



KEYSTONE STATE RAILROAD ASSOCIATION

TRANSPORTATION RECAP

WEEK OF JANUARY 8, 2018

KSRRRA News Update

New Officers named for 2018

Jeb Stotter elected KSRRRA President for 2018

During the KSRRRA annual meeting, Jeb Stotter was unanimously elected as President of the Keystone State Railroad Association. Stotter is the President/CEO of the North Shore Railroad located in Northumberland PA. Jeb succeeds Jon Broder from Conrail.

Jeb graduated from Susquehanna University with a Bachelor of Science Degree in Business Administration. He joined North Shore Railroad Company & Affiliates in 2001. In 2013, Jeb was appointed to the position of Vice President. In 2015, he was appointed Vice President and Chief Operating Officer.



Jeb previously served as Vice President of the Keystone Railroad Association.

Also elected for 2018 were Stephen Weaver, (Strasburg Rail Road) Vice President, Jeff Stover, (SEDA-COG Joint Rail Authority) Treasurer, and Kim Smith, (Buffalo & Pittsburgh Railroad) Secretary. Robert Dingman, Oil Creek & Titusville Lines, David Monte Verde, Delaware Lackawanna Railroad, Jeb Stotter, North Shore Railroad were elected as Board Directors.

KSRRRA Rail Day on the Hill Scheduled

KSRRRA has scheduled it's Rail Day on the Hill for April 17, 2018. Please email Justin at Justin@longnyquist.com to reserve your spot.

PENNDOT Grant Policy and Project Management Policy

Policy links can be found [here](#) or cut and paste the following link in your browser: <http://www.penndot.gov/Doing-Business/RailFreightAndPorts/Policies/Pages/default.aspx>

Burns & White Sponsorship of the 2018 Annual Rail Freight Seminar

KSRRRA thanks Burns & White for becoming a sponsor of the 2018 Rail Freight Conference in Johnstown. Sponsorships are vital to the success of the conference. Burns & White provide legal services to railroads and railroad suppliers. Burns White's Railroad Law Group provides high-quality, creative, and cost-effective solutions to Pennsylvania's Railroad clients seeking risk management, regulatory compliance, transactional service, and litigation counsel.



UPCOMING EVENTS

House Transportation (PUBLIC HEARING)

January 16, 2018, 1:00 p.m.,
Bloomsburg University of PA
Assembly Room at Monty's
(Upper Campus),
400 E. Second Street, Bloomsburg

Public hearing on the gaps that exist in a rural area regarding transportation

PA Turnpike Commission
January 17, 2018 - 10:00 a.m.,
Turnpike Admin. Bldg
Large Board Room
700 S. Eisenhower Blvd.
3rd Fl., Middletown
Commission Meeting.
For additional information:
(717) 831-7333

PA Public Utility Commission

January 18, 2018 - 10:00 a.m.
Commonwealth Keystone Building
Hearing Room 1
400 North St., Harrisburg
Public Meeting.
For additional information:
(717) 783-1740

SAVE THE DATE

2018 ANNUAL RAIL FREIGHT CONFERENCE

MAY 9 - 10, 2018
JOHNSTOWN, PA

Can Bridges Handle Weight of Platooning Trucks? Engineering Firm Wants to Know

WASHINGTON — While truck-to-truck communication, driver training and safety have advanced the effort to hasten platooning to market, another critical aspect is looming and just may cause this momentum to slow: the impact on infrastructure.



The relatively close distance that must be maintained between the vehicles in a platoon — in which a lead vehicle is electronically tethered to a vehicle or vehicles closely trailing — means a greater amount of weight concentrated on smaller-than-usual portions of the road. The potential effects of this weight distribution on the nation's roads must undergo intense study, researchers and engineers attending the National Academies of Sciences' annual Transportation Research Board conference here said Jan. 7, especially as it relates to potential damage to bridges.

With platooning expected to be one of the first applications of autonomous vehicles to reach commercial use, these questions need answers soon, they said.

"How do loads impact the physical plant? The deck, beams, joints, pavement are stressed by heavy vehicles moving closer and closer together," said Richard Dunne, director of structures at Michael Baker International.

He cited the example of four-lane bridges in which two sets of platoons could travel side by side, adding stress to the roadway. "Do you break the platoon on a bridge? We need the research to [tell us]," Dunne said.

Based in Pittsburgh, Michael Baker International is an engineering and consulting services firm. It also develops codes used by the American Association of State Highway and Transportation Officials to develop bridge ratings.

Truck platooning is similar to a truck convoy except that the platoon of two or more trucks is connected electronically through direct short range communications that bring the vehicles to within close following distance (approximately 30 feet), according to American Trucking Associations. The platooning process uses sensors to collect data that control a truck's braking system and speed. The technology makes use of a forward collision avoidance system and vehicle-to-vehicle communication to allow two trucks to travel close together, according to the federation.

Dunne, who presided over the TRB session "Truck Size and Weight: What You Need to Know," said more is to be learned about what platooning means for road damage as well as whether a universal standard should be set for traveling distance between vehicles in a way that ensures bridge spans can handle the added weight.

"We should be looking at what 10-feet- to 20-feet-platoon loads look like to the bridge," he said. "What's the number of truck-trains, and what's the span length?"

Can Bridges Handle Weight of Platooning Trucks? *Continued from Page 2*

The United States has 614,387 bridges — four out of 10 of which are 50 years old or older, with about 9% rated as structurally deficient in 2016, according to a report from the American Society of Civil Engineers. In its most recent report card, the group graded the nation's bridges with a C-plus and scored the nation's overall infrastructure a D-plus.

The researchers and engineers maintain that examining the influence of truck platooning on bridge performance in a pre-emptive manner will pay off, noting that such studies will allow state departments of transportation to avoid unanticipated consequences that could result, such as durability issues, increased maintenance and serviceability failures.

Michigan is one state paying close attention. Trucks there can carry as much as 164,000 pounds on 11 axles, Aarne Frobom, a legislative specialist in the Michigan Department of Transportation's Asset Management and Policy Division, told Transport Topics at the conference.

"We have a lot of specialized carriers who haul massive loads," he said, ticking off key commodities such as automotive powertrains, sugar beets, sheet steel and gasoline.

With so many valuable interests that feed its economy, the state sees the benefit of platooning.

In December, Michigan sanctioned automated motor vehicles and made an exception to its current required minimum following distance of 500 feet for commercial vehicles — removing a hurdle for truck platooning.

"We are committed to advancing safety and efficiency in commercial trucking operations and accelerating the economic benefits that result from improving the movement of goods," Kirk Steudle, director of MDOT, said in a joint statement with Peloton Technology, which has tested truck platoons in the state.

The law also requires that truck platoons allow access for other vehicles to move safely between platooning trucks. In addition, drivers holding a valid commercial driver license must be behind the wheel of every truck in a platoon.

Also, truckers must have a permit from MDOT and the Michigan State Police before vehicles are allowed to platoon on the state's roads, Frobom said.

Peloton demonstrated its platooning system in Michigan in September 2014. The company, which has dual headquarters in Lansing, Mich., and Mountain View, Calif., said it is preparing a general plan for platooning operations to submit to Michigan, and that 11 other states have approved testing.

IN THE NEWS

1/10/2018 *Progressive Railroading* - **Delaware-Lackawanna Railroad reports record carloads in 2017** http://www.progressiverailroading.com/short_lines_regionals/news/Delaware-Lackawanna-Railroad-reports-record-carloads-in-2017--53648

1/10/2018 *Progressive Railroading* - **Trump team meets with senators to discuss infrastructure priorities** http://www.progressiverailroading.com/federal_legislation_regulation/news/Trump-team-meets-with-senators-to-discuss-infrastructure-priorities--53644

1/08/2018 *Progressive Railroading* - **Trade groups urge Congress to advance federal infrastructure plan** http://www.progressiverailroading.com/federal_legislation_regulation/news/Trade-groups-urge-Congress-to-advance-federal-infrastructure-plan--53611

Norfolk Southern Railway assists in \$1 billion worth of industrial development

RAIL NEWS — Norfolk Southern Railway has assisted 75 customer facilities in locating or expanding operations along the Class I's rail lines in 2017.

The 54 new and 21 expanded facilities owned by NS customers represent an investment of \$1.1 billion by those customers. The investment is expected to create

nearly 2,000 new customer jobs in the railroad's service area and generate more than 147,000 carloads of new rail traffic, according to an NS press release.

"The strong industrial development activity in 2017 is an indication of renewed confidence on the part of industry and consumers, as well as continued demand for freight rail service," said Jason Reiner, assistant vice president of industrial development. "The results include a mix of manufacturing, energy, and foreign-trade related business, and we believe we have an encouraging pipeline for growth entering the new year."

NS works with state and local economic development authorities on projects that involve site location and infrastructure to connect customers to the Class I's rail system. NS provides free and confidential facility location services, including industrial park planning, site layout, track design and supply-chain analysis.

During the past 10 years, the NS Industrial Development Department has participated in the location or expansion of 922 facilities representing private investment of more than \$60 billion and creating nearly 41,000 direct new customer jobs in territory the railroad serves, NS officials said.



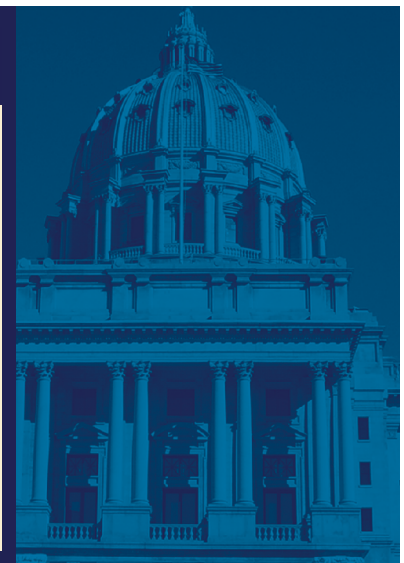
PENNSYLVANIA LEGISLATURE SESSION SCHEDULE

SENATE

JAN. 22, 23, 24, 29, 30, 31
 FEB. 5, 6, 7
 MAR. 19, 20, 21, 26, 27, 28
 APR. 16, 17, 18, 23, 24, 25, 30
 MAY 1, 2, 21, 22, 23
 JUN. 4, 5, 6, 11, 12, 13, 18, 19, 20, 25, 26, 27, 28, 29

HOUSE

JAN. 22, 23, 24
 FEB. 5, 6, 7
 MAR. 12, 13, 14
 APR. 9, 10, 11, 16, 17, 18, 30
 MAY 1, 2, 22, 23
 JUN. 4, 5, 6, 11, 12, 13, 18, 19, 20, 21, 25, 26, 27, 28, 29, 30



BILLS IN COMMITTEE

Senate Transportation Committee

House Bill 603 (Metzgar) An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in size, weight and load, further providing for maximum gross weight of vehicles. <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck>.

SB 880 (Langerholc) to Senate Transportation Committee. An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in size, weight and load, further providing for operation of certain combinations on interstate and certain other highways, repealing provisions relating to operation of motor homes on interstate and certain other highways and further providing for width of vehicles and for length of vehicles. <http://www.legis.state.pa.us/cfdocs/legis/PN/Public/btCheck>.

HB 1444 (Marshall) An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in fees, further providing for annual hauling permits; and, in size, weight and load, further providing for permit for movement during course of manufacture. <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck>. Currently in the Senate Transportation Committee.

Senate Consumer Protection and Prof. Licensure

SB 920 (Senator Rafferty) An Act amending Title 15 (Corporations and Unincorporated Associations) of the Pennsylvania Consolidated Statutes, in corporate powers, duties and safeguards, further providing for additional powers of certain public utility corporations. <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?sYear=2017&sInd=0&body=S&type=B&bn=0920>

Senate Judiciary Committee

Senate Bill 652 (Regan) An Act amending Title 18 (Crimes and Offenses) of the Pennsylvania Consolidated Statutes, in burglary and other criminal intrusion, further providing for the offense of criminal trespass. <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck>.

House Transportation Committee

House Bill 1357 (Hanna) An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in special stops required, further providing for obedience to signal indicating approach of train, for vehicles required to stop at railroad crossings and for moving heavy equipment at railroad grade crossings. <http://www.legis.state.pa.us/cfdocs/legis/PN/Public/btCheck>.

HB 1383 (Oberlander) – An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in fees, further providing for annual hauling permits; and, in size, weight and load, further providing for conditions of permits and security for damages and providing for permit for movement of commercial implements of husbandry and farm equipment. <http://www.legis.state.pa.us/cfdocs/billinfo/billinfo.cfm?syear=2017&sind=0&body=H&type=B&bn=1383>

HB 1585 (White) An Act amending Title 74 (Transportation) of the Pennsylvania Consolidated Statutes, providing for freight train crew requirement and imposing penalties. <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck>.

HB 1699 (Marshall) An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in size, weight and load, further providing for operation of certain combinations on interstate and certain other highways, repealing provisions relating to operation of motor homes on interstate and certain other highways and further providing for width of vehicles and for length of vehicles.

HB 1678 (Barrar) An Act amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in size, weight and load, further providing for limits on number of towed vehicles, for length of vehicles and for application to tow trucks.

HB 1731 (Conklin) Amends Title 75 (Vehicles), in size, weight and load, further providing for maximum gross weight of vehicles.