



# TRANSPORTATION RECAP

## September 24-30, 2021

### Contents

Around the Rotunda..... 1  
 Committee News..... 1  
 Bullet.in.Points ..... 11  
 Cosponsor Memos..... 11  
 Bill Actions..... 11  
 Upcoming Events..... 19  
 In the News..... 19

### SESSION STATUS

At 2:00 p.m. on Wednesday, September 29, 2021, the House stands adjourned until Monday, October 4, 2021, at 12:00 p.m., unless sooner recalled by the Speaker.

At 2:33 p.m. on Wednesday, September 29, 2021, the Senate stands in recess until Monday, October 18, 2021, at 1:00 p.m. unless sooner recalled by the President Pro Tempore.

### UPCOMING SESSION DAYS

#### House

Oct. 4-6, 25-27  
 Nov. 8-10, 15-17  
 Dec. 13-15

#### Senate

Oct. 18-20, 25-27  
 Nov. 15-17  
 Dec. 13-15

Provided by Pennsylvania Legislative Services  
 240 N. 3rd St. 8th Floor  
 Harrisburg, PA 17101  
 Phone: 717.236.6984  
 www.mypls.com

## Around the Rotunda

*PLS coverage of Capitol events including press conferences, bill signings and media availabilities*

No Around the Rotunda this week.

## Committee News

*Comprehensive coverage of the House & Senate public hearings and voting meetings*

### Senate Transportation Committee

9/27/21, 11:00 a.m., Hearing Room 1, North Office Building

By Matt Hess, Pennsylvania Legislative Services

The committee held a public hearing on vehicle emissions and electrification.

Chairman Langerholc discussed the heavy investment in electric vehicles (EVs) by the federal government and the auto industry. "There are 19,000 EVs registered in Pennsylvania, or 0.1 percent of Pennsylvania's fleet. The rapid adoption of EVs, which requires an accessible and reliable network of EV charging stations in rural and urban communities, should in theory reduce or potentially eliminate Pennsylvania's emission program," he stated. Chairman Langerholc emphasized that vehicle emission inspections are a major concern to his constituents and explained that he authored [Senate Bill 777](#) to address the issue. "If a compromise is not found on these onerous regulations I'm prepared to introduce legislation to provide immediate financial relief to constituents in Cambria County and six other counties that have demonstrated cleaner air in recent years based on the nonpartisan review by the Joint State Government Commission," he stated.

[Alissa Burger](#), policy manager, Electrification Coalition, spoke in support of Pennsylvania adopting a proactive approach to EVs. "EVs and the buildout of the EV supply chain is the solution to break out of dependence on foreign oil and improve our national security. Investing in a transportation electrification future also brings additional benefits, such as job growth, cost savings on fuel and maintenance, improved air quality, and a reduction in carbon emissions. China's current dominance of the EV supply chain means that investing in the U.S. EV industry is critical and urgent in order to ensure that the American automotive sector retains a strong global competitiveness," she stated.

Chairman Langerholc asked what legislation is the main priority of the Electrification Coalition. Burger said Transportation Electrification Plan (TEP) legislation is the most important to Pennsylvania's EV future. "This is the third session that the General Assembly has taken to look at TEP enabling legislation. It is paramount that Pennsylvania passes this legislation so the Public Utility Commission feels they have the purview and jurisdiction to approve TEP cases from investors and utilities," she stated.

Sen. Bartolotta said many communities cannot support charging stations and inquired about demands on power grids. Burger said there is not a great sense of what communities can handle in terms of EV charging. "That is why I think TEP enabling legislation and other policies and actions are important because we need to encourage municipalities, transportation organizations, and the utilities to do studies to understand the needs of the grid and what we're looking at in terms of forecasting," she stated.

[Rebecca Oyer](#), president and CEO, Pennsylvania Motor Truck Association (PMTA), emphasized that cleaner trucks are part of the reason why Pennsylvania has been so successful in reducing pollutants in the highway vehicle sector over the past 20 years. She pointed out that existing reductions in emissions came at a significant cost to the industry,

both in increased equipment costs and in the efficiency and reliability of trucks. She noted that regulators estimated that emissions requirements have added about \$6,400 to the cost of a 2021 truck, and by 2027 the cost could be as high as \$12,440 under federal standards. She added that cost and reliability of EVs are still significant barriers to the trucking industry.

Oyler also discussed the California Air Resources Board (CARB) and explained that Pennsylvania adopted CARB's emissions and inspections requirements for heavy-duty trucks by reference via regulation back in 2003. She said heavy-duty trucks purchased or registered in Pennsylvania have to have CARB certification stickers on them, and last year CARB approved sweeping new emissions regulations for heavy-duty trucks that implement costly mandates to the trucking industry.

Chairman Langerholc questioned if CARB is causing Pennsylvania to lose money by having trucks register in other states. Oyler stated "absolutely" and explained that CARB's warranty requirements that are going into effect in 2022 are a major concern for PMTA members. "The cost of new trucks will be several thousands more here in Pennsylvania, with the exception of New Jersey. That will drive purchases of new vehicles out of state and registrations out of state. Trucks that are apportioned across many states can choose where they register and purchase their vehicles based on where their facilities are and it comes down to cost....Pennsylvania will lose out on the sales tax and registration fees," she stated. Chairman Langerholc inquired about the average cost of a tractor trailer. [Patrick Meehan](#), sales manager, Bergey's Truck Centers, explained that the average tractor trailer runs about \$135,000 and a sleeper box adds about another \$15,000. He added that the average cost of a truck, such as a garbage disposal truck, costs around \$400,000.

Chairman Langerholc noted that a bill that he is sponsoring, [Senate Bill 153](#), is likely to run this week in the Senate. He noted it will increase the maximum allowable gross weight for commercial vehicles powered by electric battery power from 80,000 pounds to 82,000 pounds. Oyler said PMTA supports the legislation and explained that increasing the weight requirements for EVs and natural gas vehicles puts them on an equal playing field with diesel-powered vehicles. "It's right in line with how we would urge flexibility and choice within the vehicle systems we have to choose from," she stated.

Sen. Kearney questioned why the PMTA expects the cost of EV trucks to be dramatically more expensive than EV cars. Meehan explained that the high cost is due to the weight of the trucks. "The batteries are tremendously larger on a commercial vehicle than a passenger car," he stated.

Minority Chairman Sabatina asked what the best way is for the General Assembly to help the trucking industry. Oyler said EV mandates on trucks and trucking before the technology is ready would increase costs across the board and would not have the envisioned positive environmental impact. She also spoke against bridge tolling proposals.

[Melissa Batula](#), acting executive deputy secretary, Department of Transportation (PennDOT), said PennDOT is making significant progress in preparing the commonwealth's transportation network for the future. She explained that in July 2021, the Transportation Revenue Options Commission (TROC) presented Governor Tom Wolf with a strategic funding proposal aimed at addressing Pennsylvania's transportation funding challenge, including the impact of high-efficiency vehicles on the current funding structure. She added that in May 2021 the department embarked on a statewide EV mobility plan, which builds on the information and strategies presented in the Department of Environmental Protection's (DEP) 2019 Vehicle Roadmap and 2021 Roadmap Update. In June 2021, PennDOT completed a Federal Highway Administration Alternative Fuels Corridor Deployment Plan report for DC fast charging infrastructure along the I-78/I-81 corridor.

[Kurt Myers](#), deputy secretary for driver and vehicle services, PennDOT, discussed Senate Bill 777, which would amend Title 75 to change the requirements of the Pennsylvania vehicle emissions inspection program. He said PennDOT has concerns about language in the proposed legislation that could create uncertainties and explained that the legislation would change the current program to allow an exemption for all new subject vehicles for the first five years after manufacture and the discontinuance of gas cap testing for vehicles without a gas cap. He added that the legislation potentially creates a socioeconomic equity concern for customers who can afford a new vehicle versus those who cannot afford to purchase a new vehicle. He noted that PennDOT has estimated that it would take 18 months to implement the legislation as proposed.

[Mark Hammond](#), director, Bureau of Air Quality, DEP, remarked air quality trends are positive but additional progress is necessary to provide clean air throughout Pennsylvania. EVs are slowly gaining in popularity but still account for a very small portion of new vehicle sales in Pennsylvania, he commented. He noted the federal administration's infrastructure plans will make EV ownership slightly more attractive. Any modifications to the current Vehicle Emissions Inspection and Maintenance (I/M) Program will require the federal Environmental Protection Agency's (EPA) review and approval to avoid costly sanctions, he affirmed.

Chairman Langerholc questioned how many of the original counties in the I/M State Implementation Plan (SIP) are in "non-attainment" for ground-level ozone quality. Hammond said he could provide that information to the committee. Chairman Langerholc said Cambria County is in "attainment" for ground-level ozone quality but is still required to conduct emissions testing. Chairman Langerholc asked when the SIP was last reviewed. Hammond said it's been over 10 years since the SIP was reviewed. Chairman

Langerholc asked when the SIP is planned to be reviewed. Hammond said there is no plan to review the SIP. "We haven't made any changes. Most of the regs are PennDOT regs and there have been no changes to the I/M program itself," he stated. Chairman Langerholc likened emission reduction credits to the Regional Greenhouse Gas Initiative (RGGI). Hammond disagreed and noted that Pennsylvania needs to meet the federal requirements for the I/M program and RGGI is a commonwealth policy decision.

Chairman Sabatina noted that Hammond wrote in his written testimony that Pennsylvania would lose up to 16 percent of federal highway funding if the state violated the approved I/M program. Hammond indicated that it came from a PennDOT document. Chairman Sabatina asked if there were any states that violated federal I/M program rules. Hammond said no state has "called their bluff" because it is clear what the EPA can approve and disapprove. "I wouldn't invest in that lawsuit," he stated.

Sen. Kearney noted that Delaware County has a dense population with many roadways and the county is downwind from coal-fired electrical plants. He asked if there is any decision about how much air pollution is broken down between different types of vehicles. Hammond said the data is broken down between car and truck traffic. Batula added that the term "truck" applied to "box trucks on up."

Chairman Langerholc thanked all the panelists and committee members who participated in the hearing.

Additional testimony was provided by:

- [the Pennsylvania AAA Federation](#).

- 30 -

### **Senate Appropriations Committee**

*9/27/21, 2:23 p.m., Senate Chamber*

By Jeff Cox, Pennsylvania Legislative Services

**Video:** [\(click here\)](#)

The committee met to consider seven bills.

[SB 725 Bartolotta, Camera](#) - (PN 824) Amends Title 75 (Vehicles), in licensing of drivers, providing that any driver who holds a Class C license shall be authorized to operate a covered farm vehicle. Provides that a person is not required to obtain a commercial driver's license if they have a Class C license operating a Pennsylvania covered farm vehicle or a Class C or out-of-state equivalent license operating a covered vehicle from another state when operated within 150 air-miles of the out-of-state farm. Effective in 60 days. - The bill was unanimously **reported as committed**.

The bill's prime sponsor, Sen. Bartolotta, said the bill clarifies that farmers are permitted to operate vehicles with a combined weight over 26,000 pounds using a Class C driver's license.

[SB 736 Langerholc, Wayne](#) - (PN 840) Amends Title 75 (Vehicles), in registration of vehicles, providing for use of farm vehicle plates by the registrant of the vehicle or upon highways between a farm and place of business or residence regardless of whether the vehicle is operated by the registrant of the vehicle or an employee of the registrant of the vehicle. Effective in 60 days. - The bill was unanimously **reported as committed**.

Sen. Wayne Langerholc (R-Cambria), the bill's prime sponsor, explained that the legislation streamlines the home delivery of milk and other agricultural products with a farm vehicle registration plate. He noted the bill is supported by the Pennsylvania Farm Bureau.

- 30 -

### **Performance-Based Budget Board**

9/28/21, 10:00 a.m., Room 140, Main Capitol

By Tom Flynn, Pennsylvania Legislative Services

The board held a public hearing on addenda to the performance-based budget plans for multiple departments and the Keystone Special Development Zone (KSDZ) tax credit.

[Brenda Warburton](#), deputy director, Independent Fiscal Office (IFO), outlined the data requested from each department at the previous meeting on April 28 and whether the departments were able to fulfill the requests.

Warburton reported the Department of Transportation (PennDOT) was able to provide human resource data on career development and recruitment, including workforce and leadership diversity, average time to fill vacancies, staff adequacy for winter maintenance, and detail on staff turnover.

The PennDOT addendum was unanimously **accepted** by the board.

- 30 -

### **House Rules Committee**

9/28/21, 11:20 a.m., Room 140, Main Capitol

By Robert Cochran, Pennsylvania Legislative Services

The committee met to consider legislation.

[HB 523 Day, Gary](#) - (PN 1822) Amends the General Road Law further providing for repair of private roads and establishing that a private road shall be opened, fenced, and kept in repair by and at the expense of the property owner at whose request the private road was granted and by the property owner's heirs and assigns. Further provides that each property owner who shares a common benefit from a private road shall contribute in proportion to the amount of private road owned to the cost of maintaining the private road and shall have the right to bring a civil action to enforce this requirement. Exempts private roads subject to a written maintenance agreement, a private road established by the commonwealth or by a municipality entitled to exceptions relating to eminent domain, or to a private road within a common interest ownership community related to real and personal property. Establishes that a definition for municipality shall mean a county, city, borough, incorporated town or township. Effective in 60 days. (Prior Printer Number: 549, 1021) - The bill was unanimously **reported as committed**.

- 30 -

### **House Appropriations Committee**

9/28/21, 11:30 a.m., Room 140, Main Capitol

By Robert Cochran, Pennsylvania Legislative Services

The committee met to consider legislation.

[HB 1120 Topper, Jesse](#) - (PN 1168) Act designating the bridge, identified as Bridge Key 3937, carrying Pennsylvania Route 26 over Bloody Run in Everett Borough, Bedford County, as the PFC James E. Williams Memorial Bridge. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1121 Topper, Jesse](#) - (PN 1169) Act designating the bridge, identified as Bridge Key 45676, carrying Pennsylvania Route 26 over Yellow Creek in Hopewell Township, Bedford County, as the Colonel Joseph M. Stine Memorial Bridge. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1304 Metzgar, Carl](#) - (PN 1396) Act designating a bridge on State Road 4021 over the Stonycreek River, Hooversville Borough, Somerset County, as the Private First Class Howard Hahn Memorial Bridge. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1312 Topper, Jesse](#) - (PN 1404) An Act designating the bridge, identified as Bridge Key 4142, carrying State Route 1001 over the Dunning Creek in the Borough of Bedford, Bedford County, as the CPL William Glen Imler Memorial Bridge. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1410 Fee, Mindy](#) - (PN 1519) The Weigh Station Preclearance Program Act establishes that the Department of Transportation will provide an electronic weigh station bypass system for motor carriers moving across Pennsylvania. Provides for criteria for preclearance system and devices, data access for the department and regulations to implement the act. Effective in 180 days. - The bill was unanimously **reported as committed**.

[HB 1658 Heffley, Doyle](#) - (PN 1857) Amends Title 74 (Transportation), in public utility facilities, providing for cost sharing between a local landline telecommunications company with the Department of Transportation. Effective in 60 days. - The bill was unanimously **reported as committed**.

- 30 -

**Senate Appropriations Committee**

*9/28/21, 1:45 p.m., Senate Chamber*

By Derek Danneker, Pennsylvania Legislative Services

The committee met to consider two bills.

[SB 859 Langerholc, Wayne](#) - - The bill was unanimously **reported as committed**.

- 30 -

**House Local Government Committee**

*9/29/21, 10:00 a.m., Room 523, Irvis Office Building*

By Matt Hess, Pennsylvania Legislative Services

The committee met to consider bills.

[SB 478 Dush, Cris \(F\)](#) - (PN 503) Amends "An act authorizing political subdivisions, municipality authorities and transportation authorities to enter into contracts for the purchase of goods and the sale of real and personal property where no bids are received," establishing the short title of the Public Contract Bid Nonreceipt Act and further providing for when a political subdivision, municipal authority or transportation authority is required to advertise for bids in order to enter a contract but no bids are received. Provides a political subdivision must first advertise the bid a second time. If no bids are received within 15 days of the second advertisement, they must begin negotiations for a contract to obtain the services previously advertised with any provider not otherwise disqualified by law or an enactment or policy of the governing body. Provides for public disclosure of the identity of parties, proposed contract price and a summary of the other terms and conditions relating to any proposed contract in order to demonstrate that the services to be procured are consistent with those previously advertised. Provides for penalties related to the evasion of advertisement requirements. Effective in 60 days. - The bill was unanimously **reported as committed**.

- 30 -

**House Appropriations Committee**

*9/29/21, 11:20 a.m., Room 140, Main Capitol*

By Robert Cochran, Pennsylvania Legislative Services

The committee met to consider legislation.

[HB 1224 Rowe, David](#) - (PN 1289) Act designating a portion of Pennsylvania Route 104, from the southern border of the Borough of Middleburg to the northern border of the Borough of Middleburg, Snyder County, as the Chief of Police Tony M. Jordan Memorial Highway. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1385 Boback, Karen](#) - (PN 1499) Act designating the entire length of State Route 4010 in North Branch Township, Wyoming County, as the Joyce Maureen Steele Memorial Highway. Effective in 60 days. - The bill was unanimously **reported as committed**.

[HB 1493 Borowicz, Stephanie](#) - (PN 1623) Act designating a bridge, identified as Bridge Key 12165, carrying Pennsylvania Route 150 over the Bald Eagle Creek, in Bald Eagle Township, Clinton County, as the Colonel Henry Bossert Memorial Bridge. Effective in 60 days. - The bill was unanimously **reported as committed**.

- 30 -

## House Transportation Committee

9/29/21, 11:20 a.m., Room B31, Main Capitol

By Matt Hess, Pennsylvania Legislative Services

The committee met to consider one bill.

[SB 859 Langerholc, Wayne](#) - - The bill was unanimously **reported as committed**.

- 30 -

## House Transportation Committee

9/30/21, 9:00 a.m., Room 140, Main Capitol

By Derek Danneker and Tom Flynn, Pennsylvania Legislative Services

The committee held a public hearing to receive an update on the Department of Transportation's (PennDOT) major bridge public-private partnership (P3) program, or the Pathways initiative.

Chairman Hennessey explained that the Pathways initiative suggests that nine bridges across the commonwealth be bundled into a P3 contract to create tolling systems in order to fund those bridges' repair or replacement. He reviewed the bridges that may be included and the work that is needed to maintain their structural integrity, which is estimated to cost \$2 billion. He articulated PennDOT's position as being left with no other method of raising revenue and, in the face of diminishing revenue from the Motor License Fund (MLF), tolling bridges would allow for expensive maintenance while also allowing the department to continue other roadwork projects. Chairman Hennessey noted that some in the legislature have been vocal in opposing any tolling over bridges, citing a loss in economic development and a decreased attraction to invest in the state. He stated that he hopes the hearing will answer a variety of questions related to the process of establishing the P3 contract. He noted that Congress is currently debating whether or not to send a large amount of funding to the states for infrastructure investment.

Minority Chairman Carroll pointed out that the passage of [Act 89 of 2013](#) was a "challenging effort," but necessary to fund roads and bridges. "For those members, including me that voted for that, we accepted the reality that we needed to take that bold step because our transportation network needed it," he said. Chairman Carroll explained that there were a series of events that weakened the impact of the additional revenues Act 89 created. He suggested that the testifiers opposed bridge tolling offer an alternative that would generate significant funds. Chairman Carroll opined that there is no better option than tolling bridges, although he is not the "biggest cheerleader in the world" for the practice.

[Yassmin Gramian](#), secretary, PennDOT, described her department's \$8.1 billion annual highway and bridge funding gap. She suggested that relying solely on federal funding may not be an option as it may come with specific requirements and will also fall short of the funds required. Sec. Gramian detailed that the Pathways initiative is moving forward with analysis, procurement and candidate bridge engagement and added that the department has nearly finished a diversion workshop for each bridge. "The feedback from these sessions with local officials and partners will inform the environmental evaluations, potential mitigation and content presented in upcoming public meetings, which will begin in October," she said. Sec. Gramian described how other options, such as issuing bonds, are also unfeasible. She added that the increased work on the bridges will also provide opportunities for Pennsylvania companies. She thanked the legislators for their effort to supplement the decreased revenue in the MLF.

Chairman Hennessey noted that the initial request for qualifications (RFQ) required potential partner companies to have previously completed a \$150 million individual contract with the state, but that RFQ had later been vacated. He asked if altering the RFQ "scared away some contractors who might have been able to do the job." Sec. Gramian explained that the RFQ was originally incorporated to ensure that the lead team was qualified to do the work. [Mike Bonini](#), director, P3 Office, PennDOT, noted that is also a requirement to mandate that Pennsylvania-based contractors and subcontractors complete up to 65 percent of the work. He pointed out that requiring Pennsylvania-based contractors to complete a portion of the work has been successful in the Rapid Bridge Replacement (RBR) Project. [Kenneth McClain](#), director, Alternative Funding Office, PennDOT, noted that those contractors only needed to be pre-approved to work in Pennsylvania, not residents of the state.

Chairman Hennessey explained that there were four bidders that had successfully completed the Request for Proposal (RFP) process, however there are now only three bidders. He asked what happened. McClain explained that the RFP process included a thorough evaluation of the company's ability to carry out the large-scale project, and three of the initial bidders were invited to move into the second phase of the procurement process. Chairman Hennessey expressed concern over working through one development entity for a project involving many bridges. McClain answered that the lead development entity would be chiefly involved in the design of the bridges, but then partner with many different companies to complete the construction. Chairman Hennessey asked for confirmation that PennDOT would oversee the entire project. McClain replied that PennDOT will retain ownership over all the bridges

and will be the sole authority for toll rate setting. She added that the department will provide thorough oversight in all aspects of the project.

Chairman Carroll commented that if the Pathways initiative does not move forward, there may be hundreds of projects throughout Pennsylvania that will not be completed.

Rep. Heffley questioned if the process of establishing the Pathways initiative was transparent and added that he never imagined such a project to stem from Act 88. "The people that voted for me do not support this proposal," he said. "We will lose jobs and we will lose revenue because business can't afford these tolls." Sec. Gramian maintained that her department was transparent and information was freely shared, including the evaluation requirements of the bridges. Rep. Heffley asked for an estimate of the toll rate for the bridges. Sec. Gramian reiterated the financial necessity of the Pathways initiative and reviewed several public outreach events that took place. McClain detailed the process of determining which bridges would be included in the project. He stated that the toll would likely be between \$1 to \$2 for a passenger car with higher tolls for heavy commercial vehicles and less for impoverished individuals.

Rep. Heffley highlighted the economic negative impact the tolls would have and described the difficulty new businesses have in acquiring permits from PennDOT. He further criticized PennDOT for a lack of transparency and implored them to abandon the Pathways initiative. Chairman Carroll pointed out that the House Republicans had a member on the P3 board that approved the Pathways initiative. He added that Republicans were aware Act 89 could result in bridge tolling because they highlighted the possibility while debating the act in 2013.

Larry Shifflet, deputy secretary for planning, PennDOT, was also present.

Chairman Hennessey mentioned studies regarding drivers avoiding tolls could some time to complete and might push back the start date of the project. He asked how companies could enter into a contract concerning the project with such uncertainty in start dates or costs. McClain asserted that starting the project would take months, not years. He said the National Environmental Policy Act (NEPA) requirements are happening "in parallel" with the P3 proposal. He stressed that the proposal as disclosed to contractors does not guarantee work on any bridges, and PennDOT has the ability to remove any from the list should any not meet NEPA requirements. McClain said PennDOT is currently undergoing traffic-modeling studies regarding the diversionary effects of the proposed tolls. He said PennDOT had communicated extensively with local leaders and stakeholders regarding diversion, and PennDOT was "finalizing" their diversion studies presently. He also said that NEPA requires PennDOT to mitigate diversion and that if PennDOT is unable to do so, either practically or financially, a bridge could be removed from the project. McClain emphasized again that developers are told in advance to prepare for "up to" nine bridges. Chairman Hennessey said that PennDOT identified each bridge as in need of repair and that it wasn't as simple as dropping difficult bridges from the project since repairs would have to be performed either way. McClain said that PennDOT would need to work with the General Assembly to identify a funding source in that case, which could mean shelving other projects if new funding cannot be found.

Chairman Hennessey asked if PennDOT had investigated whether some diversionary effects would be only temporary. McClain confirmed that some diversion would not be permanent, but such decisions would be made on a case-by-case basis and were difficult to predict. Chairman Hennessey asked if the diversion studies could be completed by the February 15 deadline. McClain said PennDOT is only performing preliminary design in accordance with federal guidelines; the specifics are the responsibility of the contractor. He said that PennDOT has seen success with a similar model in the past with the RBR project. He said that PennDOT's future tasks include finalizing diversion studies and holding public meetings about every bridge to present the findings of the studies. After these steps, he said, PennDOT could put the project out to bid and construction could start soon after. Sec. Gramian added that PennDOT had spent the past 12 months creating the Planning Environmental Linkage (PEL) document, an agreement between PennDOT and the federal regulator regarding necessary steps for NEPA approval.

Rep. Heffley asked if PennDOT is investigating the possibility of implementing reduced or free tolls for low-income individuals. McClain said such a possibility is included in NEPA requirements and PennDOT was performing studies to determine if low-income residents would be disproportionately impacted by the project and mitigate them if so. Rep. Heffley asked how PennDOT would reduce tolls for these individuals. McClain said options included issuing special E-ZPass transponders, windshield stickers, or using the toll-by-plate system.

Chairman Hennessey asked how long it would be until tolls were implemented. McClain said the earliest tolling would begin is 2023, but the majority of bridges wouldn't be tolled until 2024 or 2025. He said that tolls would be collected for about 30-35 years, for the duration of the P3 agreement.

Robert Latham, executive vice president, Associated Pennsylvania Constructors (APC), said that [Senate Bill 382](#) would change the P3 law and "implement some common-sense procedures." He said he believes the vetting required by Senate Bill 382 would be helpful since it would require PennDOT to publish a detailed analysis prior to the P3 board voting meeting. He said PennDOT's

original proposal was "very conceptual" and lacked many of the details of the current proposal, including which bridges would be included. Latham said that when the P3 law passed in 2012, it was his understanding that P3 tolling would be implemented on new projects, not existing infrastructure, and suggested Senate Bill 382 could be useful in allaying his concerns.

Latham emphasized the importance of repairing the bridges in question. "There's no debate about that," he said. He also recognized that funding the project could be challenging. He criticized the General Assembly for redirecting some of the gasoline tax to support PSP, saying that the \$5 million that had been moved could support up to two of the bridge projects in question. Latham suggested the General Assembly take a "serious look" at the report of the Transportation Revenue Options Commission (TROC) since some items could raise significant funds. He pointed to the MLF as an alternative source of funding for the bridges instead of tolls, saying that just \$150 million of the \$670 million could be used to bond-finance the entire bridge project. He recognized that it would be difficult for the General Assembly to find \$150 million in the general fund, but said it was important and appropriate in these contexts. Latham said that the \$2 billion estimate for the program was short of the true cost and APC had concluded that the project would actually cost \$3.5 billion over 30 years. He recommended postponing the project. Latham noted that Senate Bill 832 would not necessarily cancel the current project; it would have to go through an additional vetting process.

George Mezey, vice president, Trumbull Corporation, said the APC doesn't disagree with PennDOT's intentions, but questioned its methods. He said that the P3 program is "costly, inefficient, and very risky" for taxpayers and PennDOT. He called P3 a "sophisticated borrowing technique" and said that corporations were interested in the project because they would see significantly higher returns than under normal circumstances. He asserted that PennDOT would be within its rights to toll the bridges without engaging with a private company. Mezey said that the project probably required a more intense selection process than was currently being implemented but said PennDOT was "handicapped" by only being able to use the P3 process due to Pennsylvania procurement law. He said that undergoing the project as a "design-build" would be more cost-effective and involve a greater number of Pennsylvania contractors as general contractors, rather than subcontractors.

Mezey asserted that the present P3 project is manifestly different than the RBR project because PennDOT had a firm cost assessment before making a contractor selection. He said that for the current project, PennDOT would make a selection "well in advance" of any budgeting or permitting being completed. He said the risk was that a significant amount of money could be spent on a project that would later have to be dropped because of issues with securing permits or budget. Mezey used an example of a P3 project in Virginia that had to be canceled after 18 months of work because of difficulty in securing permits, noting it cost the state over \$300 million. He said that PennDOT's toll studies had not been released. He said that APC agreed with PennDOT's assessment that they would have a final estimate of the cost of the project before financial close, "but that might be too late."

Mezey pointed out that the funding model PennDOT selected is not a significant risk for a developer, since it guarantees revenue. He said that until diversion studies are completed, permitting completed, and designs finalized, PennDOT does not have a good idea of how much the project will cost and whether tolls will cover the cost of the project. He said it was likely that PennDOT will have to subsidize the payment for the lifetime of the contract. He said the process would be more expensive than alternative methods. "It's the equivalent of buying your groceries at Sheetz instead of Giant Eagle," he said. He said it would be about a 10 percent increase on each of PennDOT's districts' workload to do the projects traditionally, and it would involve more Pennsylvanian firms, which largely abstained from the P3 selection because the risks and costs of participation were too high. Mezey said it would be possible to achieve the same goal using the "cheaper, more efficient" design-build process.

Chairman Hennessey asked how PennDOT could toll the bridges in question without a P3 agreement. Mezey said that federal legislation limits tolling on interstate highways to bridges only. He said that he took exception to PennDOT's comments which suggested that tolling could cover more than the cost of the project, saying that the statement was a presumption and also may be illegal under federal law. He said that the P3 legislation allows PennDOT to use a selective process other than the procurement code to choose a contractor for the project, which APC agreed was the correct move for a project of this size. He disagreed that it was necessary to involve an outside entity, however. Mezey added the contracting community did not have a clear understanding of how the 65 percent of the project allocated to local contractors would be specifically distributed, and who these local contractors would work for. He said it could be more "onerous" for contractors to work under the P3 developer than it would be to work directly for PennDOT. He estimated that if the project were bid out under the normal process, it would cost \$300 to \$400 million. Mezey asserted that no data had shown that a \$1 to \$2 toll would pay for the bridges. Chairman Hennessey asked to confirm that no Pennsylvania-based contractors participated in the RFQ. Mezey responded affirmatively to the best of his knowledge.

Chairman Carroll conceded that other options to fund the project did exist, but they would require enabling legislation. He said that the General Assembly would have to change the law to allow large-scale bond projects, and he wished the body was "more forward-thinking" in their consideration of funding large-scale transportation projects. Latham agreed and said he was concerned about the costs and risks of the project as it is currently. He asked the General Assembly to consider making changes. Mezey reiterated that he believed PennDOT did not need additional legislation to toll the bridges and could borrow the money necessary to fund construction. He emphasized that the \$2 billion cost would already be spread out over multiple years. Chairman Carroll said his current understanding was that present legislation limits PennDOT's ability to borrow money on that scale without engaging in a P3



project. "I truly wish there was a better option here," he said, remarking that "overpaying" for the replacement of the bridges was the only option available to PennDOT without changing the law.

Rep. Hohenstein agreed with Chairman Carroll that the law needed to be changed, and asked about the costs of borrowing, specifically the possibility of using money from the American Rescue Plan Act (ARPA) to pay bonding costs. Latham noted ARPA money had to be spent by 2024 and said that the idea was not necessarily politically possible. He commented a more likely path would be using the money to retire existing bonds. Rep. Hohenstein agreed and asked why APC believed it would be cheaper to tackle each project individually rather than combining them. Mezey said that economies of scale are "a myth" for large construction projects. He said that the contracting team on the RBR project had planned to self-perform almost 65 percent of the work when they had planned to subcontract over 90 percent because of the highly local concerns of construction. He said that multiple layers of subcontractors added layers of markup and this inflates the cost of work. Mezey also noted that due to the size, it takes time to educate new firms and workers on the job, and there was no benefit of learning on the job since a significant amount of construction would be taking place simultaneously. He also noted the difficulty in moving management and oversight teams throughout the state.

[Katherine Hetherington Cunfer](#), director of government and community relations, Greater Reading Chamber Alliance (GRCA), said that GRCA opposes PennDOT's proposal to toll the Lenhartsville Bridge. She said that the Reading has seen gains in manufacturing and logistics, and the bridge toll would harm these businesses. She also highlighted the diversionary effects of the toll, stating that local roads would become more congested and require greater maintenance. Hetherington Cunfer criticized PennDOT's decision to not limit toll collection on the bridges to repairs, saying that funds could be used for other unrelated projects. She noted that Sec. Gramian expressed interest in making the tolls permanent. She also warned against using toll-by-plate technology since the Pennsylvania Turnpike Commission had already lost \$104 million using the system. Hetherington Cunfer asked the General Assembly to pause the project until federal infrastructure money could come in following the passage of the \$1.2 trillion infrastructure package. She recommended that the entire transportation infrastructure funding structure be reviewed and the process of infrastructure development projects be streamlined so they are not burdened with unnecessary litigation. She closed by asking for PennDOT to rescind the proposal.

Chairman Hennessey asked if Lenhartsville Bridge was nearest to expanding contracting work. Hetherington Cunfer responded affirmatively and said the bridge toll would make it more difficult for Berks County to compete with the Lehigh Valley in attracting companies.

[Gale Gallo](#), president, Lemoyne Borough Council, recognized the need to replace the John Harris Memorial Bridge but said that adding tolling would negatively impact Lemoyne and the greater West Shore communities. She said the families and commuters that use the bridge daily are unable to accommodate any tolls across the bridge. She said that the diversionary impacts would be immense, diverting "thousands" of vehicles onto the Market Street and Harvey Taylor bridges to the north, and that emergency services question their ability to respond quickly to emergencies. She noted that Lemoyne opposes the P3 funding of the project, preferring PennDOT utilize federal infrastructure funds in addition to ARPA funding and municipal bonds. Gallo also criticized in detail PennDOT's ramp proposal, saying it would significantly disrupt traffic and businesses in the area and "play havoc" with public safety. She also noted that the PennDOT ramp would entirely obscure the Lemoyne mural depicting the town's history, and it could not be relocated. In response, she proposed a different ramp plan.

[Dr. Joe Deklinski](#), councilman, Wormleysburg Borough, said tolling the John Harris bridge would have "a number of negative impacts" on Wormleysburg. He said that diversionary traffic would be a significant concern because motorists would just use the existing Market Street or Harvey Taylor bridges, both located in Wormleysburg. He said the resulting congestion would stifle local businesses along the waterfront. Dr. Deklinski said the congestion would significantly impact the ability of emergency services to operate, because Lemoyne and Wormleysburg share police and fire services and are connected at the Market Street bridge, directly where diversionary traffic would be trying to go. He proposed using many of the other options proposed by TROC.

[John Barrett](#), manager, South Fayette Township, said that transportation was a major asset to his community, and it is opposed to tolling a bridge on I-79. He said that there had been a "lack of any meaningful public input and stakeholder communication" with PennDOT. He noted that South Fayette has a Traffic Impact Fee Program which required significant investment and analysis of existing road networks, and South Fayette has not been contacted by PennDOT to share institutional knowledge about diversionary effects. Barrett cautioned that alternative routes to the I-79 bridge are in "deplorable condition" and warned that increased traffic would be in danger on such routes. He remarked that the I-79 bridge is not at the end of its life nor in disrepair, and early discussions indicated it had been targeted for its revenue potential.

Chairman Hennessey asked where South Fayette was located. Barrett responded it was about 20 miles south of Pittsburgh. Chairman Hennessey said the committee was operating under the assumption that PennDOT knew which bridges to replace. He asked to confirm that the I-79 bridge needed replacement. Barrett responded negatively, saying he drove under it regularly and it had no signs of damage. He opined that the bridge was chosen because of its high trip volume. Chairman Hennessey advised Barrett to bring the information to PennDOT soon.

Chairman Carroll thanked the officials for serving their communities. He noted that the Pennsylvania Chamber of Commerce had supported Act 89's increase of the gasoline tax in an uncommon move, and agreed it was disheartening that funds had been diverted to the state police. He said such a move was "the result of political calculations of people in this building." He said that the hearing today might help the General Assembly realize different options. "I'm not sure," he said. "I hope."

[Leeann Sherman](#), executive director, American Council of Engineering Companies of Pennsylvania (ACEC/PA), highlighted the benefits of Act 89, as well as the beneficial economic impact of large roadway projects. She emphasized the importance of repairing the state's aging infrastructure and suggested that legislators look into more ways to fund construction projects in addition to the Pathways initiative.

Chairman Hennessey asked if ACEC/PA has a position on the Pathways initiative. Sherman stated that the initiative is one of several options, many of which have previously been discussed. Chairman Hennessey opined that the initiative may be moving too quickly and could benefit from more time to ensure "we're going in the right direction." [Eric Veydt](#), president of the board of directors, ACEC/PA, reviewed several instances where bridges have failed and stated that they may serve as a warning to Pennsylvania.

Chairman Carroll reiterated the necessity of finding new revenue streams to support infrastructure projects, rather than shifting funds for momentary relief. He criticized the General Assembly for lacking the political will to raise funds for the things they desire for the public.

Rep. Heffley noted that engineering costs may occasionally be high for projects because PennDOT asks for multiple designs, which is unfortunate because those funds do not build anything physical. He asked what can be done for high engineering costs. Sherman explained that engineers incorporate quality-based selection (QBS), which requires them to be chiefly interested in the quality and safety of their designs. Veydt mentioned several aspects of engineering such as alternatives analyses, infiltration of rainwater, among other considerations. He added that a large grouping of projects may take advantage of economies of scale.

[Rebecca Oyler](#), president and CEO, Pennsylvania Motor Truck Association (PMTA), reviewed the impact that bridge tolling would have on trucking and the secondary effect that would have on the transportation of vital goods. She detailed the high taxes of Pennsylvania and how they force trucking companies out of state. Oyler expressed support for Senate Bill 382 as well as [House Bill 920](#), which would provide for increased transparency in P3 programs.

Chairman Carroll reiterated that there have been better options for funding bridge maintenance and replacement and encouraged legislators to "exercise their authority to find those better options." [Joe Butzer](#), interim president, PMTA, said he appreciated Chairman Carroll's frustration. He stated that trucking does not have a mechanism to pass along the cost of a toll to their customers and therefore cannot absorb the cost, as the trucking industry could do with a fuel tax.

Rep. Heffley explained that Pennsylvania's energy industry relies on trucking to move their products but they are unable to compete internationally when foreign energy companies are able to move their products at a cheaper rate. He added that the Pathways initiative will also fall victim to leakage, or people driving through tolls without paying because the electronic system is unable to recognize the license plate.

[Mark Giuffre](#), chairman of the board, PMTA, was also present.

[Mary Gaiski](#), executive vice president, Pennsylvania Manufactured Housing Association (PMHA), stated that her organization strongly disagrees with the Pathways initiative. She described how the tolls would heavily impact the delivery of their modular homes. She mentioned her support for Senate Bill 382 and House Bill 920.

[Jed Wood](#), president, Pennsylvania Campground Owners Association (PCOA), expressed fear that instituting bridge tolls would decrease tourism to Pennsylvania. He pointed out that the state also has one of the highest gas taxes in the country. Wood also noted that tourists will attempt to avoid tolls, which will move more traffic into suburban areas. He stated that PCOA supports Senate Bill 382 and House Bill 920.

[Heather Leach](#), executive director, Pennsylvania Recreation Vehicle and Camping Association, reiterated the damage that tolls do on businesses and how motorists will detour away from tolls.

Chairman Hennessey questioned how much RVs typically cost to drive on toll roads. Wood explained that it normally depends on the number of axles the vehicle has. Wood discussed specific bridges in his area and how tolls would impact his business.

Chairman Carroll reiterated that the infrastructure improvements promised in Act 89 were not fulfilled because of choices the General Assembly has made.

Chairman Hennessey thanked the testifiers.

[Darrin Youker](#), director of state government affairs, Pennsylvania Farm Bureau; [John Bailey](#), chairman, Pennsylvania Bus Association (PBA); and [Ed Burns](#), president and founder, Burns Logistics, submitted written testimony.

- 30 -

## Bullet.in.Points

### [PENNDOT: STATE TRANSPORTATION ADVISORY COMMITTEE VIRTUAL MEETING](#)

The Department of Transportation's State Transportation Advisory Committee will hold a virtual meeting on Thursday, October 7, 2021, from 1 p.m. to 3 p.m. This virtual meeting will be held by means of Microsoft Teams. The virtual meeting information, including log-in, participation information (for computer, mobile app and telephone participation) and the agenda, is available on the committee's [website](#). For more information, contact the Office of the State Transportation Commission, (717) 787-2913, [RA-PennDOTSTC@pa.gov](mailto:RA-PennDOTSTC@pa.gov).

## Cosponsor Memos

No Cosponsor Memos this week.

## Bill Actions

<a href="#">HB 37</a>	<a href="#">Brown, Rosemary(R)</a>	(PN 1019) Amends Title 75 (Vehicles), in licensing of drivers, providing for learners' permits and examination; and, in rules of the road, prohibiting text-based communications and use of interactive wireless communications devices and imposing penalties. Requires a person under the age of 18 to view educational materials provided on the department's publicly accessible internet website on the dangers of distracted driving, which may include, but are not limited to, written, electronic or video materials. Provides that the portion of the examination on traffic laws shall contain at least one question on distracted driving relating to the driver's ability to understand the effects of distracted driving. Prohibits a driver from operating a motor vehicle on a highway or trafficway in the commonwealth while physically using an interactive wireless communications device to send, read or write a text-based communication. Further prohibits a driver from operating a motor vehicle on a highway or trafficway in the commonwealth while physically holding or supporting with their body an interactive wireless communications device, unless the motor vehicle is parked on the side or shoulder of a highway or trafficway in the commonwealth where the motor vehicle is safely able to remain stationary. Amends the definition of "interactive wireless communications device" to clarify a mobile or a hand-held radio can be used by a person with an amateur radio license issued by the Federal Communications Commission. Further provides that a person who violates the subsection shall be sentenced to pay a fine of \$100 upon conviction. Effective in 180 days. (Prior Printer Number: 489)
-----------------------	------------------------------------	---

<b>Bill History:</b>	06-09-21 H Removed from the table
	09-28-21 H Set on the House Calendar
	09-28-21 H Laid on the table
	09-28-21 H Removed from the table
	10-04-21 H Set on the House Calendar

[HB 523](#)      [Day, Gary\(R\)](#)      (PN 1822) Amends the General Road Law further providing for repair of private roads and establishing that a private road shall be opened, fenced, and kept in repair by and at the expense of the property owner at whose request the private road was granted and by the property owner's heirs and assigns. Further provides that each property owner who shares a common benefit from a private road shall contribute in proportion to the amount of private road owned to the cost of maintaining the private road and shall have the right to bring a civil action to enforce this requirement. Exempts private roads subject to a written maintenance agreement, a private road establishes by the commonwealth or by a municipality entitled to exceptions relating to eminent domain, or to a private road within a common interest ownership community related to real and personal property. Establishes that a definition for municipality shall mean a county, city, borough, incorporated town or township. Effective in 60 days. (Prior Printer Number: 549, 1021)

**Bill History:** 09-28-21 H House concurred in Senate amendments (Vote: Y:199/N: 0)  
09-28-21 H Signed in the House  
09-28-21 S Signed in the Senate  
09-29-21 G In the hands of the Governor  
10-09-21 G Last day for Governor's action

[HB 746](#)      [Roae, Brad\(R\)](#)      (PN 731) The State-Owned Vehicle Assignment Limitation Act provides limitations on state-owned vehicle leases for members of the General Assembly and establishes that commonwealth funds may not be used to lease a vehicle to or on behalf of a state official. The prohibition shall not apply to state officials whose official duties require the assignment or lease of a vehicle for emergency response, and provides for the continued use of vehicles by state officials who have been assigned a state-owned vehicle or a vehicle leased by the commonwealth prior the effective date of this act until the individual is no longer a member of the General Assembly or no longer eligible to use the vehicle. Effective in 60 days.

**Bill History:** 06-09-21 H Removed from the table  
09-28-21 H Set on the House Calendar  
09-28-21 H Laid on the table  
09-28-21 H Removed from the table  
10-04-21 H Set on the House Calendar

[HB 763](#)      [Miller, Brett\(R\)](#)      (PN 749) Amends the State Highway Law, in construction, improvement, maintenance and repair of state highways, providing for native vegetation along highways. Provides nonnative vegetation may be used when native vegetation is not feasible and if it meets enumerated requirements. Effective immediately.

**Bill History:** 06-15-21 H Removed from the table  
09-29-21 H Set on the House Calendar  
09-29-21 Laid out for discussion 12:44pm  
09-29-21 Second consideration 12:44pm  
09-29-21 H Rereferred to House Appropriations

<a href="#">HB 920</a>	<a href="#">Delozier, Sheryl(R)</a>	<p>(PN 909) Amends Title 74 (Transportation), in public-private transportation partnerships Provides for that the Transportation P3 Board to disapprove a proposed transportation project if the transportation facility that is the subject of the proposed transportation project is an existing transportation facility owned by the commonwealth and the public entity has not provided details regarding the specific transportation facility included in the proposed transportation project. Further provides that the General Assembly may pass a concurrent resolution disapproving a proposed transportation project and prohibiting the expenditure of public money on the proposed transportation project within 20 calendar days or nine voting legislative days, whichever is longer, of the date on which the board adopted the resolution approved the proposed transportation project. Further provides that if the proprietary project entity is the department, the net proceeds received by the proprietary public entity under public-private transportation partnership agreement shall be deposited into the Motor License Fund and shall be used exclusively to provide funding for transportation needs in the commonwealth. Effective immediately.</p> <p><b>Bill History:</b> 03-15-21 H Filed 03-15-21 H Introduced and referred to committee on House Transportation 09-30-21 H Discussed during public hearing, House Transportation - - House Transportation</p>
<a href="#">HB 929</a>	<a href="#">Stambaugh, Perry (F)(R)</a>	<p>(PN 924) Act designating a roundabout at Pennsylvania Route 34, Spring Road, Pennsylvania Route 850, Valley Road, and Pisgah State Road in Carroll Township, Perry County, as the Shane E. Troutman Memorial Roundabout. Effective in 60 days.</p> <p><b>Bill History:</b> 06-09-21 H Removed from the table 09-28-21 H Set on the House Calendar 09-28-21 H Laid on the table 09-28-21 H Removed from the table 10-04-21 H Set on the House Calendar</p>
<a href="#">HB 1120</a>	<a href="#">Topper, Jesse(R)</a>	<p>(PN 1168) Act designating the bridge, identified as Bridge Key 3937, carrying Pennsylvania Route 26 over Bloody Run in Everett Borough, Bedford County, as the PFC James E. Williams Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations 09-28-21 Laid out for discussion 2:20pm 09-28-21 Third consideration 2:20pm 09-28-21 H Final Passage (Vote: Y:199/N: 0) 09-28-21 S Received in the Senate and referred to Senate Transportation</p>
<a href="#">HB 1121</a>	<a href="#">Topper, Jesse(R)</a>	<p>(PN 1169) Act designating the bridge, identified as Bridge Key 45676, carrying Pennsylvania Route 26 over Yellow Creek in Hopewell Township, Bedford County, as the Colonel Joseph M. Stine Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations 09-28-21 Laid out for discussion 2:22pm 09-28-21 Third consideration 2:22pm 09-28-21 H Final Passage (Vote: Y:199/N: 0) 09-28-21 S Received in the Senate and referred to Senate Transportation</p>

<a href="#">HB 1224</a>	<a href="#">Rowe, David(R)</a>	<p>(PN 1289) Act designating a portion of Pennsylvania Route 104, from the southern border of the Borough of Middleburg to the northern border of the Borough of Middleburg, Snyder County, as the Chief of Police Tony M. Jordan Memorial Highway. Effective in 60 days.</p> <p><b>Bill History:</b> 09-29-21 H Voted favorably from committee on House Appropriations  09-29-21 H Reported as committed from House Appropriations  09-29-21 Laid out for discussion 1:09pm  09-29-21 Third consideration 1:09pm  09-29-21 H Final Passage (Vote: Y:199/N: 0)</p>
<a href="#">HB 1304</a>	<a href="#">Metzgar, Carl(R)</a>	<p>(PN 1396) Act designating a bridge on State Road 4021 over the Stonycreek River, Hooversville Borough, Somerset County, as the Private First Class Howard Hahn Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations  09-28-21 Laid out for discussion 2:24pm  09-28-21 Third consideration 2:24pm  09-28-21 H Final Passage (Vote: Y:199/N: 0)  09-28-21 S Received in the Senate and referred to Senate Transportation</p>
<a href="#">HB 1312</a>	<a href="#">Topper, Jesse(R)</a>	<p>(PN 1404) An Act designating the bridge, identified as Bridge Key 4142, carrying State Route 1001 over the Dunning Creek in the Borough of Bedford, Bedford County, as the CPL William Glen Imler Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations  09-28-21 Laid out for discussion 2:25pm  09-28-21 Third consideration 2:26pm  09-28-21 H Final Passage (Vote: Y:199/N: 0)  09-28-21 S Received in the Senate and referred to Senate Transportation</p>
<a href="#">HB 1378</a>	<a href="#">Pisciottano, Nickolas (F)(D)</a>	<p>(PN 1489) Act designating a portion of State Route 2040, also known as Lebanon Church Road, between Pennsylvania Route 885 in West Mifflin Borough and Pennsylvania Route 51 in Pleasant Hills Borough, as the Richard D. Olasz Memorial Highway. Effective in 60 days.</p> <p><b>Bill History:</b> 09-27-21 H Set on the Tabled Calendar  09-27-21 H Removed from the table  09-28-21 H Set on the House Calendar  09-28-21 Second consideration 1:54pm  09-28-21 H Rereferred to House Appropriations</p>
<a href="#">HB 1385</a>	<a href="#">Boback, Karen(R)</a>	<p>(PN 1499) Act designating the entire length of State Route 4010 in North Branch Township, Wyoming County, as the Joyce Maureen Steele Memorial Highway. Effective in 60 days.</p> <p><b>Bill History:</b> 09-29-21 H Voted favorably from committee on House Appropriations  09-29-21 H Reported as committed from House Appropriations  09-29-21 Laid out for discussion 1:11pm  09-29-21 Third consideration 1:11pm  09-29-21 H Final Passage (Vote: Y:198/N: 1)</p>
<a href="#">HB 1410</a>	<a href="#">Fee, Mindy(R)</a>	<p>(PN 1519) The Weigh Station Preclearance Program Act establishes that the Department of Transportation will provide an electronic weigh station bypass system for motor carriers moving across Pennsylvania. Provides for criteria for preclearance system and devices, data access for the department and regulations to implement the act. Effective in 180 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations  09-28-21 Laid out for discussion 2:27pm  09-28-21 Third consideration 2:27pm  09-28-21 H Final Passage (Vote: Y:199/N: 0)  09-28-21 S Received in the Senate and referred to Senate Transportation</p>

<a href="#">HB 1493</a>	<a href="#">Borowicz, Stephanie(R)</a>	<p>(PN 1623) Act designating a bridge, identified as Bridge Key 12165, carrying Pennsylvania Route 150 over the Bald Eagle Creek, in Bald Eagle Township, Clinton County, as the Colonel Henry Bossert Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-29-21 H Voted favorably from committee on House Appropriations  09-29-21 H Reported as committed from House Appropriations  09-29-21 Laid out for discussion 1:13pm  09-29-21 Third consideration 1:13pm  09-29-21 H Final Passage (Vote: Y:199/N: 0)</p>
<a href="#">HB 1658</a>	<a href="#">Heffley, Doyle(R)</a>	<p>(PN 1857) Amends Title 74 (Transportation), in public utility facilities, providing for cost sharing between a local landline telecommunications company with the Department of Transportation. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 H Reported as committed from House Appropriations  09-28-21 Laid out for discussion 2:29pm  09-28-21 Third consideration 2:29pm  09-28-21 H Final Passage (Vote: Y:199/N: 0)  09-28-21 S Received in the Senate and referred to Senate Transportation</p>
<a href="#">HB 1907</a>	<a href="#">Lawrence, John(R)</a>	<p>(PN 2175) Amends the Board of Vehicles Act, in vehicles, establishing that electric vehicle manufacturers may sell electric vehicles direct to the public upon conditions. The legislation repeals conflicting provisions found in the Board of Vehicles Act. Effective immediately.</p> <p><b>Bill History:</b> 09-23-21 H Filed  09-27-21 H Introduced and referred to committee on House Professional Licensure</p>
<a href="#">HB 1918</a>	<a href="#">Snyder, Pam(D)</a>	<p>(PN 2180) Amends Title 75 (Vehicles), in financial responsibility, increasing vehicle insurance property damage liability minimums from \$5,000 to \$25,000. Effective in 60 days.</p> <p><b>Bill History:</b> 09-27-21 H Filed  09-27-21 H Introduced and referred to committee on House Insurance</p>
<a href="#">HB 1922</a>	<a href="#">Carroll, Mike(D)</a>	<p>(PN 2184) Amends Title 75 (Vehicles), in registration of vehicles, decreasing the threshold needed to suspend registration for unpaid tolls from six to four violations as well as toll costs from a minimum of \$500 to \$250 and increasing the statute of limitations on suspension of registration from three to five years. Effective immediately.</p> <p><b>Bill History:</b> 09-27-21 H Filed  09-28-21 H Introduced and referred to committee on House Transportation</p>
<a href="#">HR 143</a>	<a href="#">Webster, Joseph(D)</a>	<p>(PN 2174) Resolution directing the Joint State Government Commission to conduct a comprehensive study of the viability, benefits and costs of establishing a consolidated, county-led busing of all private and public school students.</p> <p><b>Bill History:</b> 09-24-21 H Filed  09-27-21 H Introduced and referred to committee on House Education</p>
<a href="#">SB 153</a>	<a href="#">Langerholc, Wayne(R)</a>	<p>(PN 127) Amends Title 75 (Vehicles), in size, weight and load, increasing the maximum gross weight of electric vehicles from 80,000 pounds to 82,000 pounds. Effective in 60 days.</p> <p><b>Bill History:</b> 09-27-21 S Discussed during public hearing, Senate Transportation -  - Senate Transportation  09-27-21 Laid out for discussion 2:43pm  09-27-21 Third consideration 2:43pm  09-27-21 S Final Passage (Vote: Y: 48/N: 1)  09-28-21 H Received in the House and referred to House Transportation</p>

[SB 382](#)      [Langerholc, Wayne\(R\)](#)      (PN 309) Amends Title 74 (Transportation), in public-private transportation partnerships, establishing a definition for transportation-related service and providing analysis responsibilities by the board for transportation projects; and voiding prior initiatives of the Public-Private Transportation Partnership Board. Provides fixed notice requirement and public comment period on projects. Provides for the General Assembly's oversight for transportation projects. Provides the Department of Transportation the authority to tax and appropriate funds without additional oversight of the legislature. Effective immediately.

**Bill History:** 04-27-21 Laid out for discussion 4:22pm  
04-27-21 Third consideration 4:22pm  
04-27-21 S Final Passage (Vote: Y: 28/N: 19)  
04-29-21 H Received in the House and referred to House Transportation  
09-30-21 H Discussed during public hearing, House Transportation -  
- House Transportation

[SB 396](#)      [Bartolotta, Camera\(R\)](#)      (PN 384) Act designating the bridge, identified as Bridge Key 35000, carrying State Route 2040 in Bentleyville Borough, Washington County, as the Mrs. Madeline Finney Memorial Bridge. Effective in 60 days.

**Bill History:** 09-28-21 S Set on the Senate Calendar  
09-28-21 Laid out for discussion 3:20pm  
09-28-21 Third consideration 3:20pm  
09-28-21 S Final Passage (Vote: Y: 49/N: 0)  
09-29-21 H Received in the House and referred to House Transportation

[SB 435](#)      [Mensch, Bob\(R\)](#)      (PN 474) Amends Title 66 (Public Utilities), in restructuring of electric utility industry, providing for transportation fueling infrastructure development. Requires the Public Utility Commission to establish a goal for statewide expansion of transportation electrification that is 50 percent above current market forecasts for December 31, 2030, in the assessment. Further, the commission shall issue transportation electrification infrastructure development plan guidelines for electric distribution companies. Effective in 60 days. (Prior Printer's Number: 450)

**Bill History:** 06-16-21 S Set on the Senate Calendar  
06-16-21 S Laid on the table  
06-16-21 S Removed from the table  
09-29-21 S Set on the Senate Calendar  
09-29-21 S Laid on the table



<a href="#">SB 478</a>	<a href="#">Dush, Cris (F)(R)</a>	<p>(PN 503) Amends "An act authorizing political subdivisions, municipality authorities and transportation authorities to enter into contracts for the purchase of goods and the sale of real and personal property where no bids are received," establishing the short title of the Public Contract Bid Nonreceipt Act and further providing for when a political subdivision, municipal authority or transportation authority is required to advertise for bids in order to enter a contract but no bids are received. Provides a political subdivision must first advertise the bid a second time. If no bids are received within 15 days of the second advertisement, they must begin negotiations for a contract to obtain the services previously advertised with any provider not otherwise disqualified by law or an enactment or policy of the governing body. Provides for public disclosure of the identity of parties, proposed contract price and a summary of the other terms and conditions relating to any proposed contract in order to demonstrate that the services to be procured are consistent with those previously advertised. Provides for penalties related to the evasion of advertisement requirements. Effective in 60 days.</p> <p><b>Bill History:</b> 09-29-21 H Voted favorably from committee on House Local Government  09-29-21 H Reported as committed from House Local Government  09-29-21 H First consideration  09-29-21 H Laid on the table  10-04-21 H Set on the Tabled Calendar</p>
<a href="#">SB 725</a>	<a href="#">Bartolotta, Camera(R)</a>	<p>(PN 824) Amends Title 75 (Vehicles), in licensing of drivers, providing that any driver who holds a Class C license shall be authorized to operate a covered farm vehicle. Provides that a person is not required to obtain a commercial driver's license if they have a Class C license operating a Pennsylvania covered farm vehicle or a Class C or out-of-state equivalent license operating a covered vehicle from another state when operated within 150 air-miles of the out-of-state farm. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 S Set on the Senate Calendar  09-28-21 Laid out for discussion 3:21pm  09-28-21 Third consideration 3:21pm  09-28-21 S Final Passage (Vote: Y: 49/N: 0)  09-29-21 H Received in the House and referred to House Transportation</p>
<a href="#">SB 736</a>	<a href="#">Langerholc, Wayne(R)</a>	<p>(PN 840) Amends Title 75 (Vehicles), in registration of vehicles, providing for use of farm vehicle plates by the registrant of the vehicle or upon highways between a farm and place of business or residence regardless of whether the vehicle is operated by the registrant of the vehicle or an employee of the registrant of the vehicle. Effective in 60 days.</p> <p><b>Bill History:</b> 09-28-21 S Set on the Senate Calendar  09-28-21 Laid out for discussion 3:23pm  09-28-21 Third consideration 3:23pm  09-28-21 S Final Passage (Vote: Y: 49/N: 0)  09-29-21 H Received in the House and referred to House Transportation</p>
<a href="#">SB 777</a>	<a href="#">Langerholc, Wayne(R)</a>	<p>(PN 917) Amends Title 75 (Vehicles), in inspection of vehicles, providing that a vehicle shall be exempt from emission inspection for five years after the vehicle is manufactured and that a vehicle manufactured without a gas cap shall not be required to receive a gas cap to determine whether not the vehicle's gas cap is functioning as desired. Effective in 60 days.</p> <p><b>Bill History:</b> 06-22-21 S First consideration  06-24-21 S Set on the Senate Calendar  06-24-21 Second consideration 2:08pm  06-24-21 S Rereferred to Senate Appropriations  09-27-21 S Discussed during public hearing, Senate Transportation -  - Senate Transportation</p>

<a href="#">SB 780</a>	<a href="#">Pittman, Joe(R)</a>	<p>(PN 920) Act designating a bridge, identified as Bridge Key 39537, on that portion of State Route 1005 over a tributary of Crooked Creek, Rayne Township, Indiana County, as the Sergeant Charles R. Learn Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-22-21 S Reported as committed from Senate Transportation  09-22-21 S First consideration  09-29-21 S Set on the Senate Calendar  09-29-21 Second consideration 12:14pm  10-18-21 S Set on the Senate Calendar</p>
<a href="#">SB 827</a>	<a href="#">Ward, Judy (F)(R)</a>	<p>(PN 1009) The Weigh Station Preclearance Program Act establishes the Weigh Station Preclearance Program in the Pennsylvania State Police; and provides for criteria for preclearance system and devices and for data access. The legislation further provides that that Pennsylvania State Police shall operate the program at locations where commercial vehicle enforcement is conducted and shall have unrestricted access to roadside event data provided by the preclearance system. Effective in 180 days.</p> <p><b>Bill History:</b> 09-22-21 S Reported as committed from Senate Transportation  09-22-21 S First consideration  09-28-21 S Set on the Senate Calendar  09-28-21 Second consideration 3:33pm  09-28-21 S Rereferred to Senate Appropriations</p>
<a href="#">SB 847</a>	<a href="#">Mensch, Bob(R)</a>	<p>(PN 1039) Act designating the portion of State Route 2004, also known as North Broad Street, within the Borough of Lansdale, Montgomery County, as the Dr. Frank Erdman Boston Memorial Highway. Effective in 60 days.</p> <p><b>Bill History:</b> 09-22-21 S Reported as committed from Senate Transportation  09-22-21 S First consideration  09-29-21 S Set on the Senate Calendar  09-29-21 Second consideration 12:15pm  10-18-21 S Set on the Senate Calendar</p>
<a href="#">SB 859</a>	<a href="#">Langerholc, Wayne(R)</a>	<p>Amends Title 75 (Vehicles), in rules of the road in general, further providing for enforcement of failure to stop for school bus with flashing red lights.</p> <p><b>Bill History:</b> 09-29-21 H Voted favorably from committee on House Transportation  09-29-21 H Reported as committed from House Transportation  09-29-21 H First consideration  09-29-21 H Laid on the table  10-04-21 H Set on the Tabled Calendar</p>
<a href="#">SB 865</a>	<a href="#">Langerholc, Wayne(R)</a>	<p>(PN 1056) Act designating a bridge, identified as Bridge Key 36020, on that portion on Pennsylvania Route 66, known as Main Street, over the Norfolk Southern Railway, City of Greensburg, as the Sergeant Richard Ivory Cullen Memorial Bridge. Effective in 60 days.</p> <p><b>Bill History:</b> 09-22-21 S Reported as committed from Senate Transportation  09-22-21 S First consideration  09-29-21 S Set on the Senate Calendar  09-29-21 Second consideration 12:16pm  10-18-21 S Set on the Senate Calendar</p>

<a href="#"><u>SB 867</u></a>	<a href="#"><u>Baker, Lisa(R)</u></a>	Act designating the portion of Pennsylvania Route 309 from the intersection with PA Route 29 in Wyoming County, to the intersection with State Route 1026 in Luzerne County, as the Kunkle Firefighter Edward L. Nulton, Sr., Memorial Highway.
		<b>Bill History:</b> 09-28-21 S Set on the Senate Calendar 09-28-21 Laid out for discussion 3:25pm 09-28-21 Third consideration 3:25pm 09-28-21 S Final Passage (Vote: Y: 49/N: 0) 09-29-21 H Received in the House and referred to House Transportation
<a href="#"><u>SB 880</u></a>	<a href="#"><u>Scavello, Mario(R)</u></a>	Act designating the portion of State Route 2014/Washington Street beginning at the intersection of South Courtland St. and Day St. and ending at the intersection of Brown St. in Monroe County, as the Samuel Newman Way; & making a repeal.
		<b>Bill History:</b> 09-28-21 S Set on the Senate Calendar 09-28-21 Laid out for discussion 3:28pm 09-28-21 Third consideration 3:28pm 09-28-21 S Final Passage (Vote: Y: 49/N: 0) 09-29-21 H Received in the House and referred to House Transportation
<a href="#"><u>SR 172</u></a>	<a href="#"><u>Langerholc, Wayne(R)</u></a>	(PN 1077) Resolution urging the Congress of the United States and the United States Department of Transportation to take action on the nationwide school bus driver shortage.
		<b>Bill History:</b> 09-22-21 S Voted favorably from committee on Senate Transportation 09-22-21 S Reported as committed from Senate Transportation 09-28-21 S Set on the Senate Calendar 09-28-21 Laid out for discussion 3:34pm 09-28-21 S Adopted by voice vote

## Upcoming Events

### Press Conference

*October 4, 2021 - 11:15 a.m., via Conference Call*

State Transportation and Emergency Officials to Discuss Winter Weather Preparations (media only)

### Department of Transportation

*October 7, 2021 - 1:00 p.m., Via Conference Call*

Transportation Advisory Committee Meeting. For additional information: (717) 787-2913

## In the News

- 09-30-2021 [Transit Agencies Lease Real Estate to Generate Much-Needed Cash](#)  
The pandemic has sent ridership plummeting at transit agencies across the United States. Riders are slowly returning, but not in pre-COVID-19 numbers—and they may not for a long time, if at all. Transit agencies must generate cash to replace the lost revenue from fares.... - [Stateline.org](#)
- 09-30-2021 [Last commercial flight to depart airport today](#)  
Although the last commercial flight leaves the Williamsport Regional Airport this afternoon, Richard Howell, executive director, is hopeful that after the beginning of the year, another commercial carrier can be found as air travel heads into its normal cyclical increase in the spring.... - [Williamsport Sun-Gazette](#)
- 09-30-2021 [United Airlines Is Firing Workers Over Vaccine Noncompliance](#)  
United Airlines said it would terminate about 600 employees for refusing to comply with its vaccination requirement, putting the company at the forefront of the battle over vaccine mandates as the economy moves through a bumpy pandemic recovery. The airline also said that 99 percent of its U.S. work force of 67,000 had... - [New York Times](#)

- 09-30-2021 [\*\*Congestion Pricing Is Coming to New York. Everyone Has an Opinion.\*\*](#)  
 More than two years after New York State lawmakers approved a congestion pricing plan that would toll drivers entering the busiest parts of Manhattan — the first such program in the country — New Yorkers and those who travel alongside them are getting a chance to voice... - [New York Times](#)
- 09-30-2021 [\*\*Highway funding jolt could be coming\*\*](#)  
 The Infrastructure Investment and Jobs Act pending in Washington, D.C., calls for allocating \$3.9 billion to Pennsylvania for transportation — with Blair County slated to get between \$3.5 million and \$5.5 million annually over five years. That’s according to officials of the Metropolitan Planning... - [Altoona Mirror](#)
- 09-30-2021 [\*\*ATA provides public transit in Potter\*\*](#)  
 There may not be subways rumbling underground or buses stopping at every block, but public transit has been available in Potter County for nearly 45 years through the Area Transportation Authority of North Central Pennsylvania (ATA). “It’s always been my belief that people may not know these services... - [Wellsboro Tioga Publishing](#)
- 09-30-2021 [\*\*Pa. plan to keep kids in schools: More bus drivers, vaccine clinics and COVID-19 tests\*\*](#)  
 With a shortage of school bus drivers, Gov. Tom Wolf’s administration is putting out an urgent call to find drivers. In addition, Pennsylvania Acting Health Secretary Alison Beam is encouraging school districts to make preparations for vaccine clinics in November in anticipation of federal approval of the Pfizer COVID-19 vaccine... - [Penn Live, Patriot-News](#)
- 09-30-2021 [\*\*Pa. plan to keep kids in school: Hiring bus drivers, more COVID-19 testing\*\*](#)  
 Plans to keep kids in Pennsylvania schools include hiring more bus drivers, expanding testing for students and preparing for vaccination clinics for younger children, state officials said Thursday, as effects of the COVID-19 pandemic continue to complicate in-person education.... - [Pittsburgh Post-Gazette](#)
- 09-30-2021 [\*\*Pa. officials calling thousands in effort to address bus driver shortage\*\*](#)  
 Pennsylvania officials are searching statewide for drivers to put behind the wheel of school buses as the driver shortage plaguing the nation continues to hit close to home. PennDOT is reaching out to around 375,000 people across the state who have commercial driver’s licenses to highlight the need for bus... - [Pittsburgh Tribune-Review](#)
- 09-30-2021 [\*\*Pennsylvania is seeking to recruit more school bus drivers amid ongoing shortage\*\*](#)  
 As school districts continue to struggle with a lack of bus drivers, Pennsylvania officials said Thursday they will be alerting hundreds of thousands of commercial driver’s license holders across the state of the need to fill the positions. The Department of Transportation will mail information on the shortage and... - [Philadelphia Inquirer](#)
- 09-29-2021 [\*\*Liberals Dig In Against Infrastructure Bill as Party Divisions Persist\*\*](#)  
 Liberal Democrats dug in on Tuesday against voting for a \$1 trillion bipartisan infrastructure bill this week, angrily rejecting a decision by Speaker Nancy Pelosi to push the bill forward before the party could resolve bitter disagreements over a sprawling social policy and climate... - [New York Times](#)
- 09-29-2021 [\*\*Ford building massive electric vehicle and battery plants with \\$11.4 billion investment\*\*](#)  
 Ford Motor Co. is joining forces with a South Korean energy firm to build massive manufacturing hubs in Tennessee and Kentucky as part of an \$11.4 billion push to churn out electric vehicles and their batteries on a large scale. The Dearborn, Mich.-based company said the project will bring 11,000 jobs... - [Washington Post](#)
- 09-29-2021 [\*\*Editorial: Pa. Turnpike fares unfair to some users\*\*](#)  
 Why can’t Pennsylvania just make a toll road that costs the same no matter how you pay for it? The Pennsylvania Turnpike can be a costly way to get from here to there. Use an E-ZPass — the transponder system that reads your account and deducts pre-deposited funds when you go through an automated booth... - [Pittsburgh Tribune-Review](#)

- 09-28-2021 [\*\*Southern Airways Express and United Airlines integrate booking, checked bags\*\*](#)  
 Flyers who opt to take off from Lancaster Airport may have a more seamless experience connecting to larger flights after United Airlines reached a deal with Southern Airways Express, the commuter airline announced Monday. Under the agreement, Southern passengers will be able to use one booking... - [\*Lancaster Intelligencer Journal\*](#)
- 09-28-2021 [\*\*New I-83 exit: What's the latest with the plans? How will it shape growth?\*\*](#)  
 While officials are waiting for approval to build a new Interstate 83 interchange in northern York County, the municipalities involved are determining how the land surrounding it should be used for future generations. A series of meetings are set for the public to review plans for growth in... - [\*York Daily\*](#)
- 09-28-2021 [\*\*As electric car sales surge in Pa., state eyes charging corridors on I-78, 80 and 81\*\*](#)  
 Pennsylvania is seeing a “dramatic” increase in electric vehicle sales this year, and with the continuing growth comes the need for charging stations and infrastructure. It’s National Drive Electric Week, and state officials said while overall vehicles sales dropped in 2020 during the COVID-19 pandemic,... - [\*Easton Express-Times\*](#)
- 09-28-2021 [\*\*Looking for a job? PennDOT fair in Northampton County will have same-day interviews\*\*](#)  
 PennDOT is hosting a job fair this week in Northampton County that will include onsite interviews with job offers. The Pennsylvania Department of Transportation will host the fair 9 a.m. to 6 p.m. Thursday at the office at 3300 Freemansburg Ave., Palmer Township.... - [\*Easton Express-Times\*](#)
- 09-28-2021 [\*\*Ford Will Build 4 Factories in a Big Electric Vehicle Push\*\*](#)  
 Ford Motor significantly increased its commitment to electric cars and trucks on Monday by announcing that it would spend billions of dollars to build three battery factories and an electric truck plant in the United States, creating 11,000 jobs over the next four years.... - [\*New York Times\*](#)
- 09-28-2021 [\*\*Where are the nation's 'super commuters?' Many are right here in the Lehigh Valley, report says\*\*](#)  
 Eduardo Chama loves his job as the head of the voice and opera program at Rutgers University’s Mason Gross School of the Arts. But Chama doesn’t love the commute from his Bethlehem Township home, which Waze typically estimates at 55 minutes, but in reality takes a... - [\*Allentown Morning Call\*](#)
- 09-28-2021 [\*\*For Philly's parking agency, recent leadership changes may mean new possibilities | Editorial\*\*](#)  
 Last week, Philadelphians saw a series of moves to increase urban quality of life and fight public corruption from what might have seemed an unlikely source – the oft-maligned Philadelphia Parking Authority. For years, the parking authority has been a source of consternation in the... - [\*Philadelphia Inquirer\*](#)
- 09-27-2021 [\*\*Medical marijuana patients in Pa. risk arrest for DUI when they get behind the wheel\*\*](#)  
 Medical marijuana patients face a risk of arrest in Pennsylvania if they get behind the wheel of a vehicle. Jesse Roedts found that out first hand. The music instructor and fire inspector from Montoursville was stopped in 2019 at a state police DUI checkpoint where he told the troopers he was a... - [\*Penn Live, Patriot-News\*](#)
- 09-27-2021 [\*\*'The future is now': With new Southern Beltway, access to spur growth\*\*](#)  
 How To Build A Highway: One in an occasional series. When Diana Ivey Vaughan made her first run for Washington County commissioner, there was talk about building a new highway to link Interstate 79 to Route 22 along the county’s northern border with Allegheny County. That was 1995.... - [\*Pittsburgh Post-Gazette\*](#)
- 09-27-2021 [\*\*Port Authority to expand Ross park-and-ride\*\*](#)  
 Port Authority expects to begin work next summer on a two-level deck at its Ross park-and-ride lot that will increase the available parking by 360 spaces. The authority’s board approved an amendment Friday to its lease for the property with the Pennsylvania Department of Transportation to allow the... - [\*Pittsburgh Post-Gazette\*](#)

- 09-27-2021 [\*\*Construction winding down for year in Sunbury\*\*](#)  
 SUNBURY — With summer coming to a quick end, the road work that has plagued Sunbury residents this year is mostly coming to an end. Councilman Josh Brosious, who is in charge of the streets department, said residents have been “great” about the construction, especially on... - [\*Sunbury Daily Item\*](#)
- 09-27-2021 [\*\*New I-83 exit: What's the latest with the plans? How will it shape growth?\*\*](#)  
 While officials are waiting for approval to build a new Interstate 83 interchange in northern York County, the municipalities involved are determining how the land surrounding it should be used for future generations. A series of meetings are set for the public to review plans for growth in... - [\*York Daily\*](#)
- 09-27-2021 [\*\*The Cause of the Derailed Amtrak Train Remains Unclear\*\*](#)  
 Steve Glaser was in sleeper car No. 730 on Saturday, watching “The Great British Baking Show” on his cellphone and looking forward to the moment his Amtrak train would leave the flat prairie of central Montana for the high mountain passes of Glacier National Park, when the... - [\*New York Times\*](#)
- 09-27-2021 [\*\*Transit bus driver dies of COVID Family places some blame on BTA\*\*](#)  
 A local bus driver has died due to COVID-19, and his family believes the Butler Transit Authority should shoulder some of the blame. Adam Fry, 38, of Cabot, died Friday “after a brief but courageous battle with COVID-19,” according to his obituary (Page 6). His death... - [\*Butler Eagle\*](#)
- 09-27-2021 [\*\*4 guns caught in 4 days 'an epidemic' at Pittsburgh International Airport\*\*](#)  
 Security agents caught four guns over four days in carry-on baggage at Pittsburgh International Airport, two of which were loaded, according to Transportation Security Administration officials. Firearms cannot be brought to the checkpoint or transported in carry-on... - [\*Pittsburgh Tribune-Review\*](#)
- 09-27-2021 [\*\*For Philly's parking agency, recent leadership changes may mean new possibilities | Editorial\*\*](#)  
 Last week, Philadelphians saw a series of moves to increase urban quality of life and fight public corruption from what might have seemed an unlikely source — the oft-maligned Philadelphia Parking Authority. For years, the parking authority has been a source of consternation in the... - [\*Philadelphia Inquirer\*](#)
- 09-27-2021 [\*\*Lehigh Valley airport sees its summer passenger numbers nearly reach pre-pandemic highs\*\*](#)  
 Passengers returned to Lehigh Valley International Airport this summer, lifting passenger numbers just short of 2019 levels, when the transit hub was doing record business. Between June, July and August, 267,508 passengers moved through the Hanover Township, Lehigh County, facility. That marks just a 2.5% drop in... - [\*Allentown Morning Call\*](#)
- 09-26-2021 [\*\*Uncollected turnpike tolls are costly\*\*](#)  
 The Pennsylvania Turnpike took in \$1.3 billion in tolls during a 12-month period. That’s a lot, but the agency left \$104 million on the table. And that’s too much. When fully 8% of tolls go uncollected, that’s a financial problem for the turnpike and a disservice to the drivers who pay their fair share... - [\*Pittsburgh Post-Gazette\*](#)
- 09-26-2021 [\*\*Some SEPTA riders are changing their habits after shootings near a transit hub. Others don't have a choice.\*\*](#)  
 As Mark Tadlock stepped off a bus outside the Olney Transportation Center, he heard the pops. A gunman around the corner had unleashed more than 20 bullets into a group, striking six people, and sending dozens of commuters and students outside the bustling transit center fleeing in all directions.... - [\*Philadelphia Inquirer\*](#)
- 09-26-2021 [\*\*Unfriendly skies: Why more airline passengers are flying into a rage\*\*](#)  
 Every time flight attendant Latifah Fields reaches her destination, she phones her mom and dad to say she’s safe. Fields, 41, has worked in airplane cabins for the last 11 years, first with a regional airline and now with a major one. Based at Philadelphia... - [\*Philadelphia Inquirer\*](#)
- 09-26-2021 [\*\*Sixth person this month stopped with gun at Pittsburgh airport\*\*](#)  
 A woman was stopped from taking a handgun aboard a plane at Pittsburgh International Airport on Friday,

marking the sixth time this month someone was caught at the airport checkpoint with a weapon, Allegheny County Police said. A 31-year-old woman, who was not identified by police, was stopped by... - [Pittsburgh Tribune-Review](#)

09-26-2021

**[Geisinger Life Flight marks 40th anniversary of life-saving service](#)**

Pittston resident Peyton Rusyn was on her way to dance class when her life changed in a split second. - [Scranton Times](#)

09-26-2021

**[Electronics evolution taking over car industry](#)**

Instead of dismantling parts of the car, Johnson College students punched codes into a diagnostic scanner to detect potential issues on a Honda Civic Wednesday morning. - [Scranton Times](#)

09-26-2021

**[Airport considering system to allow travelers to retain prohibited items](#)**

A new system, if enacted, would allow air travelers to send prohibited items home to themselves, avoiding confiscation. Itâ€™s called â€œFlippitâ€• â€” a patent-pending idea for helping passengers hold on to prohibited items discovered in TSA Security lines, rather than surrendering them.... - [Wilkes-Barre Times Leader](#)

09-26-2021

**[Area girls learn about careers in aviation](#)**

The NEPA Girls in Aviation Day 2021 at the Wyoming Valley Airport brought out 50 girls, from six to 15, to the Wyoming Valley Airport to learn about aviation and the opportunities the field provides to both men and women. The event, in its first year, was sponsored by the Northeastern... - [Wilkes-Barre Times Leader](#)

09-26-2021

**[PennDOT: Data supports roundabout safety in Pennsylvania](#)**

The Pennsylvania Department of Transportation said Thursday that fatalities, injuries and crashes decreased overall at 26 roundabouts in the time since they were built, according to department data. â€œThe modern roundabout is simply safer than the traditional... - [Carlisle Sentinel](#)

09-26-2021

**[Address 'turnpike leakage'](#)**

Probably no one with any real understanding or logical suppositions surrounding the Pennsylvania Turnpikeâ€™s switch to all-electronic tolling subscribed to the shortsighted notion that the travel entity would not experience serious challenges in ensuring that a superior... - [Uniontown Herald-Standard](#)

09-26-2021

**[Letter: Turnpike agency divorced from financial reality](#)**

Editor: Your Sept. 18 article about the Pennsylvania Turnpike (â€œHighway robberyâ€• ) is disturbing. The article states that more than 50% of the commissionâ€™s total revenue goes to pay â€œborrowing costs,â€• which doesnâ€™t even include the repayment of the... - [Reading Eagle](#)

09-26-2021

**[Editorial: Buckle up for Child Passenger Safety Week](#)**

The importance of keeping children safe cannot be stressed enough. Failure to take proper precautions can put children in harmâ€™s way â€” and weâ€™re not talking here about masks. The leading cause of injuries and deaths among children is not COVID-19 or any related effects of this long-running pandemic. The greatest danger is... - [Reading Eagle](#)

09-26-2021

**[PennDOT touts safety of roundabouts in study that includes Erie, Crawford intersections](#)**

Chuck Lawrence is a believer in the roundabout. Lawrence, Saegertown's borough manager and emergency management coordinator and a longtime member and former chief of its volunteer fire department, said traffic flow has improved dramatically through the Crawford County... - [Erie Times-News](#)

09-26-2021

**[Motorists must protect schoolchildren by following Pennsylvania law regarding school buses \[editorial\]](#)**

THE ISSUE: The â€œLancaster Watchdogâ€• column by Aniya Thomas in the Sept. 19 Sunday LNP | LancasterOnline explored the increasing and troubling issue of Lancaster County and Pennsylvania drivers illegally passing school buses. â€œStatistics show that the number of... - [Lancaster Intelligencer Journal](#)

- 09-26-2021 [\*\*Amtrak train derailment in Montana leaves 3 people dead\*\*](#)  
At least three people were killed Saturday afternoon when an Amtrak train that runs between Seattle and Chicago derailed in north-central Montana, toppling several cars onto their sides, authorities said... - [AP](#)
- 09-26-2021 [\*\*Program tested in Allentown to be used in Chester County, will catch drivers who ignore school bus stop signs\*\*](#)  
Starting late next week, drivers who breeze past stop signs on school buses in the Phoenixville Area School District will be fined \$300. It's part of a partnership with a company that supplies school buses with stop-arm cameras that capture footage and license plates of cars... - [Allentown Morning Call](#)
- 09-26-2021 [\*\*Allentown airport to shut down again for runway project\*\*](#)  
No flights will be booked Tuesday through Thursday at Lehigh Valley International Airport, due to its two runways being closed for the second time this month as part of a rehabilitation project. "This takes place every 20 years, since that's the lifespan of our runways," said Colin Riccobon, spokesperson of... - [Allentown Morning Call](#)
- 09-26-2021 [\*\*Amtrak Derailment: At Least 50 Hurt in Montana, Official Says\*\*](#)  
At least three people were killed and 50 others were injured after an Amtrak train derailed in Montana on Saturday afternoon, setting off a frantic response by rescuers who scrambled to extricate passengers from cars, the authorities said. Amtrak said that eight cars on an Empire Builder train had derailed at... - [New York Times](#)
- 09-24-2021 [\*\*5th person this month with handgun stopped at Pittsburgh International Airport\*\*](#)  
For the fifth time in September, someone trying to bring a handgun onto a flight at Pittsburgh International Airport was caught at the checkpoint. Transportation Security Administration (TSA) officers stopped a Homer City man from bringing his unloaded .380-caliber handgun onto a flight at... - [Pittsburgh Tribune-Review](#)
- 09-24-2021 [\*\*City parking options need expressed\*\*](#)  
A path of open communication averts misunderstandings and, generally, can be beneficial to all involved in, or affected by, a decision or new policy. Thus, the Altoona Parking Authority's plan to meet with downtown businesses' owners to gauge support for what has been described as a... - [Altoona Mirror](#)
- 09-24-2021 [\*\*Southern Beltway toll road to open Oct. 15\*\*](#)  
The Southern Beltway will open to traffic Oct. 15, although there will be some restrictions at the interchange with Interstate 79 as construction is expected to continue in that area through spring. The new 13-mile toll road that has been decades in the making will take... - [Washington Observer-Reporter](#)
- 09-24-2021 [\*\*Ambridge-Aliquippa Bridge to shut down for a month in October\*\*](#)  
Ambridge-Aliquippa Bridge to shut down for a month in October - [Beaver County Times](#)
- 09-24-2021 [\*\*Airport Board mum on LEO investigation requested by Griffith\*\*](#)  
PITTSTON TWP. — The Bi-County Airport Board Thursday acknowledged receipt of a letter from Luzerne County Councilman Walter Griffith requesting an investigation into the recent contract and procedure that was followed regarding replacement of the agency for the Law-Enforcement... - [Wilkes-Barre Times Leader](#)
- 09-24-2021 [\*\*Ferries in Alaska. Rail in Oregon. States Dream Big on Infrastructure Funds.\*\*](#)  
The infrastructure bill could reshape priorities across the country, jump-starting critical projects that stalled over funding. These are some of the possibilities. - [New York Times](#)
- 09-24-2021 [\*\*Driver shortage causes busing crisis in Boyertown School District\*\*](#)  
The Boyertown School District has joined a growing number of school districts with a difficult busing problem. Students are missing buses. Buses are picking up and dropping off students at varying times. Routes are being changed without warning. Some students are spending more than 90 minutes on a bus. And some students... - [Reading Eagle](#)



- 09-24-2021 [\*\*Centre County declares disaster emergency after heavy rain, flooding hits Penns Valley\*\*](#)  
Centre County is under a disaster emergency after heavy rains caused flooding and road closures in the Penns Valley area. Centre County Commissioners had an emergency meeting Thursday afternoon to approve a countywide declaration of disaster emergency due to localized... - [\*State College Centre Daily Times\*](#)
- 09-24-2021 [\*\*Community impacted by bus stoppage\*\*](#)  
Several areas of the Butler area community have been affected by the suspension of bus service. The Butler Transit Authority announced Wednesday that because all but one of its 10 local drivers are ill, all local bus routes have been suspended until further notice.... - [\*Butler Eagle\*](#)
- 09-24-2021 [\*\*Pilot shortage has airlines desperate. Meet the students filling the demand.\*\*](#)  
Pilot shortage has airlines desperate. Meet the students filling the demand. - [\*Allentown Morning Call\*](#)
- 09-24-2021 [\*\*Taking the next step: Port Authority approves \\$3.8 billion, 25-year plan to overhaul Pittsburgh transit\*\*](#)  
Port Authority approved a long-range plan Friday that projects \$3.8 billion in transit changes that over the next 25 years will aim to reshape the landscape of public transportation in the Pittsburgh region. The plan, known as NEXTransit, calls for 18 projects to improve transit by... - [\*Pittsburgh Post-Gazette\*](#)
- 09-24-2021 [\*\*Delta Air Lines will charge unvaccinated workers more for health care\*\*](#)  
While companies with 100 or more employees across the country are reviewing the latest order from President Joe Biden to mandate COVID-19 vaccinations or weekly testing of employees, others are taking an approach that may prove equally effective â€” a health insurance surcharge for the... - [\*Pittsburgh Post-Gazette\*](#)
- 09-24-2021 [\*\*A Philly alternative to Amazon, Bloc Delivery offers next-day delivery by e-bike\*\*](#)  
When big trucks cruise down city streets, they can cause headaches, as Philadelphians know all too well. Distributorsâ€™ trucks often gum up the works on main thoroughfares, while Amazon vans create logjams on more residential roads. Longtime Mount Airy resident and bike proponent Alison Cohen saw this... - [\*Philadelphia Inquirer\*](#)
- 09-24-2021 [\*\*PHL is now the main hub for Afghan evacuees to the U.S.\*\*](#)  
Philadelphia International Airport is now the main U.S. hub for receiving evacuees from Afghanistan, top Biden administration officials said Friday. â€œOriginally a lot of the folks were coming in through Dulles, but now a lot of that activity has switched to Philadelphia, which will be the... - [\*Philadelphia Inquirer\*](#)

Transportation Recap is a weekly report on legislative and executive actions on transportation related legislation and is compiled and edited by PLS.

For subscription information, questions or more information contact PLS at [mypls@mypls.com](mailto:mypls@mypls.com) or 717-236-6984. Thank you, Jeff, Matt Hess, Matt Hykes, Deborah, Cheryl, Aaron, Amyra, Nick, Robert, Emily, Sheri, Derek, Julie, Hattie, Sam and Aamir.

Copyright © 2021. All materials contained in the Transportation Recap are protected by US copyright law and may not be reproduced, distributed, transmitted, displayed, published, broadcast, modified, electronically forwarded or copied, in whole or in part, without prior written permission from Pennsylvania Legislative Services to purchase the rights to make or forward additional copies.

Provided by Pennsylvania Legislative Services  
240 N. 3rd St. 8th Floor  
Harrisburg, PA 17101  
Phone: 717.236.6984  
[www.mypls.com](http://www.mypls.com)