

Pennsylvania Motor Carrier Safety Advisory Committee (MCSAC) Meeting Minutes

May 8, 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. Mary conducted an official rollcall
 - b. Approval of minutes from February 13, 2025
 - i. Corrections – Senator Langerholc was incorrectly noted as Minority Whip instead of Majority Whip
 - ii. John Summers moved to approve the minutes with correction as noted. Seconded by Mary Gaiski. Meeting minutes were approved pending correction.
3. Safety Symposium Subcommittee Update – Lt. Pavelko
 - a. 2025 symposium will be held at Toftrees August 6th 8am-4pm
 - i. Flyer to be distributed soon, need to add FMCSA logo to bottom
 - b. Agenda is complete
 - i. Similar to previous years
 - ii. Will include legislative updates from Senator Judy Ward
 - iii. Chris Henry with FMCSA will attend (pending final approvals)
 - iv. Great West Insurance will present on the impact of AI on the motor carrier industry
 - v. PA State Police will present on CNG powered vehicles and compliance reviews
 - vi. Doug Marcello from Saxton & Stump to present “Safety Profit”
 - vii. Will include an enforcement roundtable with FMCSA, PSP, and PA PUC
 - c. Block of hotel rooms at Toftrees at a rate of \$119
 - d. Registration is reserved for the first 200 responses
 - e. Registration is live. Invite will go out after the flyer has been updated.
4. Role of Committee, Mission Statement, and Subcommittee Discussion
 - a. Bob Pento stated that MCSAC officers had a meeting in March to discuss the role of the committee, development of a mission statement, and the creation of additional subcommittees
 - b. The consensus of the meeting was that the language and roles outlined in Section 7804 was detailed and sufficient for bylaws. The language covers the formation of the committee, meetings, membership, and frequency of meetings.
 - c. Officers decided that the committee should focus on the development of a mission statement
 - i. Draft of mission statement: “To promote highway safety and support the commercial motor vehicle industry through advocacy, education, and collaboration.”
 - d. Rebecca Oyler reviewed the powers and duties of the committee
 - e. Mary Gaiski stated that even though roles and duties are outlined in the legislation, it may be helpful to have a summary of the roles and duties more easily accessible.

- f. Rebecca Oyler agreed that it would be beneficial to have an overview of the committee, purpose, and how the committee is run more easily accessible. Rebecca noted that a pa.gov webpage for the committee is available, but outdated, and can be updated to provide the discussed information.
- g. Rebecca Oyler asked for a motion to adopt the mission statement
 - i. Mary Gaiski moved to adopt; Rick Varner seconded
- h. Rebecca Oyler discussed the development of subcommittees noting past subcommittees on technology and policy and initiatives.
 - i. Bob Pento reviewed ideas for subcommittees
 - 1. Education and outreach
 - 2. Policy and initiatives
 - 3. FMCSA Grant Subcommittee (ad hoc)
 - 4. Safety symposium subcommittee (ad hoc)
 - 5. Technology
 - 6. Others?
- i. Rebecca Oyler – when reviewing roles and duties, education jumps out as a priority
- j. Major Bob Krol – Education and outreach appear to fall within the second power and duty regarding recommending motor carrier safety for the PSP. PSP has a two-pronged approach: education/outreach and enforcement. Education/outreach efforts reach approximately 4,500 people every year.
- k. John Summers – first step would be deciding what are the most pressing issues/topics for education. Gather information from committees and parties to develop a priority list
 - i. Rebecca Oyler – A role of the education committee could be to create an inventory of current education and outreach programs to assess for gaps. The policy subcommittee could determine prioritization of industry interests and develop a list of the most urgent topics.
 - 1. Bob Pento noted that if there is a new policy or initiative being considered that would impact the motor carrier industry, PennDOT tries to look to the committee for feedback
- l. Rebecca Oyler noted that technology is part of the mission but may fall under the jurisdiction of other subcommittees. Does anyone feel strongly that a technology subcommittee is required?
 - i. Bob Pento noted that at the time of the previous subcommittee, technology was emerging at a rapid rate.
 - ii. Chris Henry encouraged the Commonwealth and committee to continually focus on emerging technologies.
 - iii. Rebecca Oyler asked whether PennDOT can provide regular updates on emerging technology at committee meetings. Bob Pento confirmed.
- m. Matthew Long noted alternative fuels as a new technology and asked whether it would fall under policy/initiatives or education subcommittees.
 - i. Rebecca Oyler - Felt it would fall under policy/initiatives subcommittee and may be prioritized into an education effort.
 - ii. Major Bob Krol – PSP is considering alternative fuels regarding weight restrictions (considering electric vehicles as well)
- n. Major Bob Krol noted that emerging technologies have become commonplace and believes there is a place for a technology subcommittee considering the increasing rate of technology development.
 - i. Rebecca Oyler noted connected vehicles as another emerging technology and concurred that a technology subcommittee may be appropriate.
- o. Rebecca Oyler solicited volunteers for subcommittees. Volunteers were as follows:
 - i. Technology subcommittee:

1. Bob Pento - Chair
 2. Honorable Judge Rick Varner, Matthew Long
 - ii. Policy and Initiatives Subcommittee:
 1. Mary Gaiski - Chair
 2. Major Bob Krol, PUC representative (TBD)
 3. Begin with assessment of existing safety initiatives at PennDOT, PUC and PSP
 - iii. Education and Outreach Subcommittee:
 1. John Summers - Chair
 2. Lieutenant Pavelko, Brian Mehus
5. Overview of Commercial Vehicle Crash Data and Trends – Bob Ranieri, Crash Program Manager, Bureau of Operations
- a. The slides from this presentation are attached to these minutes
 - b. About 120,000 reportable crashes (results in towing or injury) in PA every year
 - c. PennDOT Bureau of Operation processes those reportable crashes every year
 - d. In 2018 crash reporting became fully electronic. PennDOT updates data schema every year to stay current with legislation requirements and national standards and focuses on main users and their needs
 - e. Pre-covid reportable crashes were in the range of 128,000/year. Post-covid rates have hovered around 112,000/year.
 - f. While the covid year was a low anomaly, there is still a downward trend for overall crashes
 - g. Fatalities were on a downward trend prior to the covid pandemic. After covid, fatality rates rebounded higher than previous levels before tapering back off.
 - h. Commercial crashes tend to be consistent with a slight uptick (disregarding covid year)
 - i. Considering trip growth rates, If number of crashes are consistent, it means that percentage of commercial crashes is reducing.
 - j. Time of day – crashes are concentrated during daytime hours. Fatality crashes spike in early-morning hours relative to the number of early-morning crashes.
 - k. Day of week – crashes are concentrated on weekdays with interesting spike on Tuesdays and Wednesdays. Monday, Thursday, Friday, and Saturday are similar.
 - l. Road type – Crashes are concentrated on interstates and state highways
 - m. Interstates – I-80 and I-81 produce the most crashes/fatalities. I-80 ranks number one for reportable crashes and I-81 ranks number one in fatalities (likely due to more urban nature of I-81). I-95 does have large number of crashes but is low on fatalities.
 - n. Most common accident cause:
 - i. Single commercial vehicle crashes:
 1. Driving too fast for conditions is the most common cause of single commercial vehicle crashes. This accident cause is typically assigned when there is no evidence of speeding or when there are conditions that likely contributed to the accident.
 2. Physical condition – could be lack of sleep, alcohol/drug use, etc.
 3. Slippery roads and distraction are the next most common causes. Distraction isn't always associated with electronic devices.
 - ii. Accidents between commercial vehicles and non-commercial:
 1. Driving too fast for conditions is the most common cause (with commercial vehicles most often responsible)
 2. Next most common is careless passing/lane change (with non-commercial

vehicles most often responsible)

- o. Questions/Comments:
 - i. Rebecca Oyler – two takeaways are that speeding is the biggest issue for both commercial and non-commercial drivers and that careless passing/lane change is second. One of the top goals of the committee and industry is emphasizing safe lane changes around commercial vehicles.
 - ii. John Summers – Majority of accidents are controllable and not caused by issues like deer, conditions, etc., which means an impact can be made with education and outreach
 - iii. Rebecca Oyler – Is there an explanation for why I-81 is such a dangerous highway?
 - 1. Major Bob Krol – Congestion is an issue
 - 2. Mary Gaiski – Short accel/decel lengths for ramps is an issue
 - 3. Chris Henry – FMCSA runs an I-81 program with PSP. The top three counties with comm vehicle crashes do not touch I-81 or I-80. State police are focusing efforts on those three counties first.
 - a. Matthew Long – Long haul drivers may be a cause and why there are high rates of crashes along long-haul corridors. Accidents are concentrated around ports and larger cities. Origin-destination is a way to normalize.
 - b. Chris Henry – Crash data does not record origin destination info
 - 4. Mary Gaiski – A previously developed report for the I-81 corridor looked at who uses the facility most often and indicated the corridor was mostly used by non-commercial vehicles.
- 6. Legislative Update – Nolan Ritchie, designee for Senator Judy Ward, Chairman of the Transportation Committee of the Senate
 - a. Senate Bill 65 – Increases penalties for overtaking a stopped school bus
 - i. Introduced and referred to the Senate Transportation Committee on 1/22/2025
 - ii. Referred to the Senate Appropriations Committee on 3/22/2025
 - b. Senate Bill 147 – Establishes the Near Zero Emission Truck Incentive Program
 - i. Introduced and referred to the Senate Transportation Committee on 1/22/2025
 - c. House Bill 240 (Rep. Kerry Benninghoff) – Eliminates multiple hearing aid tests for school bus drivers
 - i. Introduced and referred to the House Transportation Committee on 1/22/2025
 - ii. Unanimously passed House Transportation on 1/27/2025
 - iii. Unanimously passed the full House on 3/17/2025
 - iv. Referred to the Senate Transportation Committee on 3/17/2025
 - d. New Bills:
 - i. Senate Bill 481 (sponsored by Senator Judy Ward and Senator Yaw) – allows milk hauling operations, regardless of emergency declaration, executive order, or regulatory travel restriction
 - 1. Referred to Senate Transportation Committee on 3/20/2025
 - 2. Passed Senate Transportation Committee on 3/26/2025
 - 3. Passed the full Senate on 5/7/2025
 - 4. Referred to the House Transportation Committee
 - ii. Senate Bill 569 (sponsored by Senator Boscola) – Establishes Snow and Ice Removal Safety Grant Program

1. Referred to the Senate Transportation Committee on 4/9/2025
 - iii. House Bill 709 (sponsored by Rep. Benninghoff) – Establishes the Truck Parking Tax Credit and requires a surplus real property study.
 1. Referred to House Finance Committee on 2/24/2025
 - iv. House Bill 1093 (sponsored by Rep. Madsen) – Provides clarity to enforce Pennsylvania's seatbelt law for minors
 1. Referred to the House Transportation Committee on 4/1/2025
 - e. Distracted driving law (Act 18 of 2024) takes effect June 5th, 2025. All cell phones are banned for those operating a vehicle. Laws have been in place for CDL operators. A one-year warning will begin June 5th and then June 5th, 2026, police will start to issue citations to those using handheld cell phones.
 - f. There have been executive orders regarding funding of infrastructure. The only federal funding withheld at the moment is \$100 million to build-out the electric vehicle charging stations.
 - g. An executive order has been signed regarding English proficiency for CDL drivers.
 - h. Budget Update:
 - i. Governor proposed budget of \$51.5 billion (increase of \$3.6 billion)
 1. First time the Commonwealth budget has surpassed \$50 billion
 2. Allocation of additional \$292.5 million annually to public transportation from existing sales tax revenue
 3. Commonwealth budget deadline is June 30th
 - i. Questions:
 - i. Major Bob Krol – Is there a projection of the Senate vote for House Bill 1200?
 1. Nolan Ritchie – The bill is not popular in the Senate and seems unlikely to generate additional movement
 2. Justin Gensimore – Compromise occurs during budget season so popularity may change
 3. Rebecca Oyler – A commercial driver survey was conducted on marijuana use that showed many truck drivers did not know that marijuana use was not legal while operating a vehicle. Education on the topic should be a focus.
 4. Major Bob Krol – Many people are also unaware that any marijuana use within the past year prohibits firearms purchasing.
 5. Nolan Ritchie – Potential federal declassification as a Schedule 1 drug would have significant implications
 - j. Nolan Ritchie – Hoping to provide an update on House Bill 709 regarding truck parking tax credit at the next committee meeting
7. Old Business – Bob Pento, PennDOT
- a. Bob Pento provided an update on PennDOT's work on its Innovative Technology Deployment (ITD) program. PennDOT received a 2024 ITD grant used for a handful of initiatives. PennDOT is looking to get consultant work underway within the next month to work towards reaching ITD Core Compliance. Reaching core compliance opens the door to applying for more grants. PennDOT should have an update at the next MCSAC meeting on the ITD program.
 - i. Rebecca Oyler – Technology subcommittee may be able to provide assistance
 - b. Bob Pento provided an update on PennDOT's truck parking study that laid out

recommendations and goals. PennDOT is looking for opportunities to expand truck parking, including expanding truck parking at a rest stop along I-80 in Mercer County. The expansion would also include additional room for inspection of oversize/overweight superloads coming into the state. A survey is being conducted, and an update should be available at the next meeting.

- i. Matthew Long – Ohio is doing a lot of work on rest stops and PennDOT is having a conversation with them about their efforts.
- ii. Justin Genismore – There are efforts to expand truck parking through P3 programs.

8. New Business/Public Discussion

a. Chris Henry provided an update from FMCSA:

- i. The new administration is currently conducting an overarching federal legal review. FMCSA is statutorily required. FMCSA employment includes approximately 1,200 people; no cuts have been made to employment to date.
- ii. FMCSA has provided grants to states, as well as other discretionary grants. Discretionary grants posted earlier this year have been taken down pending administrative legal review. It is not currently known if/when the grants will be reposted. If/when grants are reposted, there will be a 30-day period in which applications for the grants can be submitted. PennDOT will be applying for a CDL grant and joint venture with the PMTA.
- iii. The year 2024 saw a 17% reduction in fatalities involving commercial vehicles. Education, compliance, outreach and directed enforcement have been successful.
- iv. Derek Barrs (American Trucking Association) has been nominated to lead the FMCSA.
- v. A recent executive order was mentioned by Nolan Ritchie regarding English proficiency for CDL drivers. FMCSA has a rule that you must be proficient in English to read traffic direction and signing. Recent enforcement of the policy has not been as robust. How the executive order and enhanced enforcement will affect the CDL program is undetermined. FMCSA has 60 days to re-write the policy.
 1. Rebecca Oyler noted that recent misinformation regarding the executive order has caused confusion and asked for clarification whether the new policy will be determined in 60 days.
 - a. Chris Henry confirmed that FMCSA will have the policy updated within 60-days and noted that states appear to be on a similar timeline.
 2. Dennis McGee showed support for the increased English proficiency enforcement, citing safety concerns. Dennis McGee felt that CDL licenses were being too easily distributed and questioned why that is the case.
 3. Major Bob Krol stated English proficiency enforcement has been watered down over the years and noted the importance of the ability to read variable message signs. Major Krol noted that the requirements outlined in the current legislation are more extensive than the requirements that are being enforced. The PSP is prepared to enforce the new policy.
 4. Dennis McGee noted instances where enforcement officers are hesitant to inspect/enforce when a language barrier is present due to potential safety concerns arising from communication issues.

5. Jeff Young noted language in the executive order alluding to additional changes and asked whether there was any information on additional policies that may be coming.
 - a. Chris Henry – If additional policy information is received it will be disseminated to states, industry, and other partners.
9. Adjourn – Mary Gaiski motioned adjourned, seconded by Honorable Judge Rick Varner.
Next Meeting: Thursday, August 14, 1:00pm–3:00pm
10. Attendance – Attendance is included on the next pages

Attendance

Appointed Committee Members in Attendance

Seat	Organization	Member	Attending
Seat 1	PA Chamber of Business & Industry	Mr. Gregg Troian, President PGT Trucking	
Seat 2	Chiefs of Police Association	Mr. David Splain, Chief of Police Nether Providence Twp., Delaware County	
Seat 3	Special Court Judges Association of PA	Honorable Judge Rick W. Varner	X
Seat 4	Independent Trucker Interests	Mr. Roger A. Lee	
Seat 5	Independent Trucker Interests	Mr. John Summers	X
Seat 6	PA Motor Truck Association	Ms. Rebecca Oyler, President and CEO	X
Seat 7	PA Motor Truck Association	Vacant	
Seat 8	PA Manufactured Housing Association	Ms. Mary T. Gaiski, Secretary	X
Seat 9	PA AAA Federation	Mr. Ted (John) Leonard, Vice Chair	X*
Seat 10	PA Public Transportation Association	Ms. Sheila Gombita, Freedom Transit	X*
Seat 11	PA Bus Association	Ms. Patricia Cowley, Executive Director	X*
Seat 12	PA School Bus Association	Mr. Gerry Wosewick, Executive Director	X*
Seat 13	PA Forest Products Association	Vacant	
Seat 14	Interest of Motor Carrier Drivers	Mr. Gib Martin, Mount Joy Farmers Co-op Assoc.	X*
Seat 15	Railroad Industry in PA	Mr. Rodney Oglesby	
Seat 16	Local Government	Mr. Ron Grutza	
Seat 17	Motor Carrier Manufacturing Industry	Vacant	
Seat 18	Transport Industry - Bulk Products	Mr. Robert Smith, Sheetz / CLI Transport, LP	
Seat 19	Transport Industry - Moving & Storage	Mr. Bob Dolan	X*
Seat 20	Transport Industry - Petroleum	Mr. Brian Phelps, Shell	
Seat 21	Transport Industry - Natural Gas	Mr. John Voda	X
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.	
* Attended via videoconference.			

Permanent Voting Members in Attendance

Title	Member	Designee	Attending
The Secretary of Transportation	Hon. Michael Carroll	Bob Pento Gavin Gray	X
The Chairman of the Pennsylvania Public Utility Commission	Hon. Stephen M. DeFrank	Brian Mehus	X
The Chairman of the Pennsylvania Turnpike Commission	Hon. Michael Carroll	Tammy Miller	X*
The Commissioner of the Pennsylvania State Police	Colonel Christopher Paris	Major Bob Krol Lt. M. Pavelko	X X
The Chairman and Minority Chairman of the Transportation Committee of the Senate	Hon. Judy Ward (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.			

Other Attendees

Name	Organization	Presenting
Marisa Balanda*	Governor's Office	
Anthony Cloud*	PMTA	
Angela Gillis*	PennDOT	
Chris Henry	FMCSA	X
Derrick Herrmann*	PennDOT	
Nick Ninosky*	PennDOT Special Hauling Permits Section	X
Dennis McGee	Dennis McGee and Associates, LLP	X
David Lapadat *		
Matthew Long*		X
Codi Lucidi*		
Bob Raineiri*	PennDOT Bureau of Operations	X*
Elizabeth Straining*	PA Senate	
Teresa Wagner*		
Garth Warner*	Derry Township Police Department	X*
* Attended via videoconference.		

Support for MCSAC

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

Attachment A – Commercial Vehicle Crash Data and Trends Presentation

Pennsylvania Motor Carrier Safety Advisory Committee

Crash Data Trends

ROBERT RANIERI – MAY 8, 2025



Pennsylvania
Department of Transportation

PENNDOT BY THE NUMBERS



Pennsylvania
Department of Transportation



40,000

Miles of
Roadway



25,400

Bridges



\$2.9 Billion
Annual Construction
Contracts Anticipated
For Bid in '25



11,731 Employees
7,095 Maintenance
Employees



52

Transit
Systems



65

Operating
Railroads



3

Ports



120

Public Use
Airports



10.2 Million
Licensed Drivers
& ID Holders



11.8 Million
Registered
Vehicles



\$12 Billion
Budget



100.2 Billion
Annual Vehicle
Miles Traveled*



2,440
Miles of BicyclePA
Routes

LB (4 -25)

*Total miles on all PA roadways



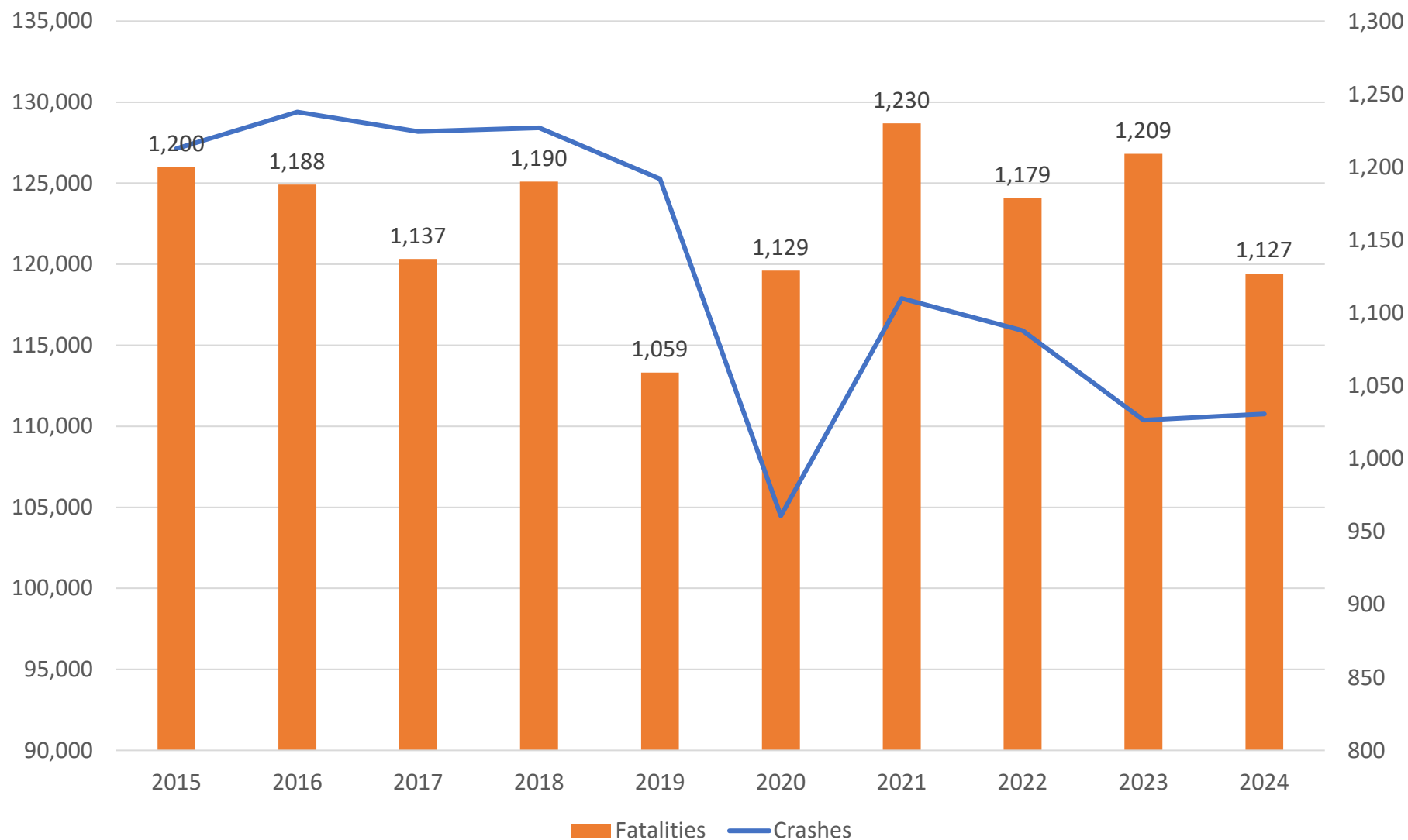
Pennsylvania
Department of Transportation

AGENDA

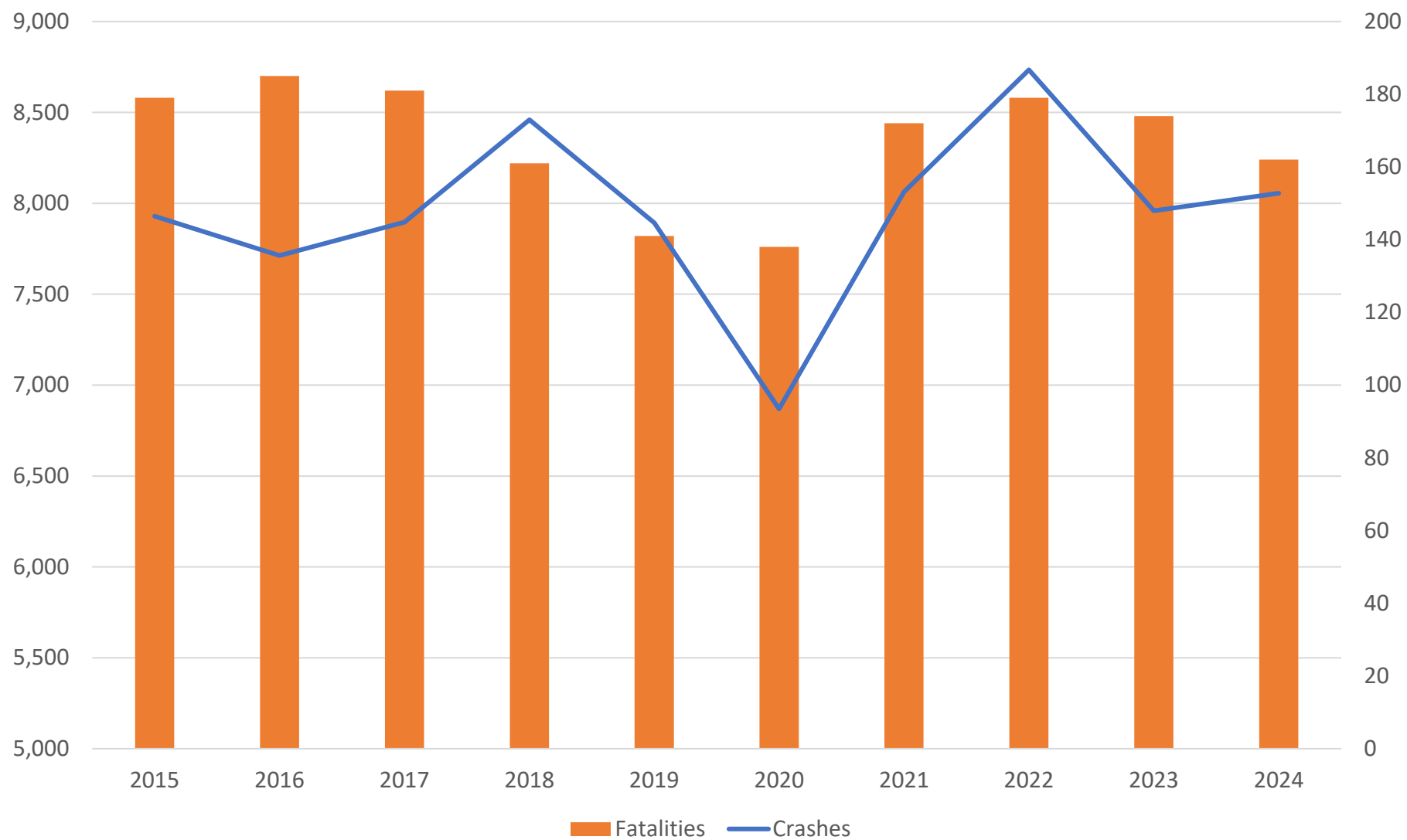
- Overall Crash and Fatality Trends
- Commercial Vehicle Crash and Fatality Trends
- 2024 Commercial: Time of Day, Day of Week
- 2024 Commercial: Where Do They Occur?
- 2024 Commercial: Single Unit Crashes – Prime Factors
- 2024 Commercial: Multi-Unit Crashes – Prime Factors/Who



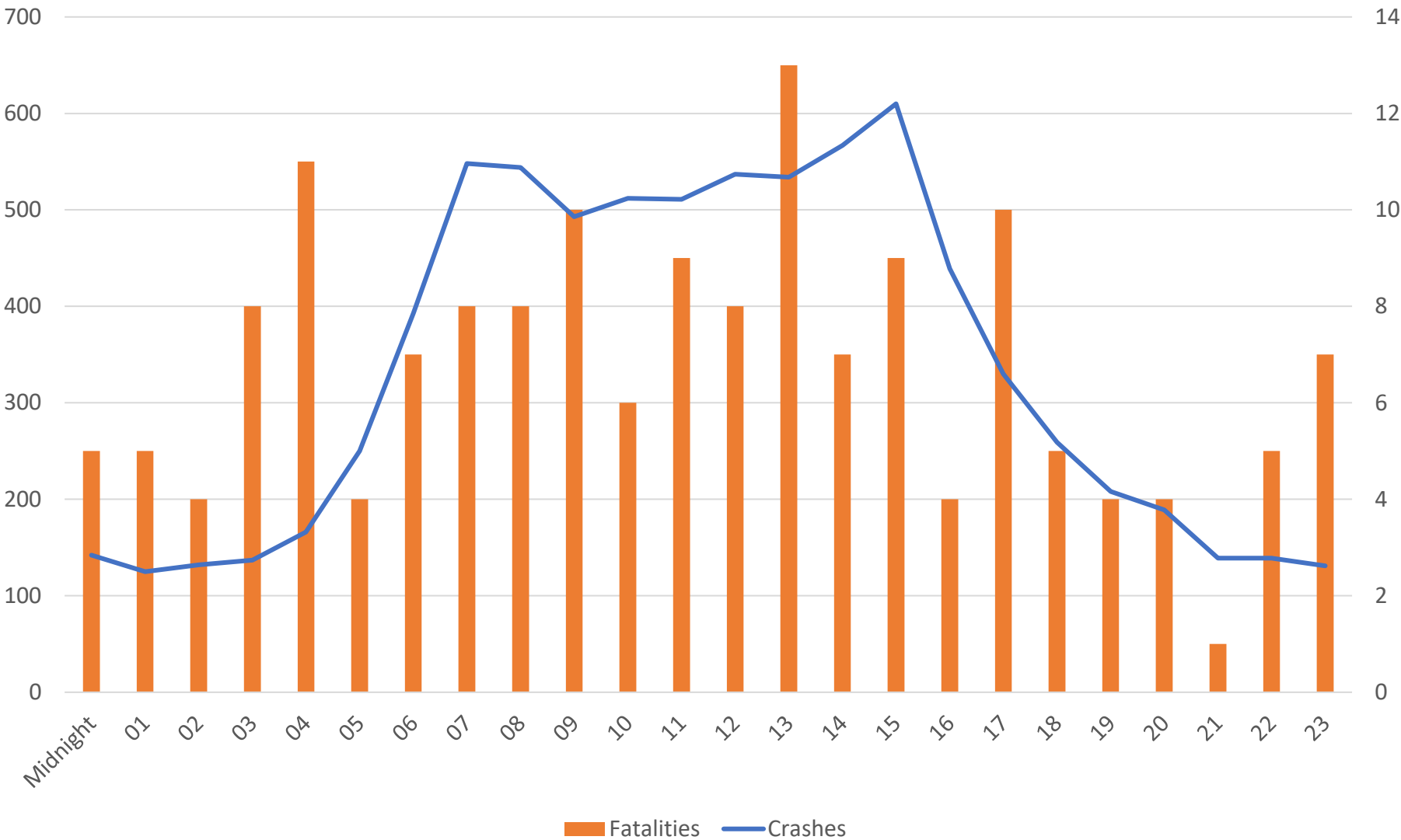
OVERALL CRASHES AND FATALITY TRENDS



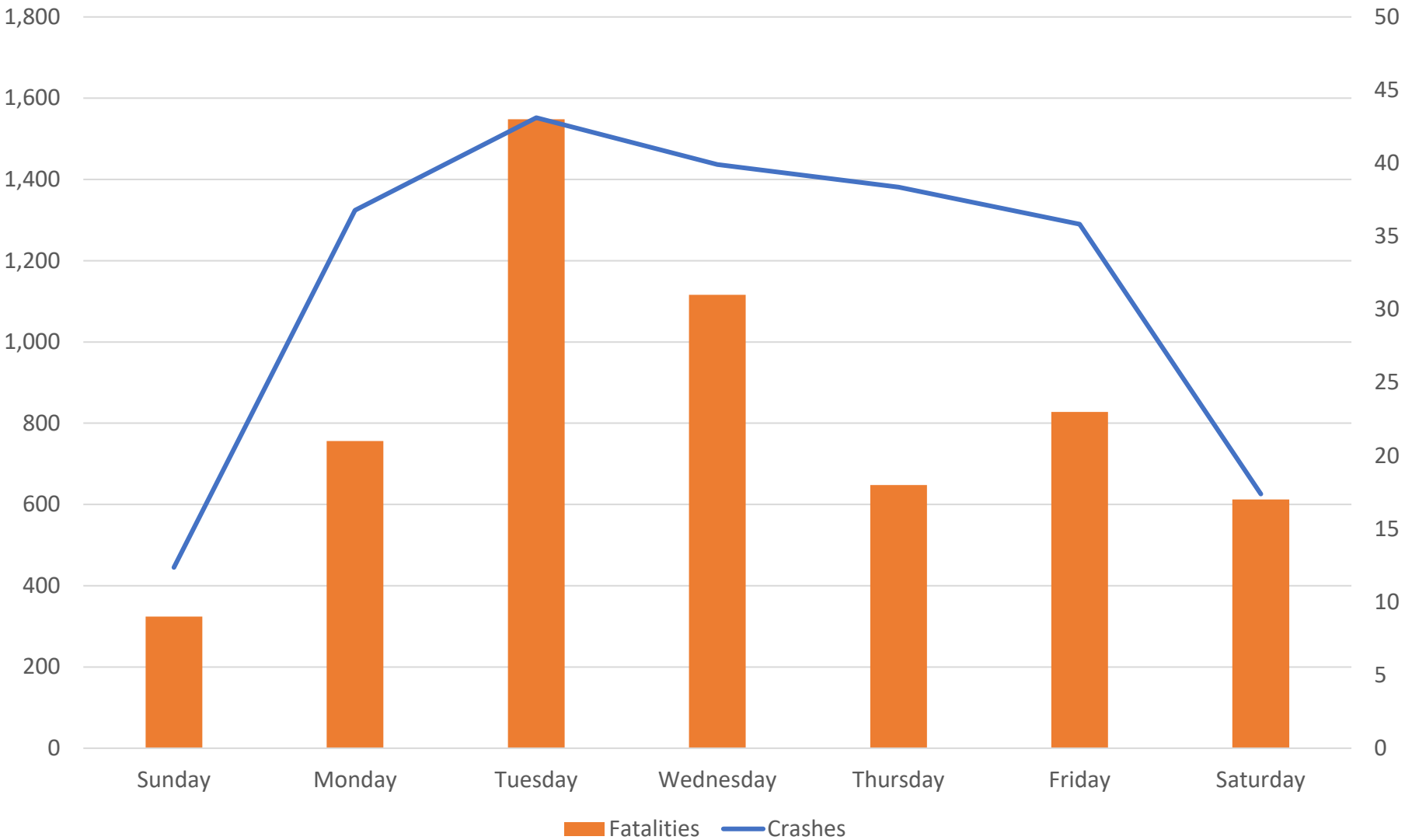
COMMERCIAL CRASHES AND FATALITY TRENDS



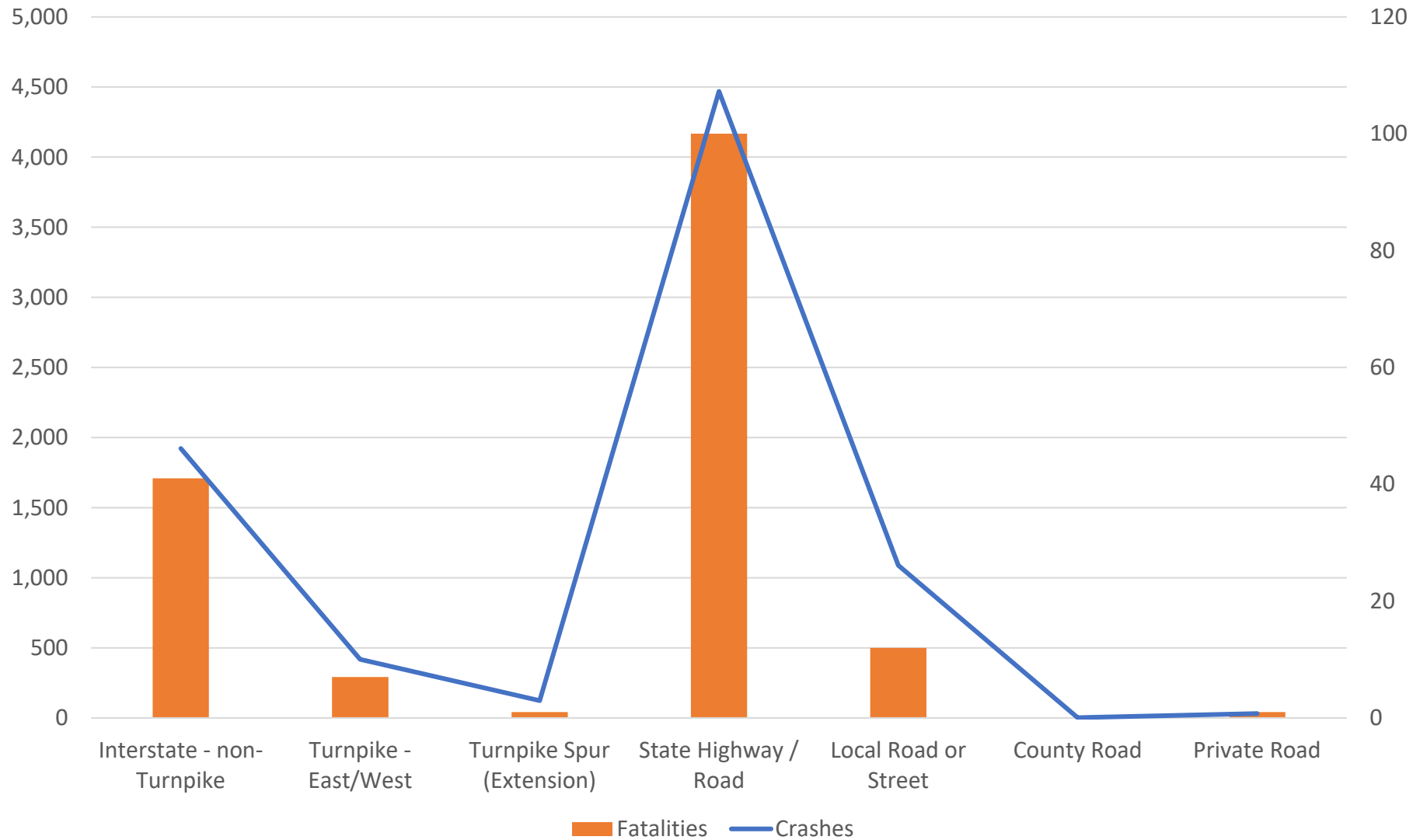
2024 COMMERCIAL CRASHES: TIME OF DAY



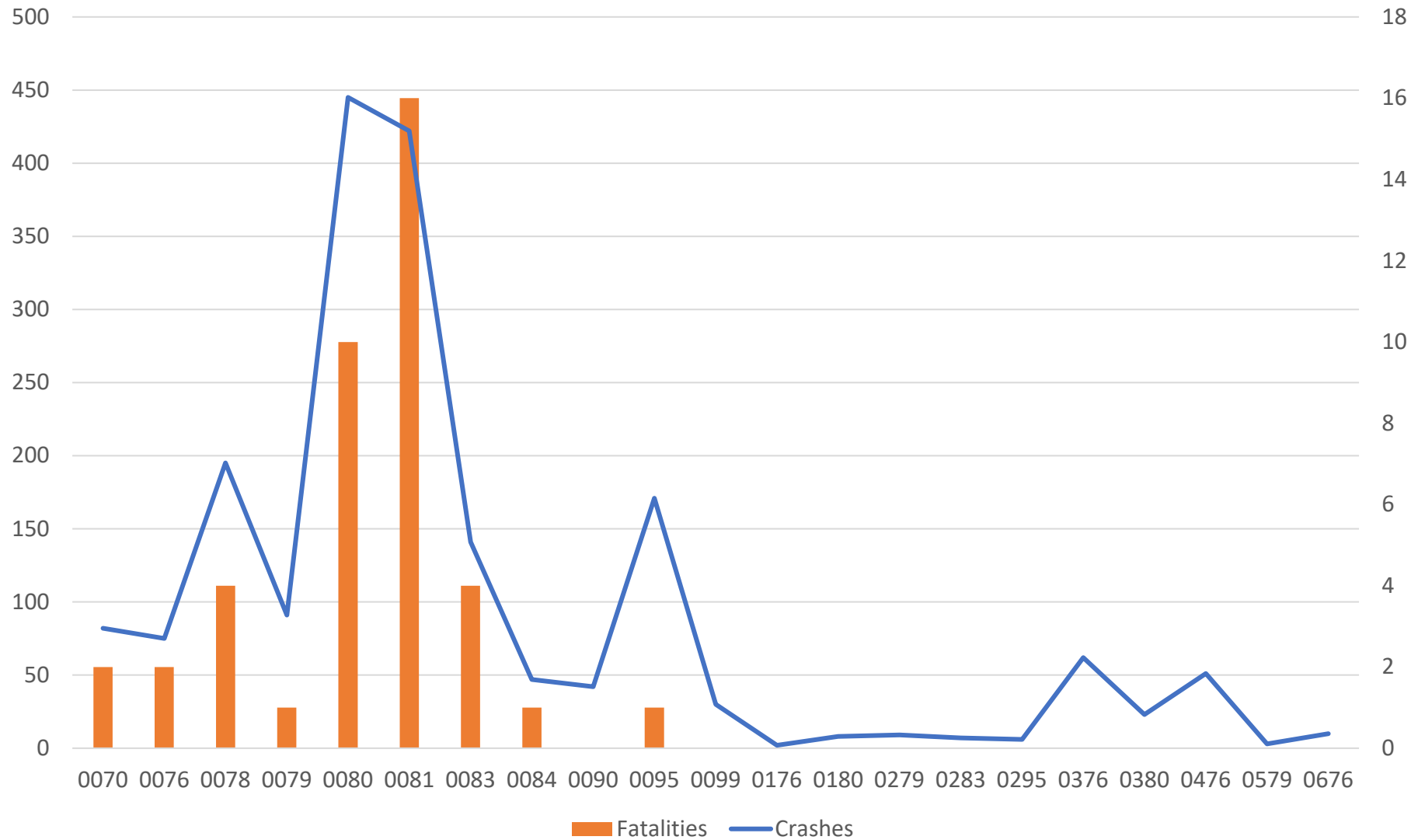
2024 COMMERCIAL CRASHES: DAY OF WEEK



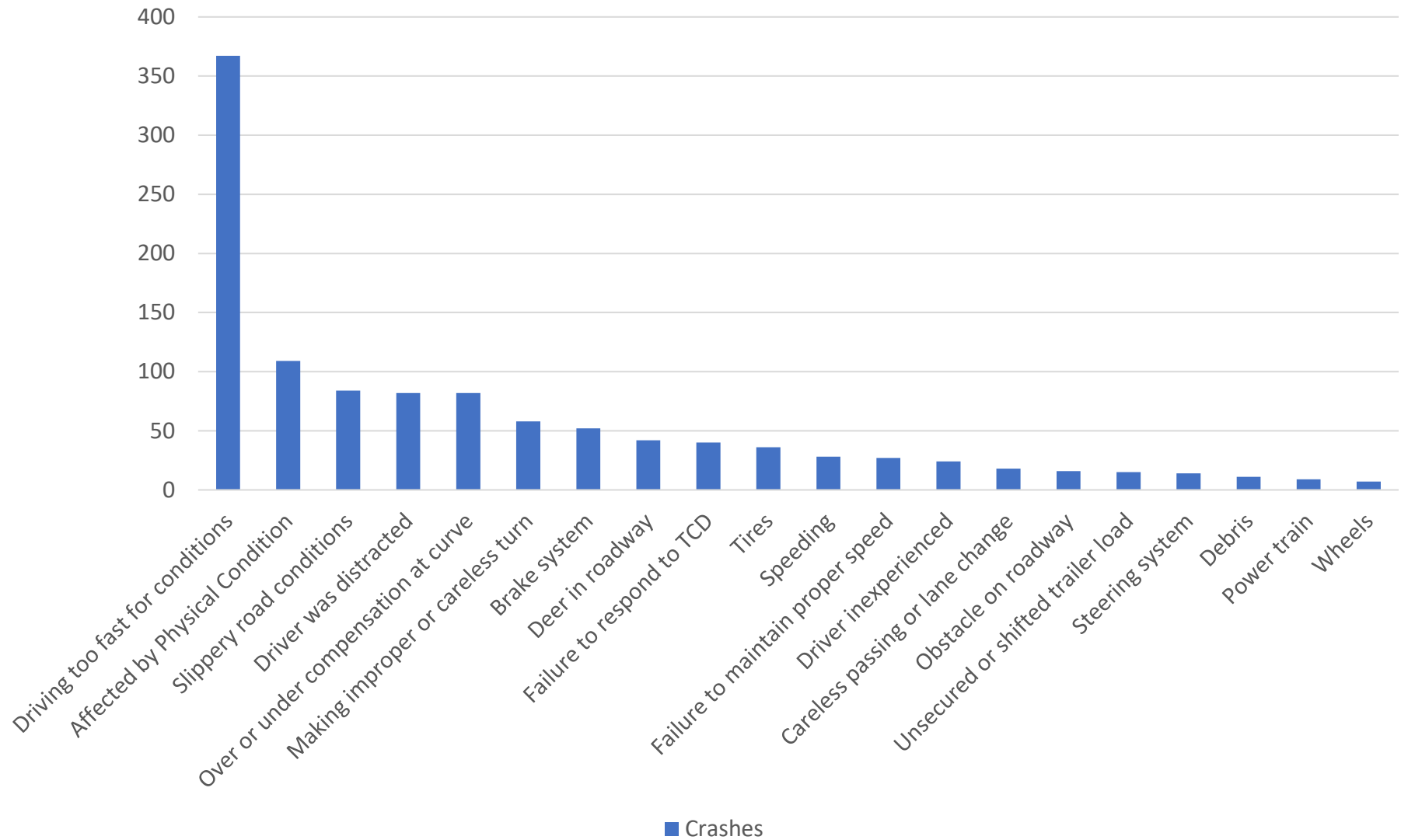
2024 COMMERCIAL CRASHES: PRIMARY ROAD TYPE



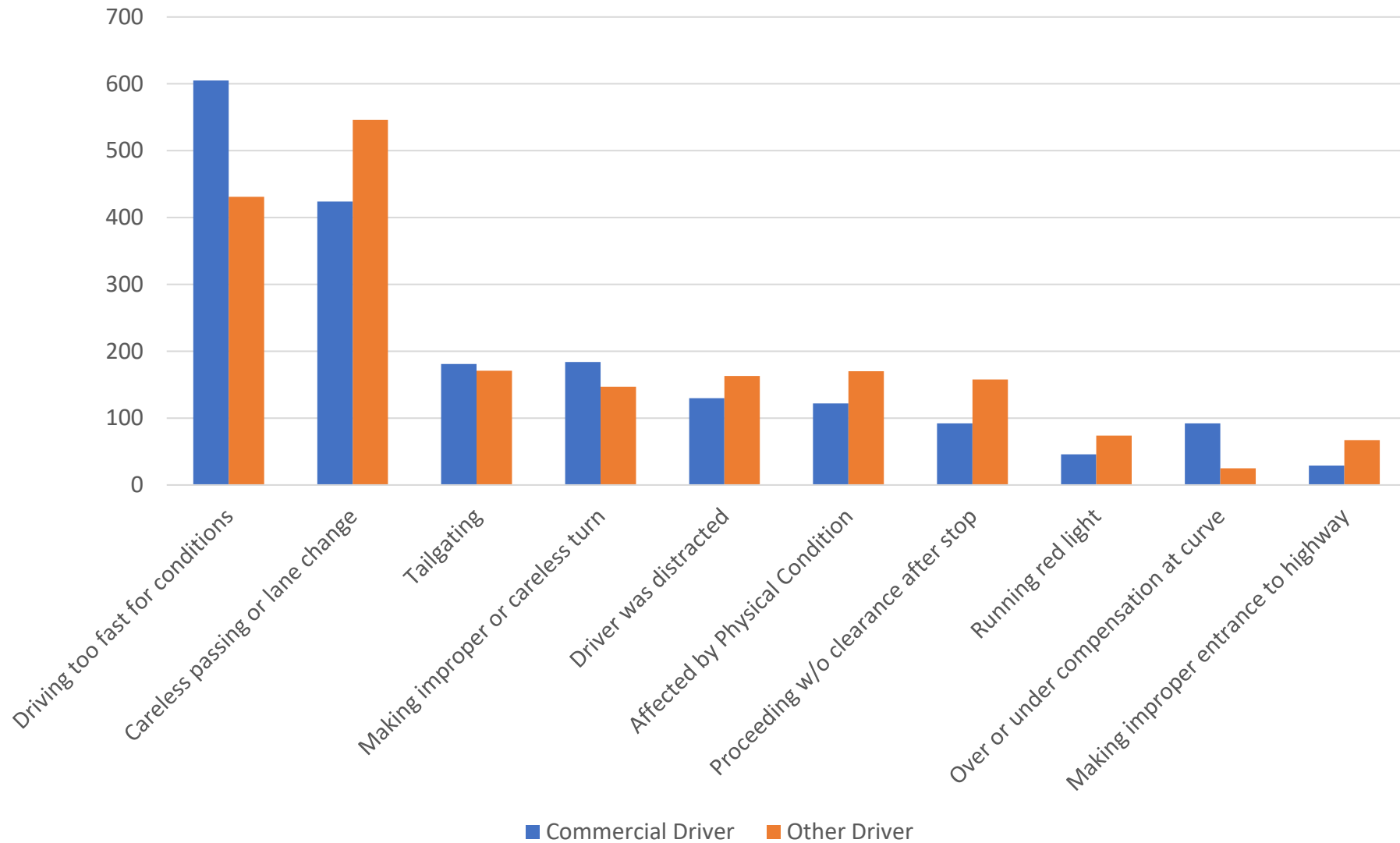
2024 COMMERCIAL CRASHES: INTERSTATES



2024 COMM. CRASHES: SINGLE UNIT FACTORS



2024 COMM. CRASHES: MULTI UNIT FACTORS



QUESTIONS?

Contact Information:

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