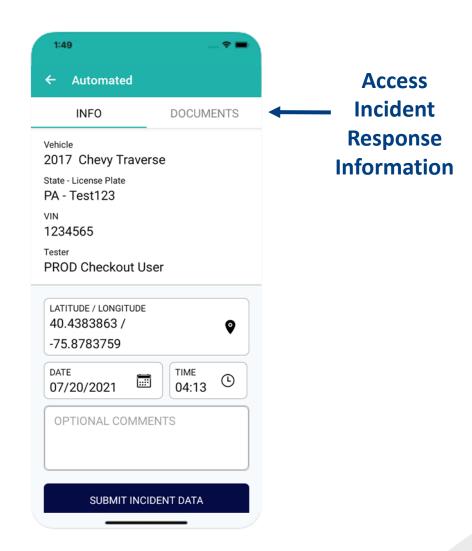


Mobile App



PENNSYLVANIA AV INCIDENT RESPONSE FIELD GUIDE

- Incident Response Information
 - How to Secure the Vehicle
 - Location of Documentation
 - Extrication Considerations
 - Towing Considerations
 - Firefighting Considerations
 - Post-Incident Considerations





INCIDENT RESPONSE INTERACTION AND AV PROTOCOLS

- AV Testers submit as part of the Self-Certification:
 - How to identify the vehicle
 - How to secure the vehicle
 - Location of vehicle registration and proof of insurance
 - Extrication considerations
 - Towing considerations
 - Firefighting considerations
 - Post-crash considerations
 - Any additional applicable considerations

- Protocols are being developed for the following interaction types:
 - Informational interactions are those where information is being exchanged from the AV to the department and associated emergency response and law enforcement agencies.
 - Indirect interactions are those where responders, emergency vehicles, and equipment direct movement and/or action from the AV without physically touching the vehicle. This interaction type will be utilized for circumstances of AVs encountering emergency response and/or active work zones throughout their travels.
 - Direct interactions are those where responders physically engage with the vehicle. This would include utilizing traffic incident management tactics through response and recovery on the AV.

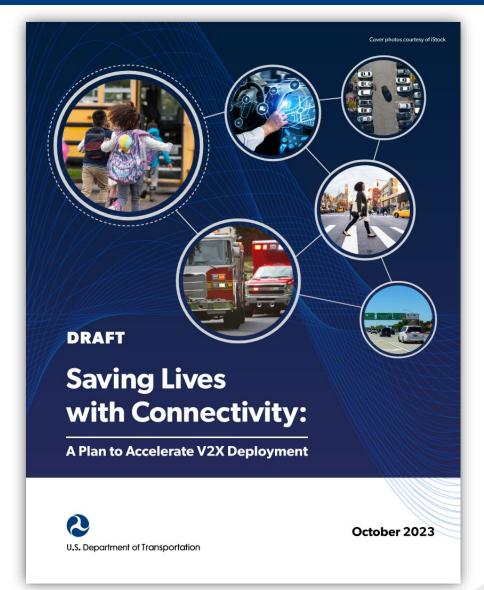


OTHER INITIATIVES



CONNECTED VEHICLES

- V2X Roadmap
 - US DOT Draft V2X Plan
 - Engaging OEMs CV Data Study
 - IoT Network Working with IT
 - Develop the 'ecosystem'
 - Operations and Maintenance Questions
- SMART Grant award
 - V2XDx and Curve Speed Warning over Cellular
 - Plan for Phase 2





FUTURE INITIATIVES

- Infrastructure AV Readiness Assessment
- Automated Truck Mounted Attenuator
- AAM Assessment and Airport Electrification Study
- EV Emergency Response Plan
- Freight Signal Priority





THANK YOU

Follow the Transformational Technology Division

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