

<h1>Regulatory Analysis Form</h1> <p>(Completed by Promulgating Agency)</p> <p><i>(All Comments submitted on this regulation will appear on IRRC's website)</i></p>		<p>INDEPENDENT REGULATORY REVIEW COMMISSION</p> <p>RECEIVED</p> <p>JUN - 1 2021</p> <p>Independent Regulatory Review Commission</p>
<p>(1) Agency</p> <p>Pennsylvania Turnpike Commission</p>		
<p>(2) Agency Number: 60</p> <p> Identification Number: 003</p>		<p>IRRC Number: 3307</p>
<p>(3) PA Code Cite:</p> <p>67 Pa. Code, Chapter 601</p>		
<p>(4) Short Title:</p> <p>Traffic Regulations</p>		
<p>(5) Agency Contacts (List Telephone Number and Email Address):</p> <p><u>Primary Contact: John F. Dwyer, Assistant Counsel, PO Box 67676, Harrisburg, PA 17106-7676 (717) 831-7343, jdwyer@paturndpike.com</u></p> <p><u>Secondary Contact: Doreen A. McCall, Chief Counsel, PO Box 67676, Harrisburg, PA 17106-7676 (717) 831-7482, dmccall@paturndpike.com</u></p>		
<p>(6) Type of Rulemaking (check applicable box):</p> <p><input checked="" type="checkbox"/> Proposed Regulation</p> <p><input type="checkbox"/> Final Regulation</p> <p><input type="checkbox"/> Final Omitted Regulation</p>		<p><input type="checkbox"/> Emergency Certification Regulation</p> <p><input type="checkbox"/> Certification by the Governor</p> <p><input type="checkbox"/> Certification by the Attorney General</p>
<p>(7) Briefly explain the regulation in clear and nontechnical language. (100 words or less)</p> <p>Chapter 601 establishes the Pennsylvania Turnpike Commission's (Commission) statutory authority to promulgate regulations for traffic control that promote the health, safety and welfare of customers traveling on the Turnpike System. The purpose of these proposed amendments is to revise the regulations and incorporate the Commission's conversion to a cashless tolling system. The amendments include new policies regarding Special Hauling permits for over-dimensional/overweight vehicles and updating the chart for transportation of hazardous materials through Turnpike tunnels. The amendments also address statutory amendments to fare evasion and update vehicles excluded from the Turnpike System. Additional changes clarify or delete obsolete language and other editorial amendments.</p>		

(8) State the statutory authority for the regulation. Include specific statutory citation.

The authority for these regulations is the Act of May 21, 1937, P.L. 774, No. 211 (36 P.S. §§ 652d and 652l); the Act of July 18, 2007, P.L. 169, No. 44 (74 Pa.C.S. §§ 8102, 8107 and 8116); the Act of June 17, 1976, P.L. 162, No. 81, as amended (75 Pa.C.S. §6110), and the Act of November 25, 2013, P.L. 974, No. 89 (75 Pa.C.S. §6110.1).

(9) Is the regulation mandated by any federal or state law or court order, or federal regulation? Are there any relevant state or federal court decisions? If yes, cite the specific law, case or regulation as well as, any deadlines for action.

These amendments to existing regulations are not mandated by any federal or state law or court order, or federal regulation, but are expressly authorized by the statutory authority referenced in (8) above.

(10) State why the regulation is needed. Explain the compelling public interest that justifies the regulation. Describe who will benefit from the regulation. Quantify the benefits as completely as possible and approximate the number of people who will benefit.

The Commission's customers and the citizens of the Commonwealth are the primary beneficiaries of the proposed amendments to the regulations. All of the proposed amendments are intended to enhance safety, allow for the free flow of traffic, improve mobility, reduce environmental impacts and promote the economic prosperity of the Commonwealth. In 2018, more than 200 million vehicles used the Turnpike, and the Commission believes that all future customers and motorists will benefit from the regulations proposed herein.

(11) Are there any provisions that are more stringent than federal standards? If yes, identify the specific provisions and the compelling Pennsylvania interest that demands stronger regulations.

No, none of the proposed amendments are more stringent than federal standards.

(12) How does this regulation compare with those of the other states? How will this affect Pennsylvania's ability to compete with other states?

The proposed regulations offer more flexibility and opportunity for economic growth than those of most neighboring states and are expected to maintain or improve Pennsylvania's ability to compete with other states.

(13) Will the regulation affect any other regulations of the promulgating agency or other state agencies? If yes, explain and provide specific citations.

The traffic control regulations set forth in Chapter 601 are the Commission's sole regulations. The specific sections affected by the proposed amendments are as follows: §601.1, §601.3, §601.5, §601.9, §601.12, §601.13, §601.14, §601.15, §601.17, §601.18, §601.101, §601.102 and §601.103. A specific review of the amendments to each section is set forth in Paragraph C of the Preamble.

This rulemaking will not affect regulations of other state agencies.

(14) Describe the communications with and solicitation of input from the public, any advisory council/group, small businesses and groups representing small businesses in the development and drafting of the regulation. List the specific persons and/or groups who were involved. (“Small business” is defined in Section 3 of the Regulatory Review Act, Act 76 of 2012.)

The Commission consulted with the Pennsylvania Department of Transportation (Department of Transportation) to ensure that the Commission’s proposed amendments to its regulations regarding special hauling permits for over-dimensional/overweight vehicles remain consistent with similar procedures and policies used by the Department of Transportation.

Regarding communication and solicitation of input related to the conversion to All Electronic Tolling (AET), the Commission has been continually seeking input since the inception of the program. A feasibility study completed in 2011 included focus group studies and surveys aimed at key Commission constituencies including cash customers, local and state officials, and business and trade associations representing local businesses, commercial truckers and motorists. During the feasibility study, surveys were completed at a Pennsylvania Motor Truck Association event, at select Commission Service Plaza locations, and online. In total, the Commission received feedback from more than 10,000 individuals.

Similar outreach efforts have continued throughout the AET implementation phase including coordination with the Governor’s office, the Department of Transportation, state and local elected officials, industry groups, trade associations and chambers of commerce. In addition to this coordination, feedback was also solicited through additional surveys, focus groups, and online public meetings.

(15) Identify the types and number of persons, businesses, small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012) and organizations which will be affected by the regulation. How are they affected?

All customers of the Commission who travel on the Turnpike System shall be affected by and required to comply with the final-form regulations.

As before, all customers operating an over-dimensional/overweight vehicle on the Turnpike System (whether a person, business, small business or an organization) will be required to comply with these proposed regulations and register and obtain a special hauling permit (formerly a “Class 9” permit). During 2018-2019, the Commission had more than 800 registered vendors/businesses with “Class 9” accounts. The new permit procedures shall replace the existing “Class 9” procedures and a fee shall now be charged for the permit. However, a corresponding reduction in the toll charges will result in revenue/cost neutrality for the Commission and the class of those impacted by the proposed change in permit procedures. As a result of these changes, the Commission’s permit procedures will more closely align with those of the Department of Transportation and all customers operating an over-dimensional/overweight vehicle will be able to take advantage of the E-ZPass program to enjoy non-stop travel on the Turnpike System.

Furthermore, all motorists utilizing the Turnpike system and the citizens of the Commonwealth, in general, are the primary beneficiaries of the proposed amendments to the regulations. The proposed amendments are intended to enhance safety, allow for the free flow of traffic, improve mobility, reduce environmental impacts and promote the economic prosperity of the Commonwealth. In order to achieve these benefits, motorists who choose to use the PA Toll by Plate payment program will see an increase in toll rates. This increase is a direct reflection of the costs and risks associated with this payment collection method. Current traffic demographics show that more than 80% of the motorists already utilize the E-ZPass payment program suggesting that less than 20% would be subject to the toll increase related to the PA Toll by Plate program. It should be noted that all customers have the choice to enroll in the E-ZPass program which would negate any negative impacts (i.e., higher toll rates) from the proposed regulations.

As with the previous regulations, all customers (whether a person, business, small business or an organization) travelling on the Turnpike System will be required to abide by the amended chart regarding the Commission's policies for the transportation of hazardous materials through Turnpike tunnels. The Federal Motor Carrier Safety Administration and the U.S. Department of Transportation (USDOT) recognize nine classes as the first level of warning for hazardous materials and multiple placards can fall into those classes. Because USDOT has multiple placards for some of the classes, the Commission does not want carriers to focus on a single placard for a specific hazardous materials class. To avoid confusion, the revised chart eliminates "Placard Name" and now separates hazardous materials classes into Prohibited, Prohibited in Bulk Packaging and Permitted. Therefore, the amended chart now: (1) recognizes and clarifies the classes, (2) is easier to read and interpret, and (3) realigns the Commission's regulations to remain consistent with federal law. The revised chart will also update the status of Organic Peroxide (Class 5.2) as a Prohibited hazardous material, which is the only substantive change to the existing chart. The Commission has already been operating under this change since 2014 to remain consistent with federal placard revisions required for the highway transportation of Organic Peroxide (which became mandatory on January 1, 2014). At that time, the Commission updated its website and guidelines for transporting hazardous materials through its tunnels to include the prohibition of Organic Peroxide (Class 5.2). Therefore, this will not be a newly disclosed prohibited class for Commission customers, but the amended chart in the regulations will officially reflect the change that was instituted in 2014.

(16) List the persons, groups or entities, including small businesses, that will be required to comply with the regulation. Approximate the number that will be required to comply.

All customers of the Commission who travel on the Turnpike System shall be required to comply with the final-form regulations including businesses (small or large). The proposed regulations are intended to reflect the Commission's conversion to a cashless tolling system and to revise and update the current regulations (which all customers were already required to comply with). In fiscal year 2018 (2017-2018), more than 200 million vehicles operated on the Turnpike System.

As for over-dimensional/overweight vehicles, in the 12 months of 2019 there were 8,799 "Class 9" permits issued by the Commission. In the 12 months of 2018 there were 8,490 permits issued. For comparison, in fiscal year 2018 (2017-2018), approximately 210,343,657 vehicles operated on the Turnpike System. Of these vehicles, 14.5%, or 30,499,830 were trucks. Based on these facts, the proposed amendments to the Commission's "Class 9" permit regulations impact only .004% of the

total traffic and only .028% of the commercial vehicle traffic. A very small number of vehicles (and customers) traveling on the Turnpike System will be impacted by this change. Moreover, the proposed regulations for registering and obtaining a special hauling permit already exist (the current "Class 9" procedures) and will not impose new or restrictive conditions on customers traveling on the Turnpike System (including small businesses).

(17) Identify the financial, economic and social impact of the regulation on individuals, small businesses, businesses and labor communities and other public and private organizations. Evaluate the benefits expected as a result of the regulation.

As for over-dimensional/overweight vehicles, there is no financial/economic impact to the aggregated trucking community (including small businesses) because the new permit fee is an offset to the "Class 9" toll surcharge that the permitted vehicles were previously assessed and that they will no longer pay. Using the fiscal year 2018 (2017-2018) example and facts from question (16) above, the offset fee paid by .004% of the total traffic (and .028% of the commercial vehicle traffic) benefits 100% of Commission customers as well as the communities sending and receiving goods that are transported on the Turnpike System.

The conversion of the Turnpike System to AET will deliver significant benefits to the Commonwealth, the Commission and the motorists utilizing the Turnpike in terms of improved safety, enhanced environmental stewardship, increased mobility, increased customer convenience, capital cost savings and economic development.

- **Safety – With the introduction of AET, weaving, driver distractions and speed differentials will all be reduced within the existing toll plazas resulting in improved safety for both the motorists and Commission employees.**
- **Environmental Stewardship – The introduction of AET and the eventual removal of the toll plaza footprints will result in improved environmental stewardship with reduced impervious area and stormwater runoff and improved water quality, in addition to reduced emissions (from idling and accelerating vehicles) and improved air quality.**
- **Mobility – AET will allow non-stop travel throughout the Turnpike System and help to reduce congestion at toll plazas and improve overall travel times for motorists. AET will also make new access points financially feasible for the Commission. These new access points offer the opportunity to shift travel patterns and further reduce congestion.**
- **Customer Convenience – AET will allow non-stop travel for all customers on the Turnpike System and eliminate the need to travel with cash on hand. Currently, more than 80% of the Commission's customers choose electronic tolling methods and that percentage continues to increase annually demonstrating the public's clear recognition of the benefits of AET.**
- **Capital Costs – AET will save the Commission more than \$700 million in capital costs over the next 40 years due to anticipated reductions in toll plaza and interchange reconstruction costs.**
- **System Expansion/Economic Development – In addition to improving mobility, system expansion and new access points can spur economic development which benefits local communities, the Commonwealth and the Commission.**

Overall, the proposed amendments to the regulations amend and revise procedures that have been in place with the Commission for decades. The amendments are intended to enhance safety, allow for the free flow of traffic, improve mobility, reduce environmental impacts and promote the

economic prosperity of the Commonwealth. All motorists utilizing the Turnpike System will benefit from the revised safety updates in the amended regulations including clarification on the transportation of hazardous materials in Commission tunnels and exclusion of certain vehicles from the Turnpike. Moreover, the revisions adopted from the General Assembly's 2013 statute regarding fare evasion and enhanced penalties on the Turnpike System (75 Pa.C.S. §6110.1) will promote fairness and accountability for all customers and provide a deterrence to those seeking to abuse the system.

(18) Explain how the benefits of the regulation outweigh any cost and adverse effects.

Overall, the proposed regulations are cost neutral to the regulated community and will allow for the realization of the benefits outlined in the response to Question (17).

(19) Provide a specific estimate of the costs and/or savings to the **regulated community** associated with compliance, including any legal, accounting or consulting procedures which may be required. Explain how the dollar estimates were derived.

The proposed regulations are expected to be cost neutral for the regulated community. No new legal, accounting or consulting procedures are required as a result of the proposed changes.

(20) Provide a specific estimate of the costs and/or savings to the **local governments** associated with compliance, including any legal, accounting or consulting procedures which may be required. Explain how the dollar estimates were derived.

Local governments will not experience increased costs and/or savings because of the proposed regulations. While not experiencing any increased costs, local governments will be able to take advantage of the economic development benefits afforded by the proposed regulations. Across the Commonwealth, local governments and municipalities have requested the construction of more than 15 new access points to the Pennsylvania Turnpike. These access points create the potential for significant economic growth. As an example, the introduction of the new SR 29 Interchange in Chester County, attracted more than \$2.5 billion of private investment and created more than 10,000 new jobs within a two-mile radius of the new interchange.

(21) Provide a specific estimate of the costs and/or savings to the **state government** associated with the implementation of the regulation, including any legal, accounting, or consulting procedures which may be required. Explain how the dollar estimates were derived.

State government will not experience increased costs and/or savings as a result of the proposed regulations.

(22) For each of the groups and entities identified in items (19)-(21) above, submit a statement of legal, accounting or consulting procedures and additional reporting, recordkeeping or other paperwork, including copies of forms or reports, which will be required for implementation of the regulation and an explanation of measures which have been taken to minimize these requirements.

The proposed regulations amend and revise procedures that have been in place with the Commission for decades, including permits for over-dimensional/overweight vehicles (formerly

“Class 9” permits) and electronic tolling. Notwithstanding the revised Special Hauling permit, a copy which is provided per the requirements of Question (22b) below, no legal, accounting or consulting procedures and additional reporting, recordkeeping or other paperwork are required to give effect to these regulations. Therefore, no additional cost burden will be applied to any group identified in item (19) – (21) above.

Similarly, the proposed regulations related to AET will place no burden on local or state governments identified in (20) and (21) above. The regulated community (19) can be classified into two groups – those using E-ZPass and those choosing to use the PA Toll by Plate product. Today, more than 80% of the Commission’s customers choose to use E-ZPass and will not experience any change in their administrative burden related to the maintenance of their E-ZPass accounts. The PA Toll by Plate customers represent less than 20% of the Commission’s customers. The proposed regulations will require that these customers pay a PA Toll by Plate invoice which is mailed to the registered owner of the vehicle similar to any utility bill. A sample copy of the PA Toll by Plate invoice is provided per the requirements of Question (22b) below attached.

(22a) Are forms required for implementation of the regulation?

The proposed regulations include updating the permit system for over-dimensional/overweight vehicles (formerly “Class 9” vehicles) traveling on the Turnpike System. All customers operating a vehicle that meets the revised definition of “Over-dimensional/overweight vehicles” will be required to register and apply for a Special Hauling permit as set forth item (22b) below. Additionally, the proposed regulations include an invoicing process for customers choosing to use the PA Toll by Plate product. The invoice will be mailed to the registered owner of the vehicle for payment of the assessed toll.

(22b) If forms are required for implementation of the regulation, attach copies of the forms here. If your agency uses electronic forms, provide links to each form or a detailed description of the information required to be reported. Failure to attach forms, provide links, or provide a detailed description of the information to be reported will constitute a faulty delivery of the regulation.

**A copy of a blank Special Hauling permit is attached hereto as Attachment “A”.
The permit form login page is: <https://www.paturnpike.com/permit/Login.aspx>
The application is available after login.**

**A link to the webpage containing general permit information and polices is:
https://www.paturnpike.com/commercial/permit_info.aspx**

**A copy of a sample PA Toll by Plate invoice is attached hereto as Attachment “B”.
A link to the webpage containing PA Toll by Plate information and policies is:
<https://www.nocashzone.com/>**

(23) In the table below, provide an estimate of the fiscal savings and costs associated with implementation and compliance for the regulated community, local government, and state government for the current year and five subsequent years.

The proposed regulation changes are cost neutral for the regulated community, local government and state government. The table below shows the total savings realized by the elimination of the current toll fare structure. These savings are offset by the introduction of the proposed AET fare

and permit fee structure, which result in a revenue neutral or \$0 loss position for the regulated community. All numbers are shown in Thousands.

	Current FY Year	FY +1 Year	FY +2 Year	FY +3 Year	FY +4 Year	FY +5 Year
SAVINGS:	\$1,363,078	\$1,578,756	\$1,675,644	\$1,785,160	\$1,899,415	\$2,014,029
Regulated Community	\$1,363,078	\$1,578,756	\$1,675,644	\$1,785,160	\$1,899,415	\$2,014,029
Local Government	\$0	\$0	\$0	\$0	\$0	\$0
State Government	\$0	\$0	\$0	\$0	\$0	\$0
Total Savings	\$0	\$0	\$0	\$0	\$0	\$0
COSTS:	\$1,363,078	\$1,578,756	\$1,675,644	\$1,785,160	\$1,899,415	\$2,014,029
Regulated Community	\$1,363,078	\$1,578,756	\$1,675,644	\$1,785,160	\$1,899,415	\$2,014,029
Local Government	\$0	\$0	\$0	\$0	\$0	\$0
State Government	\$0	\$0	\$0	\$0	\$0	\$0
Total Costs	\$0	\$0	\$0	\$0	\$0	\$0
REVENUE LOSSES:	\$0	\$0	\$0	\$0	\$0	\$0
Regulated Community	\$0	\$0	\$0	\$0	\$0	\$0
Local Government	\$0	\$0	\$0	\$0	\$0	\$0
State Government	\$0	\$0	\$0	\$0	\$0	\$0
Total Revenue Losses	\$0	\$0	\$0	\$0	\$0	\$0

(23a) Provide the past three year expenditure history for programs affected by the regulation.

The table below shows the total revenue (tolls and permit fees) collected by the Commission which represents the total costs borne by the regulated class for the programs affected by the proposed regulations. Per Table (23) above, the regulated class will not experience any additional burden resulting from the proposed regulations since they have been developed to be cost neutral. All numbers shown in Thousands.

Program	FY -3	FY -2	FY -1	Current FY
Regulated Community	\$1,203,158	\$1,335,385	\$1,279,494	\$1,363,078

(24) For any regulation that may have an adverse impact on small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012), provide an economic impact statement that includes the following:

(a) An identification and estimate of the number of small businesses subject to the regulation.

- (b) The projected reporting, recordkeeping and other administrative costs required for compliance with the proposed regulation, including the type of professional skills necessary for preparation of the report or record.
- (c) A statement of probable effect on impacted small businesses.
- (d) A description of any less intrusive or less costly alternative methods of achieving the purpose of the proposed regulation.

No adverse impact on small businesses is anticipated because the proposed regulations will amend and revise existing regulations that apply to all customers who travel on the Turnpike System including all businesses (small or large). Moreover, in many cases, the regulations cover individual drivers, not businesses. Nevertheless, the Commission offers the following impact statement:

- (a) A precise number of small businesses subject to the proposed regulations is difficult to quantify. In fiscal year 2018 (2017-2018) alone, over 200 million vehicles traveled on the Turnpike System.
- (b) Other than complying with the online process for registering and obtaining a Special Hauling permit for over-dimensional/overweight vehicles (a requirement that small businesses already needed to complete for operating current "Class 9" vehicles on the Turnpike System), these proposed amendments to the regulations do not impose additional reporting, recordkeeping or other administrative costs or requirements on businesses large or small, including professional skills necessary for preparation of the report or record.
- (c) As noted above, the proposed regulations apply to all customers of the Commission and these procedures have been in place with the Commission for decades, including permits for over-dimensional/overweight vehicles. The former "Class 9" toll/surcharge that they would have paid is now split into a separate permit fee and toll in the lane. Also, as noted above, for the most part the regulations cover individual drivers, not businesses.
- (d) The only alternative to the proposed regulations related to over-dimensional/overweight vehicles would be to not provide weight enforcement. This is not considered an acceptable alternative. Weight enforcement procedures are necessary to ensure the safety and welfare of those traveling along the Turnpike System and provides much needed revenue to address damage caused by over-dimensional/overweight vehicles.

(25) List any special provisions which have been developed to meet the particular needs of affected groups or persons including, but not limited to, minorities, the elderly, small businesses, and farmers.

No special provisions were developed to meet the particular needs of affected groups or persons. These proposed amendments to the regulations will apply uniformly to all customers traveling on the Turnpike System and amend and revise procedures that have already been in place with the Commission for decades.

(26) Include a description of any alternative regulatory provisions which have been considered and rejected and a statement that the least burdensome acceptable alternative has been selected.

No other alternative regulatory provisions were considered. The purpose of these proposed amendments is to reflect the Commission's conversion to a cashless tolling system and to modernize, revise and update the regulations.

The Commission's procedural amendments to its regulations regarding Special Hauling permits for over-dimensional/overweight vehicles offer the least burdensome acceptable alternative. The Commission's new permit procedures will be more consistent with the Department of Transportation's permit procedures and offer future cooperative initiatives between the two transportation agencies.

Regarding AET, the Commission's 2011 feasibility study determined that the conversion of the Pennsylvania Turnpike to AET was in the best interest of the Commission and its customers. Various technology and operations alternatives were considered and resulted in the development of the proposed regulatory changes. The new regulations will result in a system which is net revenue neutral for the Commission while modernizing the system and positioning the Commission to take advantage of a full range of economic, operational and safety benefits.

(27) In conducting a regulatory flexibility analysis, explain whether regulatory methods were considered that will minimize any adverse impact on small businesses (as defined in Section 3 of the Regulatory Review Act, Act 76 of 2012), including:

- a) The establishment of less stringent compliance or reporting requirements for small businesses;
- b) The establishment of less stringent schedules or deadlines for compliance or reporting requirements for small businesses;
- c) The consolidation or simplification of compliance or reporting requirements for small businesses;
- d) The establishment of performance standards for small businesses to replace design or operational standards required in the regulation; and
- e) The exemption of small businesses from all or any part of the requirements contained in the regulation.

The proposed regulations are consistent with existing Commission policy and practices. There is no expected adverse impact on small businesses since the proposed regulations are updating and revising procedures that have been in place with the Commission for decades and affect all customers who travel on the Turnpike System.

a) All customers of the Commission who travel on the Turnpike System shall be required to comply with the final-form regulations including businesses (small or large). The proposed regulations are intended to update and revise the current regulations, which all customers were already required to comply with and will not impose changes on Commission customers that didn't already exist; thus, less stringent compliance or reporting requirements are not feasible. Also, for the most part the regulations cover individual drivers, not businesses.

b) As stated in a) above, due to the broad applicability of the Commission's regulations (existing or proposed) to all customers who travel the Turnpike System, there are no less stringent schedules or deadlines for compliance or reporting requirements for small businesses.

c) Again, because of the uniform application and broad applicability of the regulations to all customers traveling on the Turnpike System, consolidation or simplification of compliance or reporting requirements for small businesses is not practical.

d) The establishment of performance standards for small businesses to replace design or operational standards required in the proposed regulations is not possible. The proposed amendments (which will apply to all customers) are intended to promote the safety and free flow of traffic on the Turnpike System.

e) Exemptions to the proposed regulations for small businesses is not feasible in that these regulations are necessary for the continued safe operation and maintenance of the Turnpike System. All customers who travel on the Turnpike System shall be required to comply with the proposed regulations. No significant burden is believed to be placed on customers (including small businesses) as these regulations are revenue/cost neutral when compared to existing regulations.

(28) If data is the basis for this regulation, please provide a description of the data, explain in detail how the data was obtained, and how it meets the acceptability standard for empirical, replicable and testable data that is supported by documentation, statistics, reports, studies or research. Please submit data or supporting materials with the regulatory package. If the material exceeds 50 pages, please provide it in a searchable electronic format or provide a list of citations and internet links that, where possible, can be accessed in a searchable format in lieu of the actual material. If other data was considered but not used, please explain why that data was determined not to be acceptable.

Financial, operational, maintenance, safety and environmental data was considered in the development of these regulations. Exhaustive feasibility (2011) and implementation (2014) studies were conducted. Through a combination of qualitative and quantitative evaluations, the proposed regulations were determined to be the most advantageous for the Commission with negligible impacts to the regulated community and other state and local governments. As discussed throughout the foregoing responses, existing regulations have been in place for decades and the proposed changes are revenue/cost neutral.

(29) Include a schedule for review of the regulation including:

- | | |
|---|---|
| A. The length of the public comment period: | 30 days |
| B. The date or dates on which any public meetings or hearings will be held: | N/A |
| C. The expected date of delivery of the final-form regulation: | Winter 2022 |
| D. The expected effective date of the final-form regulation: | Upon publication of the final-form regulation in the Pennsylvania Bulletin |
| E. The expected date by which compliance with the final-form regulation will be required: | Upon publication of the final-form regulation in the Pennsylvania Bulletin |
| F. The expected date by which required permits, licenses or other approvals must be obtained: | Upon publication of the final-form regulation in the Pennsylvania Bulletin |

(30) Describe the plan developed for evaluating the continuing effectiveness of the regulations after its implementation.

These regulations will be reviewed periodically as appropriate to ensure continued effectiveness.

ATTACHMENT “A”

Pennsylvania Turnpike Commission
Special Hauling Permit



DATE: _____
 PERMIT TYPE: Single Trip
 PERMIT #: _____
 DATE ISSUED: _____

ROUTE INFORMATION

Travel Begins: _____ Starting Interchange: _____
 Expiration: _____ Ending Interchange: _____

ROUTE & PERMIT RESTRICTIONS

COMMENTS

MOTOR CARRIER INFO

Name: _____
 Address: _____

ADDITIONAL INFO

The following are the remaining 2021 holiday restrictions for all over-dimensional vehicles, local time:
 New Year's Day: From Dusk, Thursday, December 17, 2020, to Dawn, Saturday, January 2, 2021
 Good Friday/Easter: From 3:00 PM, Thursday, April 1 to 11:00 PM, Monday, April 5, 2021
 Memorial Day: From 3:00 PM, Thursday, May 27 to 11:00 PM, Monday, May 31, 2021
 Independence Day: From 5:00 AM, Friday, July 2 to 11:00 PM, Sunday, July 11, 2021
 Labor Day: From 3:00 PM, Thursday, September 2 to 11:00 PM, Monday, September 6, 2021
 Thanksgiving: From 5:00 AM, Tuesday, November 23 to 11:00 PM, Sunday, November 28, 2021
 Christmas: From 5:00 AM, Friday, December 17, 2021, to 11:00 PM, Saturday, January 1, 2022
 From Memorial Day to Labor Day, all over dimensional movements must travel between sunrise and sunset Monday to Thursday, and between sunrise and noon on Friday.
 From Labor Day to Memorial Day, all over dimensional movements must travel between sunrise and sunset Monday to Friday, and between sunrise and noon on Saturday.

APPLICANT INFO

Name: _____
 Date Applied: _____
 Phone No.: _____
 Fax No.: _____
 Email: _____

All-electronic Tolling in effect.
Keep moving at interchanges.
Read comments section for any special instructions.

Your vehicle may be classified at a lower toll rate when passing through the toll equipment based on vehicle weight.

WEIGHT / LOAD INFORMATION

Gross Weight (LBS): _____	Axle Weights (LBS):	Front Axle	2nd Axle	3rd Axle	4th Axle	5th Axle	6th Axle	7th Axle	8th Axle	9th Axle
	Axle Distances:	_____	_____	_____	_____	_____	_____	_____	_____	_____
# of Axles: _____	Axle Weights (LBS):	10th Axle	11th Axle	12th Axle	13th Axle	14th Axle	15th Axle	16th Axle	17th Axle	18th Axle
	Axle Distances:	_____	_____	_____	_____	_____	_____	_____	_____	_____

SIZE INFORMATION

Total Lengths: _____ Total Widths: _____ Total Heights: _____

 VEHICLE WIDTH INCLUDES MIRRORS AND EXTENDING CARGO
 Front Bumper Overhang: _____
 Rear Bumper Overhang: _____

POWER & DRAWN UNITS

Unit Number: _____ # Axles: _____
 Registration/VIN: _____
 Equipment Type: _____ State: _____

Information on this form was entered by:

TRAVELER COPY

ATTACHMENT “B”



This invoice represents toll charges incurred by the vehicle/license plate identified below for travel on the PA Turnpike. The PA Turnpike uses registered owner's information to issue toll invoices and toll violation notices.



Invoice Number: [REDACTED]-1
 Account Number: [REDACTED]
 License Plate: [REDACTED]
 Invoice Date: 10/02/2018



Additional images are available at www.paturnpiketollbyplate.com

TOLL BY PLATE INVOICE SUMMARY	
Toll Charges	\$20.25
Payments	\$0.00
Adjustments	\$0.00
Fees	\$0.00
AMOUNT DUE:	\$20.25
<i>Payment Due Date</i>	11/01/2018

PAYMENT INFORMATION

- Pay online at www.paturnpiketollbyplate.com
- Pay by phone at 1.877.736.6727, select Option 3.
- Mail check or money order with Payment Remittance below in envelope provided.
- Failure to pay the amount due by the due date will result in late fees being added.
- Invoices that are unpaid after 60 days will be sent to a debt collection agency with additional fees added.
- Under Act 165 of 2016, the PA Turnpike may request registration suspension and/or holds for PA and non-PA vehicle registrations with unpaid tolls and fees of \$500 or more. For more information, visit www.paturnpike.com



PAY LESS FOR YOUR TRAVEL WITH E-ZPASS

Open an E-ZPass account and pay the E-ZPass rate of \$14.20 for this invoice, a savings of \$6.05.

To open an E-ZPass account and pay this invoice, go to www.paturnpiketollbyplate.com or call 1.877.736.6727 and select Option 3



000120943961

PAYMENT REMITTANCE

Payment Remittance must be mailed with check or money order. Send Appeals and Bank Bill Pay with Appeal Remittance. Do not mail Cash or Credit Card information.

Make Check Payable to PA Turnpike

Refunds will not be issued for overpayments under \$1.00.

INVOICE NUMBER:	[REDACTED]-1
AMOUNT DUE:	\$20.25
PAYMENT DUE DATE:	11/01/2018
ACCOUNT NUMBER:	[REDACTED]
Amount Paid:	\$ _____



PA TURNPIKE TOLL BY PLATE
 PO BOX 645631
 PITTSBURGH PA 15264-5254



INVOICE DETAILS

ACCOUNT NUMBER
[REDACTED]

LICENSE PLATE
NJ-[REDACTED]

TOLL POSTING DATES
09/18/2018 06:46 to 10/02/2018 00:38

This invoice reflects transactions posted to your account during the current billing period. Transactions that occurred during this period that do not appear on this invoice will be reflected on your next invoice. If you have an additional vehicle that traveled through a TOLL BY PLATE location, this travel will be invoiced separately.

ACCOUNT ACTIVITY FOR INVOICE - PLATE NJ-[REDACTED]							
POSTED	TRANSACTION	ENTRY DATE	ENTRY PLAZA	EXIT DATE	EXIT PLAZA	CLASS	AMOUNT
09/25/2018	TOLL BY PLATE			09/20/2018 03:33:25	Delaware River Bridge ORT	1	\$6.75
09/04/2018	TOLL BY PLATE			09/21/2018 03:41:22	Delaware River Bridge ORT	1	\$6.75
09/15/2018	TOLL BY PLATE			09/25/2018 03:00:06	Delaware River Bridge ORT	1	\$6.75
Additional travel, if applicable, will be listed on a separate page						TOTAL AMOUNT DUE:	\$20.25

WHY DID I RECEIVE AN INVOICE?

Your vehicle traveled through a cashless tolling point on the PA Turnpike. Overhead cameras capture license plate images as vehicles pass through the cashless tolling points. Non-E-ZPass customers do not have the option to pay cash at these locations. The vehicle's registered owner is mailed a monthly invoice for the travel.
www.nocashzone.com

WHY TOLL BY PLATE?

Cashless Tolling:

- Reduced Traffic
- Improved Safety
- Greater Efficiency
- Enhanced Customer Convenience
- Reduced Vehicle Emissions

Payment Options:

- Credit card: www.paturnpiketollbyplate.com or by phone, 1.877.736.6727, Option 3
- Check/Money Order by mail

HELP, I HAVE E-ZPASS!!

Your E-ZPass Account may need attention:

- Does your account have funds available?
- Is your license plate correctly listed on your account?
- Is your transponder properly mounted on the windshield?

After updating your account, appeal your invoice at www.paturnpiketollbyplate.com or by returning Section A of the Appeal Form.

FACE SHEET
FOR FILING DOCUMENTS
WITH THE LEGISLATIVE REFERENCE BUREAU
(Pursuant to Commonwealth Documents Law)

RECEIVED
JUN - 1 2021
Independent Regulatory
Review Commission

DO NOT WRITE IN THIS SPACE

<p>Copy below is hereby approved as to form and legality. Attorney General</p> <p>Amy M. Elliott BY: <u>Amy M. Elliott</u> (DEPUTY ATTORNEY GENERAL)</p> <p><small>Digitally signed by Amy M. Elliott DN: cn=Amy M. Elliott, o=Pennsylvania Office of Attorney General, ou=Chief Counsel of Attorney General, c=US Date: 2021.05.14 22:02:44-07</small></p> <p><u>5/14/2021</u> DATE OF APPROVAL</p> <p><input type="checkbox"/> Check if applicable Copy not approved. Objections attached.</p>	<p>Copy below is here by certified to be a true and correct copy of a document issued, prescribed or promulgated by:</p> <p>Pennsylvania Turnpike Commission (AGENCY)</p> <p>DOCUMENT/FISCAL NOTE NO. <u>60-003</u></p> <p>DATE OF ADOPTION: <u>10/6/2020</u></p> <p>BY: <u>Mark P. Compton</u> Mark P. Compton</p> <p>TITLE: <u>Chief Executive Officer</u></p>	<p>Copy below is hereby approved as to form and legality. Executive or Independent Agencies.</p> <p>BY: <u>Doreen McCall</u> Doreen A. McCall Chief Counsel</p> <p><u>1/20/2021</u> DATE OF APPROVAL</p> <p>(Chief Counsel, Independent Agency) (Strike inapplicable title)</p> <p><input type="checkbox"/> Check if applicable. No Attorney General approval or objection within 30 days after submission.</p>
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NOTICE OF PROPOSED RULEMAKING
TITLE 67. TRANSPORTATION
PART II. TURNPIKE COMMISSION
CHAPTER 601. TRAFFIC REGULATIONS

TITLE 67. TRANSPORTATION

PART II. TURNPIKE COMMISSION

CHAPTER 601. TRAFFIC REGULATIONS

Notice of Proposed Rulemaking

Preamble

The Pennsylvania Turnpike Commission (Commission) proposes to amend 67 Pa. Code Chapter 601, *Traffic Regulations*, specifically the following sections: §601.1, §601.3, §601.5, §601.9, §601.12, §601.13, §601.14, §601.15, §601.17, §601.18, §601.101, §601.102 and §601.103, as set forth in Annex A to this notice. The Commission is publishing these amendments as a Notice of Proposed Rulemaking under the authority of the Act of May 21, 1937, P.L. 774, No. 211 (36 P.S. §§ 652d and 652l); the Act of July 18, 2007, P.L. 169, No. 44 (74 Pa.C.S. §§ 8102, 8107 and 8116); the Act of June 17, 1976, P.L. 162, No. 81, *as amended* (75 Pa.C.S. §6110), and the Act of November 25, 2013, P.L. 974, No. 89 (75 Pa.C.S. §6110.1).

A. Purpose of this Chapter

The purpose of Chapter 601 is to exercise the Commission's statutory authority to promulgate traffic regulations that promote the health, safety and welfare of the Commission's customers traveling on the Turnpike System.

B. Purpose of these Amendments to the Regulations

The purpose of these proposed amendments to Chapter 601 is to revise and improve the regulations and to reflect the Commission's conversion to a cashless tolling system, i.e., All Electronic tolling (AET). The amendments include new policies and procedures regarding

Special Hauling permits for Over-dimensional/overweight vehicles and updating the regulations and chart regarding the transportation of hazardous materials through Turnpike tunnels. The amended regulations will also address recent statutory amendments to fare evasion, update vehicles excluded from the Turnpike System and update language for tandem trailer combinations. Additional changes include clarifying existing language, deleting or revising obsolete language and other editorial amendments.

C. Description of the Amendments to the Regulations

After conducting a review of its Traffic Regulations, the Commission adopted the following proposed amendments at its October 6, 2020 Commission meeting:

§601.1. Definitions.

The definition of “Class 9 vehicle” was amended to “Over-dimensional/overweight vehicle” in conjunction with the revisions to §601.14 and the implementation of a new Special Hauling permitting process (see §601.14 below). As part of its conversion to a cashless tolling system, the Commission is updating and modernizing its long-standing Class 9 toll rate for use with AET and the revised permitting process. The Commission has also added the phrase “*combination of vehicles*” to clarify that an “Over-dimensional/overweight vehicle” could represent other forms of combinations, including tandems. The Pennsylvania Vehicle Code defines “Combination” as “two or more vehicles physically interconnected in tandem.” 75 Pa.C.S. §102. “Tandem” is defined in §601.1 of the Commission’s Regulations “as a truck tractor, semitrailer and trailer”. Therefore, for example, there could be a heavy wrecker (tow truck) towing a bus or a truck tractor. The revised definition also includes the maximum gross weight that may be carried upon any one axle (22,400 pounds).

The definition of “Hazardous material” was amended to reflect the proper citation of said definition as found in the Code of Federal Regulations.

The definition of “Max time formula” was deleted because such formulas are determined by business rules rather than a regulation, which may need to be modified periodically.

§601.3. Officers.

This section has been amended to reflect the conversion of the Turnpike to a cashless tolling system and deletes references to toll collection and fare booths. The Commission has also deleted “*other officers*” because the word “officers” already appears in the text for Section 601.3. Likewise, the term “*maintenance personnel*” has been deleted because the term “employees” is intended to capture all Commission employees.

§601.5. Hazardous materials.

This section has been amended to update the existing chart regarding the Commission’s policies for the transportation of hazardous materials through Turnpike tunnels. The Federal Motor Carrier Safety Administration and the U.S. Department of Transportation (USDOT) recognize nine classes as the first level of warning for hazardous materials and multiple placards can fall into those classes. Title 49 of the Code of Federal Regulations sets forth the nine hazardous materials classes (listed by class – not placard). See 49 CFR 173.2, entitled *Hazardous materials classes and index to hazard class definitions*. The definitions for each class are found in various other subsections of 49 CFR Part 173, entitled *Shippers-General Requirements for Shipments and Packagings*. The hazard class is the overall category of a hazard material, whereas the placard is the recommended sign placed on a vehicle. Because USDOT has multiple

placards for some of the classes, the Commission does not want carriers to focus on a single placard for a specific hazardous materials class. To avoid confusion, the revised chart eliminates “Placard Name” and now separates hazardous materials classes into Prohibited, Prohibited in Bulk Packaging and Permitted. Therefore, the amended chart now: (1) recognizes and clarifies the classes, (2) is easier to read and interpret, and (3) realigns the Commission’s Regulations to remain consistent with federal law.

The revised chart will also update the status of Organic Peroxide (Class 5.2) as a Prohibited hazardous material, which is the only substantive change to the existing chart. The Commission has already been operating under this change since 2014 to remain consistent with federal placard revisions required for the highway transportation of Organic Peroxide (which became mandatory on January 1, 2014). At that time, the Commission updated its website and guidelines for transporting hazardous materials through its tunnels to include the prohibition of Organic Peroxide (Class 5.2). Therefore, this will not be a newly disclosed prohibited class for Commission customers, but the amended chart in the regulations will officially reflect the change that was instituted in 2014. Other amendments to this section are editorial.

§601.9. U-turns.

This section has been amended to clarify who may authorize a U-turn on the Turnpike System.

§601.12. Toll collection.

In 2020, the Commission converted to AET, a cashless tolling system that incorporates electronic toll collection and license plate tolling. The Commission no longer issues paper tickets

and all tolls are collected by an electronic toll collection device (currently E-ZPass) or through license plate imaging captured by cameras or similar technology (Toll By Plate). Act 44 of 2007 (specifically, 74 Pa.C.S. §8116) establishes the Commission's statutory authority to charge and collect tolls, including the right to authorize, fix and revise toll rates for use of the Turnpike System. Section 6521 of the Commission's 1937 enabling statute provides similar language. 36 P.S. §6521. The language of both statutes grants the Commission broad discretion regarding tolling and demonstrates a clear legislative intent that the Commission shall have the sole authority to establish the most efficient and modern methods on how to collect tolls. No other governmental entity or agency in the Commonwealth has been granted such powers, which provides further proof of the legislature's intent that the Commission rely on its operational experience and tolling expertise to determine the best way to collect tolls on the Turnpike System.

This section has been renamed "Toll collection" (formerly "Toll tickets") and fully amended to reflect the conversion to AET. The new language incorporates the definition of electronic toll collection, the implementation of license plate tolling and any other technology used to identify vehicles traveling the Turnpike System (with citation to 74 Pa.C.S. §8116).

§601.13. Evasion of fare.

In 2013, the General Assembly enacted Act 89 and codified 75 Pa.C.S. §6110.1, Fare evasion, into the Pennsylvania Vehicle Code, which sets the penalties for fare evasion or attempted fare evasion committed on the Turnpike System including any affirmative actions (a misdemeanor of the third degree). Section 601.13 has been amended to reference the language and penalties set forth in §6110.1 of the Vehicle Code. The section has also been amended to

reflect the elimination of paper toll tickets as part of the Commission's conversion to a cashless tolling system.

§601.14. Over-dimensional/overweight vehicles.

As stated above, the definition of a "Class 9 vehicle" found in §601.1 has been amended to "Over-dimensional/overweight vehicle". Accordingly, this section has been renamed and amended to reflect the Commission's revised policies and procedures for issuing Special Hauling permits for Over-dimensional/overweight vehicles. In order to foster uniformity within the trucking/hauling industry, and consistency with other entities using a similar permitting process (such as PennDOT and the Ohio Turnpike Commission), the Commission will now charge a separate fee for a Special Hauling permit in addition to regular toll rates. First, operators of over-dimensional/overweight vehicles must apply for a Special Hauling Permit and pay a \$37 flat fee along with an additional 24 cent-per-ton-mile fee on all weight in excess of 80,000 pounds (if applicable). Second, all appropriate tolls are assessed according to the vehicle classification system in place and then paid in lane via E-Z Pass or Toll By Plate at the time of travel.

As part of its conversion to AET, the Commission's long-standing Class 9 toll rate has been updated for use with the revised permitting process that includes a new toll rate (now equal to the significantly lower Class 8 toll rate). The former Class 9 toll was always higher than other tolling rates because of the need for the Commission to affect repairs to the Turnpike System from damage done by over-dimensional/overweight vehicles. The pre-AET Class 9 rate had such costs built into the toll rate and represented the cost for carriers to travel on the Turnpike, in effect a user fee. However, due to the revised toll rates under AET, the revised permitting system

will result in revenue/cost neutrality for the Commission and the carriers and customers impacted by the new procedures. Moreover, the revised permitting system will not impose new or restrictive conditions on said carriers or customers traveling on the Turnpike System.

The amendments to this section also revised the language regarding escorts for vehicles with excessive width, length, height or weight.

§601.15. Vehicles excluded from the Turnpike.

To be consistent with the amendments to §601.14, this section has been amended to replace the term “Class 9 vehicle” with “Over-dimensional/overweight vehicle” and the requirement to obtain a Special Hauling permit before such vehicles can travel on the Turnpike System. The section was also amended to prohibit certain vehicles on the Turnpike System during adverse travel conditions (weather-related exclusions are already permitted under §601.15(a)). The Commission’s intent is to exclude certain vehicles (as already listed in §601.15(a)) from the Turnpike System for non-weather-related travel conditions as determined by the Commission. For example, closure of a bridge due to structural damages (such as the Delaware Bridge in 2017) or a truck fire in a tunnel.

§601.17. Authorized vehicle.

The amendments to this section clarify existing language or are editorial.

§601.18. Accident prevention investigations.

The amendment to this section is editorial.

§601.101. Length limit for tandems.

To be consistent with the amendments to §601.14, this section has been amended to replace the term “Class 9 vehicle” with “Over-dimensional/overweight vehicle” and the requirement to obtain a Special Hauling permit regarding tandem combinations exceeding 85 feet in length.

§601.102. Weight and dimensional limits for tandems.

To be consistent with the amendments to §601.14, this section has been amended to replace the term “Class 9 vehicle” with “Over-dimensional/overweight vehicle” and the requirement to obtain a Special Hauling permit regarding tandem combinations. The Commission has deleted the sentence “[t]he maximum gross weight that may be carried upon any one axle may not exceed 22,400 pounds” because it is redundant and could be confusing to carriers when read in conjunction with the newly-defined “Over-dimensional/overweight vehicle”. Likewise, obsolete language regarding excessive maximum gross axle weight and upgrading to the next higher vehicle classification has also been deleted.

§601.103. Exclusion of tandem truck trailers.

This section has been amended to update the proper citation for the definition of “hazardous materials, substances or wastes” as found in the Code of Federal Regulations.

D. Persons and Entities Affected

This Proposed Rulemaking is intended to update and revise the Commission’s current regulations. As before, all customers of the Commission (whether a person, business, small

business or an organization) that travel on the Turnpike System will be affected by and required to comply with the final-form regulations.

E. Fiscal Impact

The Commission is funded primarily by tolls and bonds. Because there is no direct cost to the Commonwealth or local governments as a result of these proposed regulations, the Commission has not submitted a fiscal note.

F. Regulatory Review

Under Section 5(a) of the Regulatory Review Act, the Act of June 25, 1982 (P.L. 633, No. 181), *as amended*, 71 P.S. §745.5(a), the Commission submitted a copy of these proposed regulations on June 1, 2021 to the Independent Regulatory Review Commission (IRRC) and to the Chairpersons of the House and Senate Transportation Committees. In addition to the proposed regulations, IRRC and the Committees were provided with a copy of a detailed Regulatory Analysis Form. A copy of this material is available to the public upon request.

Under Section 5(g) of the Regulatory Review Act, IRRC may convey any comments, recommendations or objections to the proposed regulations within thirty (30) days of the close of the public comment period. The comments, recommendations or objections shall specify the regulatory review criterion that have not been met. The Regulatory Review Act specifies detailed procedures for review, prior to final publication of the regulations, by the Commission, the General Assembly and the Governor of comments, recommendations or objections.

G. Effective Date

The proposed regulations, if approved on final rulemaking, will take effect after publication of the final-form regulations in the *Pennsylvania Bulletin*. The approved regulations will remain in effect until amended or rescinded by the Commission.

H. Sunset Provisions

The Commission has not established a sunset date for these proposed regulations because the Traffic Regulations found in 67 Pa. Code Chapter 601 are in effect on a continual basis. The Commission shall continue to monitor these regulations for their effectiveness and will propose amendments when required.

I. Public Comments

Interested parties are invited to submit written comments, objections or suggestions regarding the proposed amendments to John F. Dwyer, Assistant Counsel, Pennsylvania Turnpike Commission, PO Box 67676, Harrisburg, PA 17106-7676; telephone number (717) 831-7343; and e-mail address: jdwyer@paturndpike.com, within thirty (30) days of publication of this notice in the *Pennsylvania Bulletin*.

J. Contact Person

The contact person for explanation of the proposed amendments to the regulations is John F. Dwyer, Assistant Counsel, Pennsylvania Turnpike Commission, PO Box 67676, Harrisburg, PA 17106-7676; telephone number (717) 831-7343; and e-mail address: jdwyer@paturndpike.com.

**Mark P. Compton
Chief Executive Officer
Pennsylvania Turnpike Commission**

ANNEX A
TITLE 67. TRANSPORTATION
PART II. TURNPIKE COMMISSION
CHAPTER 601. TRAFFIC REGULATIONS

Notice of Proposed Rulemaking

GENERAL

Sec.

* * * * *

601.12. [Toll tickets.] Toll collection.

* * * * *

601.14. [Class 9 vehicles.] Over-dimensional/overweight vehicles.

* * * * *

§601.1. Definitions.

* * * * *

[Class 9 vehicle] Over-dimensional/overweight vehicle — A vehicle or combination of vehicles, including the load carried thereon, which exceeds any one of the following: 100,000 pounds in maximum gross weight, 22,400 pounds maximum gross weight carried upon any one axle, 13 feet 6 inches in height, 10 feet in width, 85 feet in overall length, or which has a load or part thereof extending 5 feet or more beyond the front bumper or 15 feet or more beyond the rear bumper. The front and rear overhang of stinger steered vehicles, as defined in 23 CFR 658.13[(d)] (e) (relating to length), may not be included in calculating the overall length of the stinger steered vehicle, as long as the front overhang does not exceed 3 feet and the rear overhang does not exceed 4 feet.

* * * * *

Hazardous material—An explosive, blasting agent, flammable liquid, combustible liquid, flammable solid, flammable and nonflammable compressed gas, corrosive material, poison, poison gas, irritant, oxidizer, organic peroxide, radioactive material, etiologic agent or other regulated material defined in [49 CFR Parts 100—177] 49 CFR Subtitle B, Chapter 1[(relating to research and special programs administration, Department of Transportation)] (relating to pipeline and hazardous materials safety administration, Department of Transportation) whether a material, a substance or a waste product.

[*Max-time formula*—The method by which the Commission determines the maximum amount of time a patron should normally spend on the Turnpike system.]

* * * * *

§601.3. Officers.

A driver of a motor vehicle and other persons using or traveling upon the Turnpike System shall obey the signs, signals and oral directions rendered by officers, [employees] employees, independent contractors or agents of the Commission, including the State Police [, the toll collectors at fare booths and interchanges, maintenance personnel and other officers that are employed by the Commission].

* * * * *

§601.5. Hazardous materials.

(a) Hazardous materials may be transported, under the required Federal permits, on the Turnpike system, if the shipments are in full compliance with 10 CFR 71 (relating to

packaging and transportation of radioactive material), 49 CFR Subchapter C (relating to hazardous materials regulations), [the Federal motor carrier safety regulations,] 49 CFR 390—397 (relating to Federal motor carrier safety regulations), and other Federal or State laws or regulations relating to the transportation of hazardous materials.

(b) A transporter of hazardous materials shall carry the required Federal permits while traveling on the Turnpike System and shall present the permits upon demand to any Commission [employee] employee or the Pennsylvania State Police.

(c) Explosives Divisions 1.1, 1.2, 1.3 and Radioactive materials as defined in 49 CFR [73.50] 173.50 and 173.403, respectively (relating to Class 1—definitions; and definitions) are prohibited from being transported on the Turnpike in tandem trailer combinations.

* * * * *

(e) The following materials are prohibited, [restricted] prohibited in bulk packaging or permitted in Commission tunnels under the following chart. [Restricted is defined as nontanker loads, limited to transport in nonbulk packaging of 119 gallons per container or less, under 49 CFR 171.8 (relating to definitions and abbreviations).] Bulk Packaging is defined in 49 CFR 171.8 (relating to definitions and abbreviations).

[PLACARD NAME	POLICY
Table 1 Materials	
Explosives 1.1	Prohibited
Explosives 1.2	Prohibited
Explosives 1.3	Prohibited
Poison Gas	Prohibited
Dangerous When Wet	Prohibited
Poison (Inhalation Hazard)	Prohibited
Radioactive	Prohibited
Table 2 Materials	
Explosives 1.4	Prohibited

Explosives 1.5	Prohibited
Explosives 1.6	Prohibited
Flammable Gas	Restricted
Non-Flammable Gas (Refrigerated Oxygen)	Permitted
Flammable Liquids	Restricted
Combustible (Fuel Oil)	Permitted
Flammable Solid	Restricted
Spontaneously Combustible	Restricted
Oxidizer	Restricted
Organic Peroxide	Restricted
Poison	Restricted
Keep Away From Food	Permitted
Corrosive	Restricted
Miscellaneous (Class 9)	Permitted

Prohibited Hazardous Materials Classes		
Hazardous Material	Class	Policy
<u>All Explosives</u>	<u>1.1-1.6</u>	<u>Prohibited</u>
<u>Poison Gas</u>	<u>2.3</u>	<u>Prohibited</u>
<u>Dangerous When Wet</u>	<u>4.3</u>	<u>Prohibited</u>
<u>Organic Peroxide</u>	<u>5.2</u>	<u>Prohibited</u>
<u>Poison (Inhalation Hazard)</u>	<u>6.1</u>	<u>Prohibited</u>
<u>Radioactive</u>	<u>7</u>	<u>Prohibited</u>
Prohibited in Bulk Packaging Hazardous Materials Classes		
Hazardous Material	Class	Policy
<u>Flammable Gas</u>	<u>2.1</u>	<u>Prohibited in bulk packaging</u>
<u>Flammable Liquid</u>	<u>3</u>	<u>Prohibited in bulk packaging</u>
<u>Flammable Solid</u>	<u>4.1</u>	<u>Prohibited in bulk packaging</u>
<u>Spontaneously Combustible</u>	<u>4.2</u>	<u>Prohibited in bulk packaging</u>
<u>Oxidizer</u>	<u>5.1</u>	<u>Prohibited in bulk packaging</u>
<u>Poison (Other than Inhalation Hazard)</u>	<u>6</u>	<u>Prohibited in bulk packaging</u>
<u>Corrosive</u>	<u>8</u>	<u>Prohibited in bulk packaging</u>
Permitted Hazardous Materials Classes		
Hazardous Material	Class	Policy
<u>Non-Flammable Gas</u>	<u>2.2</u>	<u>Permitted</u>
<u>Combustible (Fuel Oil)</u>	<u>3</u>	<u>Permitted</u>
<u>Miscellaneous</u>	<u>9</u>	<u>Permitted</u>

<u>Dangerous</u>	=	<u>Permitted</u>
<u>Stow Away From Food Stuffs</u>	=	<u>Permitted</u>

* * * * *

§601.9. U-turns.

The making of a U-turn on the Turnpike System is prohibited except by authorized vehicles. A driver of a motor vehicle may reverse direction of travel only by passing through an interchange [and paying the fare] or other tolling point. The Pennsylvania State Police may authorize a U-turn in an emergency and [fare collection] other personnel authorized by the Commission may authorize a U-turn [at an interchange] when necessary.

* * * * *

§601.12. [Toll tickets.] Toll collection.

(a) Each vehicle shall obtain a toll ticket upon entering the Turnpike System at an interchange.

(b) The toll ticket shall then be surrendered to a toll collector together with the appropriate fare upon exiting the Turnpike System.

(c) The patron shall stop and exhibit his toll ticket upon request by the State Police or a Commission employe.

(d) In the event of a lost toll ticket, the patron shall pay the fare from the farthest point of entry on the Turnpike to the actual point of exit.]

All vehicles that travel on the Turnpike System, unless otherwise authorized, shall pay a toll through: (1) Electronic toll collection, as defined in 74 Pa.C.S. §8102 (relating to definition).

(2) by license plate tolling with an invoice sent to the vehicle's registered owner, as authorized in 74 Pa.C.S. §8116 (relating to collection and disposition of tolls and other revenue), or (3) any other technology which identifies a vehicle by photographic, electronic or other method, as authorized in 74 Pa.C.S. §8116 (relating to collection and disposition of tolls and other revenue).

§601.13. Evasion of fare.

(a) Evasion of fare or attempted evasion of fare is prohibited and constitutes a summary offense unless a person intentionally or knowingly takes an affirmative action as defined in 75 Pa.C.S. §6110.1 (f) (relating to definition) in an attempt to evade tolls, in which case the offense constitutes a misdemeanor of the third degree. Fines for evasion of fare, [or] attempted evasion of fare and affirmative action are imposed by [75 Pa.C.S. §6110(b) (relating to regulation of traffic on Pennsylvania Turnpike] 75 Pa.C.S. §6110.1 (a) and (b) (relating to penalty and affirmative action).

(b) Evasion of fare or attempted evasion of fare includes the following:

(1) Entering or exiting the Turnpike System except through an interchange, unless directed to do so by the State Police or [a] an authorized Commission [employee] employee.

(2) [The presentation to a State Trooper or toll collector of a toll ticket which indicates that the patron has exceeded the travel time allotted based on the max-time formula, where the patron cannot produce satisfactory physical evidence, including the driver's record of duty status, demonstrating that the age of the ticket was the result of actual excess time spent legitimately on the Turnpike System by the patron and was not the result of fare evasion or attempted fare evasion.] Operating a vehicle on the Turnpike

System without a valid Electronic toll collection device and/or obstructing or covering the vehicle's license plate.

(3) [Possession by the patron of more than one toll ticket.] Operating a vehicle on the Turnpike System without a license plate and valid vehicle registration.

[(4) Possession by the patron of a toll ticket which was issued from an interchange located in the direction in which the patron is traveling.

(5) Possession or presentation by a patron of a toll ticket which has been intentionally altered or mutilated.

(6) [(4) The failure by [the patron] a person to pay the appropriate toll [upon exiting the Turnpike System].

[(7) Appropriation or attempted appropriation by a patron of more than one toll ticket at an interchange.

(8) The exchange of toll tickets by two or more patrons.]

§601.14. [Class 9 vehicles.] Over-dimensional/overweight vehicles.

(a) Prior to entering the Turnpike System, [Class 9] operators of Over-dimensional/overweight vehicles shall [contact the Commission's Safety Department at (717) 939-9551, extension 2970 or 2980, to] request and obtain a [Class 9] Special Hauling permit according to Commission policies and procedures and pay all applicable fees.

(b) The requester shall be prepared to provide the following information:

- (1) The size, weight and number of axles of the [Class 9] Over-dimensional/overweight vehicle.
- (2) The name, address and telephone number of the carrier.
- (3) The planned entry and exit interchange.
- (4) The planned date of movement.
- (5) Other information which may be requested by the [Safety Department] Commission.

(c) If approved, the [Safety Department] Commission will provide the requester with [a four-digit Class 9 move number, which shall be provided to the toll collector at the time of entry] proof of a valid Special Hauling permit that the operator shall produce upon request from the State Police or a Commission employee at any point during permitted travel on the Turnpike System.

(d) [Vehicles over 11 feet in width, 90 feet in length or 125,000 pounds in weight may be required to provide an escort vehicle for movement on the Turnpike System.] Based on Commission policies and procedures, operators of Over-dimensional/overweight vehicles with excessive width, length, height or weight, or at the discretion of the Commission, may be required to provide an escort vehicle and/or have a State Police escort for movement on the Turnpike System.

(e) [Class 9] Over-dimensional/overweight vehicles may travel on the Turnpike System only on days and at times designated by the Commission. The [Safety Department]

Commission will provide schedules and additional information [upon request] according to policies and procedures.

(f) If the [requester] operator is unable to travel on the planned [date] dates of movement, or the Special Hauling permit is cancelled, the requester shall notify the [Safety Department] Commission [accordingly] according to policies and procedures.

§601.15. Vehicles excluded from the Turnpike.

(a) During adverse weather or travel conditions, recreational vehicles, motorcycles, vehicles towing trailers, tandem trailers, buses and [Class 9] Over-dimensional/overweight vehicles may be excluded from parts or all of the Turnpike System. Vehicles may be excluded from the Turnpike System to effect proper snow removal or to remedy hazardous situations. Unsafe vehicles may be excluded at any time.

(b) [Class 9] Over-dimensional/overweight vehicles are prohibited from using the Turnpike System except by [special] Special Hauling permit issued from the Commission, as indicated in §§ 601.1 and 601.14 (relating to definitions; and [Class 9] Over-dimensional/overweight vehicles).

* * * * *

§601.17. Authorized vehicle.

(a) For the purposes of this chapter, the term “authorized vehicle” shall be defined as follows:

* * * * *

(3) A vehicle driven by a Commission [employee] employee used in an official capacity and in the performance of employment.

(4) A vehicle of the Commission's Consulting Engineer utilized in the furtherance of the Consulting Engineer's duties, under the Trust Indenture.

(5) A vehicle of a consultant under contract with the Commission utilized in the furtherance of the consultant's duties under the Commission contract.

(6) A towing or wrecking vehicle which meets the following conditions:

(i) Through contract with the Commission [is] as an authorized service [dealer] provider and the vehicle displays that designation.

(ii) Is called by an authorized [employee] employee of the Commission or the State Police to perform special clean-up or towing services.

* * * * *

(8) A vehicle which has obtained prior permission from the Commission and is moving under the supervision of [a] the State [trooper] Police in executing the otherwise restricted activity.

* * * * *

§601.18. Accident prevention investigations.

* * * * *

(b) In-depth accident investigations and safety studies and information, records and reports used in their preparation are not discoverable or admissible as evidence in any civil

action or proceeding. Officers or [employees] employees or the agencies charged with the development, procurement or custody of in-depth accident investigations and safety study records and reports are not required to give depositions or evidence pertaining to anything contained in the in-depth accident investigations or safety study records or reports in any civil action or other proceeding.

TANDEM TRAILER COMBINATIONS

§601.101. Length limit for tandems.

A semitrailer, or the trailer of a tandem trailer combination, may not be longer than 28 1/2 feet. A tandem combination—including the truck tractor, semitrailer and trailer—which exceeds 85 feet in length is considered [a] an [Class 9] Over-dimensional/overweight vehicle which requires a [special] Special Hauling permit to travel on the Turnpike System.

§601.102. Weight and dimensional limits for tandems.

A tandem trailer combination which is considered [a] an [Class 9] Over-dimensional/overweight vehicle shall require a [special] Special Hauling permit to travel on the Turnpike System. [The maximum gross weight that may be carried upon any one axle may not exceed 22,400 pounds. A tandem trailer combination which exceeds the maximum gross axle weight shall be upgraded to the next higher vehicle classification.] In tandem combinations, the heaviest trailer shall be towed next to the truck tractor.

§601.103. Exclusion of tandem tank trailers.

Tandem tank trailer combinations transporting hazardous materials, substances or wastes, as defined in [49 CFR Chapter 1] 49 CFR Subtitle B, Chapter 1 [(relating to research and special

programs administration, Department of Transportation)] (relating to pipeline and hazardous materials safety administration, Department of Transportation) are prohibited from using the Turnpike System.

* * * * *



Pennsylvania Turnpike Commission

PO Box 67676
Harrisburg PA 17106-7676
717.939.9551

Office of Chief Counsel
Phone: 717-831-7343
Fax: 717-986-9654
jdwyer@paturndpike.com

June 1, 2021

Via Electronic Mail

David Sumner, Executive Director
Independent Regulatory Review Commission
14th Floor, 333 Market Street
Harrisburg, PA 17101

Re: Proposed Rulemaking
#60-003 — 67 Pa. Code, Chapter 601
Traffic Regulations

Dear Mr. Sumner:

Attached for review by the Independent Regulatory Review Commission, please find the Face Sheet, Preamble, Annex A and Regulatory Analysis Form for Chapter 601 of the Pennsylvania Turnpike Commission's (Commission) regulations, which the Commission intends to adopt in accordance with the provisions of the Regulatory Review Act, Act of June 25, 1982, P.L. 633, *as amended*.

Copies of the aforementioned documents were also delivered today via e-mail to the majority and minority chairpersons of the Pennsylvania House and Senate Transportation Committees and to the Legislative Reference Bureau for publication in the *Pennsylvania Bulletin*. Attached to my e-mail correspondence are read receipts evidencing the receipt of the proposed rulemaking documents by both Transportation Committees and the Legislative Reference Bureau.

The Commission will provide the Independent Regulatory Review Commission with any assistance required to facilitate a thorough review of these proposed regulations.

Thank you for your consideration.

Very truly yours,

John F. Dwyer
Assistant Counsel

JFD/ams

Enclosures

cc: Mark P. Compton, Chief Executive Officer
Craig R. Shuey, Chief Operating Officer
Doreen A. McCall, Chief Counsel
Charles L. Duncan, III, Chief Compliance, Legislative & Cultural Affairs



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www.paturndpike.com

**TRANSMITTAL SHEET FOR REGULATIONS SUBJECT TO THE
REGULATORY REVIEW ACT**

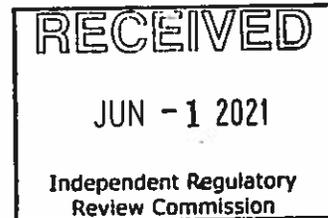
I.D. NUMBER: 60-003

SUBJECT: TRAFFIC REGULATIONS

AGENCY: PENNSYLVANIA TURNPIKE COMMISSION

TYPE OF REGULATION

- Proposed Regulation**
- Final Regulation**
- Final Regulation with Notice of Proposed Rulemaking Omitted**
- 120-day Emergency Certification of the Attorney General**
- 120-day Emergency Certification of the Governor**
- Delivery of Tolled Regulation**
 - With Revisions**
 - Without Revisions**



FILING OF REGULATION

<u>DATE</u>	<u>SIGNATURE</u>	<u>DESIGNATION</u>
HOUSE COMMITTEE ON TRANSPORTATION		
6/1/21	<u>[Signature]</u> e-delivery	MAJORITY CHAIR: <u>Rep. Tim Hennessey, via e-Delivery</u>
6/1/21	<u>[Signature]</u> e-delivery	MINORITY CHAIR: <u>Rep. Mike Carroll, via e-Delivery</u>
SENATE COMMITTEE ON TRANSPORTATION		
6/1/21	<u>[Signature]</u> e-delivery	MAJORITY CHAIR: <u>Sen. Wayne Langerhale Jr., via e-Delivery</u>
6/1/21	<u>[Signature]</u> e-delivery	MINORITY CHAIR: <u>Sen. John Sabatina Jr., via e-Delivery</u>
INDEPENDENT REGULATORY REVIEW COMMISSION		
6/1/21	<u>[Signature]</u> e-delivery	David Sumner, Executive Director, via e-Delivery
ATTORNEY GENERAL (for Final Omitted only)		
LEGISLATIVE REFERENCE BUREAU (for Proposed only)		
6/1/21	<u>[Signature]</u> e-delivery	Via e-Delivery to LRB primary email address

Dwyer, John

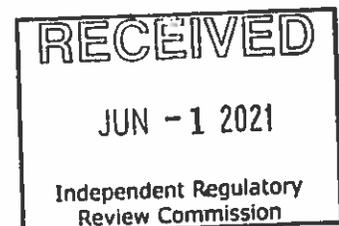
From: Ritchie, Nolan <nritchie@pasen.gov>
Sent: Tuesday, June 1, 2021 9:25 AM
To: Dwyer, John
Cc: bulletin@palrb.us; jgerard@pasenate.com
Subject: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

Follow Up Flag: Follow up
Flag Status: Flagged

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Received, thanks!

Nolan R. Ritchie, M.P.A.
Executive Director, Senate Transportation Committee
Office of Senator Wayne Langerholc, Jr. (R-35)
281 Main Capitol Building, Harrisburg, PA 17120
T: 717-787-5400 | E: nritchie@pasen.gov | W: www.SenatorLangerholc.com



From: Dwyer, John <jdwyer@paturnpike.com>
Sent: Tuesday, June 1, 2021 9:20 AM
To: Ritchie, Nolan <nritchie@pasen.gov>
Cc: bulletin@palrb.us; jgerard@pasenate.com
Subject: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

⊙ CAUTION : External Email ⊙

Good morning Nolan:

Attached, please find a cover letter and a copy of a proposed regulation approved by the Pennsylvania Turnpike Commission (67 Pa. Code Chapter 601 – Traffic Regulations, #60-003). The Commission is electronically delivering the proposed regulation for review by the Senate Transportation Committee pursuant to the Regulatory Review Act.

Please reply to this message with a written (e-mail) confirmation that the regulation has been received.

Thank you.

John F. Dwyer
Assistant Counsel

Pennsylvania Turnpike Commission
700 S. Eisenhower Blvd. | PO Box 67676 | Harrisburg, PA 17106-7676
Phone 717-831-7343 | Fax 717-986-9654
jdwyer@paturnpike.com | www.paturnpike.com

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Dwyer, John

From: Gerard, Jason <Jason.Gerard@pasenate.com>
Sent: Tuesday, June 1, 2021 9:27 AM
To: Dwyer, John
Subject: RE: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

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Thank you John. Message received.

From: Dwyer, John <jdwyer@paturndpike.com>
Sent: Tuesday, June 1, 2021 9:20 AM
To: Gerard, Jason <Jason.Gerard@pasenate.com>
Cc: bulletin@palrb.us; nritchie@pasen.gov
Subject: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

■ EXTERNAL EMAIL ■

Good morning Jason:

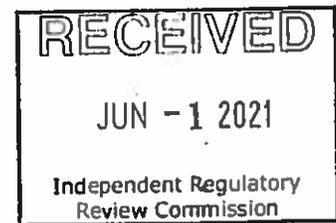
Attached, please find a cover letter and a copy of a proposed regulation approved by the Pennsylvania Turnpike Commission (67 Pa. Code Chapter 601 – Traffic Regulations, #60-003). The Commission is electronically delivering the proposed regulation for review by the Senate Transportation Committee pursuant to the Regulatory Review Act.

Please reply to this message with a written (e-mail) confirmation that the regulation has been received.

Thank you.

John F. Dwyer
Assistant Counsel

Pennsylvania Turnpike Commission
700 S. Eisenhower Blvd. | PO Box 67676 | Harrisburg, PA 17106-7676
Phone 717-831-7343 | Fax 717-986-9654
jdwyer@paturndpike.com | www.paturndpike.com



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Dwyer, John

From: Josiah Shelly <Jshelly@pahousegop.com>
Sent: Tuesday, June 1, 2021 2:15 PM
To: Dwyer, John
Subject: RE: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

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Flag Status: Flagged

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Message received.

From: Dwyer, John <jdwyer@paturndpike.com>
Sent: Tuesday, June 1, 2021 8:59 AM
To: Josiah Shelly <Jshelly@pahousegop.com>
Cc: bulletin@palrb.us; mbiggica@pahouse.net
Subject: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission
Importance: High

Good morning Josiah:

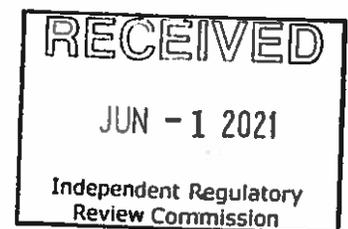
Attached, please find a cover letter and a copy of a proposed regulation approved by the Pennsylvania Turnpike Commission (67 Pa. Code Chapter 601 – Traffic Regulations, #60-003). The Commission is electronically delivering the proposed regulation for review by the House Transportation Committee pursuant to the Regulatory Review Act.

Please reply to this message with a written (e-mail) confirmation that the regulation has been received.

Thank you.

John F. Dwyer
Assistant Counsel

Pennsylvania Turnpike Commission
700 S. Eisenhower Blvd. | PO Box 67676 | Harrisburg, PA 17106-7676
Phone 717-831-7343 | Fax 717-986-9654
jdwyer@paturndpike.com | www.paturndpike.com



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Dwyer, John

From: Biggica, Meredith <MBiggica@pahouse.net>
Sent: Tuesday, June 1, 2021 2:38 PM
To: Dwyer, John
Cc: bulletin@palrb.us; Jshelly@pahousegop.com
Subject: Re: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

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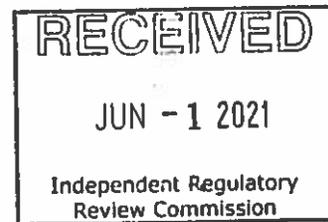
Hi John,

This email is to confirm receipt of the regulation.

Thank you.

Meredith

Sent from my iPhone



On Jun 1, 2021, at 9:04 AM, Dwyer, John <jdwyer@paturndpike.com> wrote:

Good morning Meredith:

Attached, please find a cover letter and a copy of a proposed regulation approved by the Pennsylvania Turnpike Commission (67 Pa. Code Chapter 601 – Traffic Regulations, #60-003). The Commission is electronically delivering the proposed regulation for review by the House Transportation Committee pursuant to the Regulatory Review Act. Please reply to this message with a written (e-mail) confirmation that the regulation has been received.

Thank you.

John F. Dwyer
Assistant Counsel

Pennsylvania Turnpike Commission
700 S. Eisenhower Blvd. | PO Box 67676 | Harrisburg, PA 17106-7676
Phone 717-831-7343 | Fax 717-986-9654
jdwyer@paturndpike.com | www.paturndpike.com

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<Minority Chair House TPK REG#60-003 Proposed Rulemaking.pdf>

Dwyer, John

From: Bulletin <bulletin@palrb.us>
Sent: Tuesday, June 1, 2021 2:16 PM
To: Dwyer, John
Cc: Adeline E. Gaydosh
Subject: Re: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

Follow Up Flag: Follow up
Flag Status: Flagged

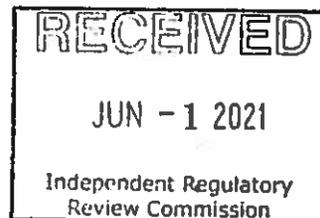
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Hi John,

Thank you for sending this. I'll follow up with you with a schedule for publication upon confirmation from our publisher.

Have a good afternoon!
Adeline Gaydosh

Adeline Gaydosh
Legal Assistant
Legislative Reference Bureau
Pennsylvania Code & Bulletin Office
647 Main Capitol Building
Harrisburg, PA 17120
(717) 783-3984
agaydosh@palrb.us



From: Dwyer, John <jdwyer@paturndpike.com>
Sent: Tuesday, June 1, 2021 9:48 AM
To: Bulletin <bulletin@palrb.us>
Subject: Delivery of Proposed Regulation #60-003 (67 Pa. Code Chapter 601 – Traffic Regulations) Pennsylvania Turnpike Commission

Good morning:

Attached, please find a cover letter and copy of a proposed regulation approved by the Pennsylvania Turnpike Commission (67 Pa. Code Chapter 601 – Traffic Regulations, #60-003). The attached files also include copies of the Preamble and Annex A in Word format. The Commission is electronically delivering the proposed regulation to the Legislative Reference Bureau for publication in the *Pennsylvania Bulletin*.

Please reply to this message with a written (e-mail) confirmation that the regulation has been received.

Thank you.

John F. Dwyer
Assistant Counsel

Pennsylvania Turnpike Commission
700 S. Eisenhower Blvd. | PO Box 67676 | Harrisburg, PA 17106-7676
Phone 717-831-7343 | Fax 717-986-9654
jdwyer@paturndpike.com | www.paturndpike.com

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