



Pennsylvania  
Department of Transportation

2026

# ANNUAL REPORT




Transportation Advisory Committee  
Pennsylvania Department of  
Transportation  
1/1/2026

*This page was left blank intentionally*

# TABLE OF CONTENTS

<b>A Message From The Chair</b> _____	<b>3</b>
About The Transportation Advisory Committee _____	4
Transportation Advisory Committee Membership _____	5
<b>Completed Studies Highlights</b> _____	<b>8</b>
Transportation and Land Use Implications of E-Commerce _____	8
Pennsylvania in Motion - Transportation Workforce Study _____	12



*Planning provides the vision to guide decisions and allocate resources to produce the outcome you desire.*

— Jody Holton, AICP, TAC Chair

### **A Message From The Chair:**

It is my honor to present you with the 2025 TAC Annual Report. In this report, you will read about the most recent TAC studies - Transportation and Land Use Implications of E-Commerce, and Pennsylvania in Motion - Transportation Workforce Study. Each study provides research and analysis on two significant trends - the increase in e-commerce and the waning transportation workforce. These studies look at the present and future needs of not just PennDOT, but of the transportation industry as a whole.

This year also saw lawmakers and PennDOT act on the recommendations in 2023's Expanding Truck Parking in Pennsylvania study with the addition of over 1,200 truck parking spots in 133 locations, leveraging existing Commonwealth property.

Maintaining and improving Pennsylvania's vast and diverse transportation can be difficult, but despite challenges my fellow committee members, staff, and I are excited and proud of what we have accomplished. I thank everyone personally for your time, commitment, dedication, and support over the past year.

I am honored to be in my ninth year as Chair of the TAC, and I am thankful for the contributions of each committee member, the Secretary, and PennDOT staff over these past years. As we move into 2026, I look forward to working alongside industry leaders, staff, and fellow committee members to identify and conduct impactful studies and make recommendations for improving transportation throughout Pennsylvania.



## **About The Transportation Advisory Committee**

### **MISSION**

To ensure Pennsylvania has the transportation infrastructure guidance to plan, develop, and maintain programs and technologies that will enhance current and future mobility, by advising and consulting the Pennsylvania State Transportation Commission (STC) and the Pennsylvania Secretary of Transportation on goals and allocation of available resources on behalf of all transportation modes.

### **VISION**

The TAC will operate and collaborate effectively to provide the most valuable, modern guidance to the STC and the Secretary on behalf of all transportation modes. The guidance offered by the TAC will lead to a safe and sustainable transportation system for present and future generations.

### **RESPONSIBILITIES**

The TAC may provide guidance to the STC and the Secretary of Transportation to determine the allocation of available resources between all transportation modes. The TAC may recommend and develop transportation related studies to inform the priorities of the STC with respect to the development of the 12-Year Transportation Program.

## Transportation Advisory Committee Membership

**Honorable Jody L. Holton, AICP, Chair**  
Assistant General Manager  
SEPTA

**Honorable Michael B. Carroll**  
Secretary  
PA Department of Transportation

**Honorable Stephen M. DeFrank**  
Chair  
PA Public Utility Commission

**Honorable Rick Siger**  
Secretary  
PA Department of Community and  
Economic Development

**Honorable Akbar Hossain**  
Director of Planning and Policy  
Office of the Governor

**Honorable Jessica Shirley**  
Secretary  
PA Department of Environmental  
Protection

**Honorable Russell Redding**  
Secretary  
PA Department of Agriculture

**Honorable Carrie Rowe**  
Acting Secretary  
PA Department of Education

**Honorable Wayne Langerholc, Jr.**  
Senate of Pennsylvania  
Majority Chair of Senate Transportation  
Comm.  
Alt: Nolan R. Ritchie

**Honorable Timothy P. Kearney**  
Senate of Pennsylvania  
Transportation Comm.  
Alt: Sam Arnold

**Honorable Ed Neilson**  
PA House of Rep.  
Majority Chair of House Transportation  
Comm.  
Alt: Kyle Wagonseller

**Honorable Kerry Benninghoff**  
Pa House of Rep. Minority Chair of  
House  
Transportation Comm.  
Alt: Jake Bausher

**Mr. Michael A. Carroll, P.E.**  
Office of Transportation and  
Infrastructure Systems  
City of Philadelphia

**Mr. Jeffrey Letwin**  
Saul Ewing, LLC  
Allegheny County

**Ms. Cathy Farrell**  
Montgomery County

**Mr. Richard Barcaskey**  
Executive Director, Constructors  
Association of Western Pennsylvania  
Allegheny County

**Mr. Mark Murawski, Vice Chair**  
Transportation Planner, Lycoming  
County

**Mr. John Pocius, P.E., PLS**  
LaBella Associates, Lackawanna  
County

**Mr. L. Ashley Porter, P.E.**  
Porter Consulting Engineers, P.C.  
Crawford County

**Mr. David Heath**  
BBP Solutions, LLC  
Cumberland County

**Mr. Robert Previdi**  
Policy Director, Save the Train  
Philadelphia County

**Mr. Alan Blahovec, CCTM**  
Executive Director, Westmoreland  
County Transit Authority  
Westmoreland County

**Mr. Jeff Mercadante**  
Pitt Ohio  
Allegheny County

**Mr. Ryan Mulvey**  
PhilaPort (The Port of Philadelphia)  
Bucks County

**Mr. Larry J. Nulton, Ph.D.**  
Nulton Aviation Services, Inc.  
Cambria County

**Ms. Rebecca Oyler**  
Pennsylvania Motor Truck Association  
Cumberland County

**Mr. Ron G. Wagenmann**  
Manager, Upper Merion Township  
(retired), Montgomery County

*This page was left blank intentionally*

## Completed Studies Highlights

In the year 2023, the TAC completed two studies: *Addressing Municipal Challenges to Participating in Competitive Transportation Grant Programs* and *Expanding Truck Parking in Pennsylvania*.

## Transportation and Land Use Implications of E-Commerce

The TAC approved the Transportation and Land Use Implications of E-Commerce study in February 2025.

### Study Purpose

Pennsylvania's Transportation Advisory Committee (TAC) conducted the Transportation and Land Use Implications of E-Commerce study to analyze the impacts of increasing trends of E-Commerce on Pennsylvania roadways and provide guidance to local governments who shoulder much of the burden.



This study has been organized to:

- Help PennDOT and its partners, including Pennsylvania's metropolitan planning organizations and rural planning organizations (MPOs/RPOs), understand the trends, issues, and opportunities associated with ecommerce. Establish a framework for evaluating potential locations for truck parking.
- Offer insight as to how PennDOT, its regional planning partners, and policymakers could adapt practices in light of shifts in transportation needs.
- Encourage state, regional, and local governments—along with the private sector—to collaborate to address transportation and land use challenges and opportunities amid ever-changing technology and trends.

This timely study was directed by a Task Force comprising TAC members, PennDOT staff, and other industry stakeholders. The Task Force was chaired by Mr. Sam Arnold, Policy Director for Senator Tim Kearney.

### *Study Findings*

#### Transportation Demand and Operations

- E-commerce trends, accelerated by the COVID-19 pandemic, have altered transportation demand in ways that need to be better understood.
- E-commerce seems to have a disproportionate impact on the local transportation system, while its overall impact on transportation across a regional scale appears to be minimal.
- E-commerce has implications for street operations and design, including in dense urban centers (e.g., double parking with congestion and safety risks).
- Few of the state's MPOs and RPOs have conducted specific studies or analyses related to e-commerce; however, many have regional freight plans and continue to monitor e-commerce.
- E-commerce facilities will likely require expanded public transportation access for workers.

#### Employment and Economic Development

- E-commerce generates substantial employment and economic benefits that need to be considered for balanced public policy affecting the industry.
- Warehousing and fulfillment center employment generally yields a greater economic benefit to regions than traditional retail employment.
- Major e-commerce companies pose competitive challenges for traditional small businesses and downtown vitality.

#### Land Use

- E-commerce has contributed to the decline of traditional retailing, the repurposing of malls and shopping centers, and increased development of fulfillment centers.

- Planning and zoning need to be modernized through a proactive, collaborative approach among public and private stakeholders.
- State government can provide general guidance and direction for local communities to plan for e-commerce facilities.

### Technology

- Lack of reliable broadband Internet access limits participation in e-commerce by small businesses and potential consumers in many rural areas.
- E-commerce is driving technological innovations.
- It is unknown how autonomous vehicles, personal delivery devices, and other vehicle technologies will impact the transportation system in terms of goods movement as technology advances and e-commerce grows.

### Data Needs

- The distinctions between traditional retail commerce and e-commerce are difficult to identify and measure, yet important to differentiate.
- Quantifying the various impacts and benefits of e-commerce would be a useful future assessment to help decision-makers and transportation professionals.

### Revenue

- The package delivery fee proposed by the 2021 Pennsylvania Transportation Revenue Options Commission (TROC) is a potential revenue source, yet is not a comprehensive solution to the pressing transportation funding problem.

### ***Recommendations:***

#### Transportation Planning, Infrastructure, and Services

1. Policymakers should consider a package delivery fee to fund needed transportation infrastructure improvements.
2. Work with MPO/RPO regions to develop regional freight plans that include intermodal strategies for goods movement and emerging e-commerce considerations at a local level.
3. Address the public transportation needs for e-commerce workforce access.

4. Develop a needs assessment for e-commerce related to transportation infrastructure (particularly for the local network)

#### Land Use and Local Government Support

5. Develop and promote the use of an e-commerce planning and development guidance handbook.
6. Municipalities should amend zoning regulations, including incorporating loading.

#### Public-Private Sector Collaboration

7. Pursue ongoing relationships with e-commerce providers, including engagement in appropriate forums.
8. Incorporate e-commerce as part of the statewide emphasis on truck parking accommodation and staging areas, including related public-private coordination.
9. Work with e-commerce retailers and industrial developers to identify opportunities for new e-commerce development in town centers to support existing and new business establishments.
10. Explore locating e-commerce fulfillment centers on airport properties (which typically have available land, road access, and revenue challenges)

#### Data Collection and Analysis

11. Implement post-development traffic data collection programs for industrial sites to quantify the changing characteristics of site operations and deliveries as e-commerce continues to evolve.
12. Analyze the impact of brick-and-mortar losses on various tax revenue streams in relation to e-commerce tax revenue gains.
13. Develop capabilities and tools for economic analysis for transportation planning.
14. Produce a quantitative analysis of the various impacts and benefits of e-commerce.

## Pennsylvania in Motion – Transportation Workforce Study

The TAC approved the Pennsylvania in Motion - Transportation Workforce Study in September 2025.

### Study Purpose

There was a time when transportation employers had a large pool of qualified applicants to fill job openings. Now, many positions such as bus drivers and truck drivers remain unfilled, impacting the movement of both people and goods in



Pennsylvania. Turnover is also high in many occupations, and a significant proportion of the dedicated workforce has reached or is approaching retirement age. At the same time, trends such as an increasing senior population and sustained growth in e-commerce increase the need for transportation workers to ensure that infrastructure and services can meet demand.

### Study Findings

The study findings confirm that the workforce challenges currently facing the transportation sector are serious and concerning. Stakeholders agree that if not addressed, the situation will worsen over the next five years. Many entities—public, private, and non-profit, including the Pennsylvania Department of Transportation (PennDOT)—have undertaken a range of successful initiatives to address aspects of the transportation workforce gap. Those efforts should continue. Achieving broader, more comprehensive results at the scale needed to address Pennsylvania’s transportation workforce challenges will require a Commonwealth-wide effort to foster further collaboration across transportation modes, state and local government, the private

sector, and other agencies, particularly those responsible for economic development and workforce.

***Recommendation***

Form a Transportation Workforce Collaboration Team comprised of public and private sector transportation employers to identify ways to maximize existing workforce programs to meet needs; and strategies to strengthen collaboration among workforce developmental partners. The team should build upon existing PennDOT initiatives but consider workforce development Commonwealth-wide.

PENNSYLVANIA STATE TRANSPORTATION ADVISORY COMMITTEE  
BUSINESS MEETING  
HARRISBURG, PENNSYLVANIA  
DECEMBER 10TH, 2025



*Please note that these minutes are not intended to capture every comment but to identify critical discussion points and highlights of the TAC business meetings.*

**CALL TO ORDER:**

A business meeting of the Transportation Advisory Committee (TAC) was called to order on Microsoft Teams at 10:01 a.m. on December 10, 2025.

**ROLL CALL:**

**Members Present on the Phone:**

1. Ms. Jody Holton
2. Honorable Akbar Hossain, Orlando Almonte, alternate
3. Honorable Stephen DeFrank, Rodney Bender, alternate
4. Honorable Carrie Rowe, John Kashatus, alternate
5. Honorable Jessica Shirley, Nathan Crawford, alternate
6. Honorable Russel Redding, Lisa Graybeal, alternate
7. Honorable Rick Siger, Melissa Wright, alternate
8. Honorable Wayne Langerholc, Nolan Ritchie, alternate
9. Honorable Timothy Kearney, Sam Arnold, alternate
10. Honorable Ed Neilson, Kyle Wagonseller, alternate
11. Mr. Jeffrey Letwin
12. Mr. Richard Barcaskey
13. Mr. John Pocius
14. Mr. Michael A. Carroll
15. Mr. Jeff Mercadante
16. Mr. Alan Blahovec
17. Dr. Larry Nulton
18. Mr. Ashley Porter
19. Mr. Mark Murawski
20. Mr. Martin Malone
21. Ms. Cathy Farrell
22. Ms. Rebecca Oyler
23. Mr. David Heath
24. Mr. Ryan Mulvey
25. Mr. Robert Previdi

## **Members Not Present**

1. Honorable Michael B. Carroll
2. Honorable Kerry Benninghoff
3. Mr. Ron Wagenmann

## **MINUTES:**

**ON A MOTION** by Mr. John Pocius, seconded by Ms. Cathy Farrell and unanimously approved, the Minutes of the October 22, 2025, TAC Business Meeting were accepted without changes.

## **PUBLIC COMMENT:**

None.

## **DEPARTMENT OF TRANSPORTATION UPDATE:**

### **Administration and Budget**

Deputy Secretary for Administration, Mr. Corey Pellington, gave an update.

Effective October 3, 2025, the United States Department of Transportation (USDOT) published an Interim Final Rule (IFR) requiring changes to the Disadvantaged Business Enterprise (DBE) and Airport Concessions DBE (ACDBE) programs. All recipients are required to comply.

PennDOT is reviewing the IFR. The IFR contains the elimination of presumptive categories, requires the reevaluation and recertification of all DBE firms, and temporarily suspends goals and goal counting during reevaluation.

PennDOT continues to promote small business programs. A pilot for microbusinesses is underway on mowing and groundskeeping contracts.

PennDOT maintains a vacancy rate under 3%. As of December 1, 2025, there are 252 temporary operators, and 48 mechanic positions vacant. Hiring is underway.

Ms. Jody Holton asked how many businesses in the DBE program are affected. Mr. Pellington said that all 2,400 businesses in the certification pool are affected. One thousand four hundred of those firms are Pennsylvania-based.

### **Driver and Vehicle Services**

Deputy Secretary for Driver and Vehicle Services (DVS), Ms. Kara Templeton, gave an update.

Real IDs are still being issued, currently at 34.4% uptake in Pennsylvania. On December 1, 2025, the Transportation Security Administration (TSA) announced a program called ConfirmID, which allows a 10-day travel window for \$45 for people without a Real ID product.

The IFR restricting non-domiciled people from obtaining a Commercial Driver License (CDL), which became effective at the end of September, has faced legal challenges and has been stayed by the Washington DC Circuit Court. Pennsylvania issuance remains paused.

In November 2025, the Federal Motor Carrier Safety Administration (FMCSA) issued a letter stating a preliminary finding in its annual review that Pennsylvania may not be in compliance with regulations. PennDOT is reviewing and formulating a response.

PennDOT participated in an information-gathering legislative hearing the previous day, along with the Department of Education, the Pennsylvania State Police, and others.

Wayne County has put forth an ordinance to participate in the Local Use Fee program, effective November 1, 2025.

The Road User Charge for electric vehicles has generated \$6 million in revenue.

Mr. Jeff Mercadante noted that the Hazmat endorsement that drivers are required to carry does not have an expiration date on the license or motor vehicle record. Ms. Templeton said that she would look into that and follow up.

Mr. Mark Murawski asked Ms. Rebecca Oyler if the Pennsylvania Motor Truck Association (PMTA) was weighing in on the Non-Domiciled CDL issue. Ms. Oyler said they had testified the previous day and that it is on the record. She noted that PMTA supports a federal CDL system.

Mr. Murawski asked about an issue with the Department of Homeland Security's (DHS) list of legal immigrants that states rely on. Ms. Templeton said that they do use the DHS's SAVE (Systematic Alien Verification for Entitlements) system, which allows state DMVs to validate people's lawful presence, and that they must trust that the information from DHS is up to date and accurate.

### **Highway Administration**

Deputy Secretary for Highway Administration, Ms. Christine Norris, gave an update.

Ms. Norris said that several winter events had already happened across the state, and PennDOT is prepared to direct resources to where they are needed.

The letting goal for 2025 is \$2.9 billion. PennDOT has let 466 projects to date and has achieved the letting goal, with one more letting the following day. Bids have been near estimates.

The 2025 program is one of the highest letting programs that PennDOT has ever had. The number of projects is fewer, but the projects have been larger and more expensive.

The letting goal for 2026 will be \$3.0 billion, plus the I-83 Harrisburg South Bridge project. The South Bridge project will be let in the Summer of 2026. The \$500 million federal grant for the project is still on track. If cash flow allows, more projects will be let.

Fatalities in 2025 are on track to be a record low year. The current record low year was 1,059 fatalities in 2019. Three priority areas from the Highway Safety Plan are lane departure crashes, impaired driving, and pedestrian safety. Areas that may increase include bicyclist fatalities, aggressive driving, and fatalities in young-driver crashes. Unrestrained fatalities have decreased slightly since 2021 and remain an area of focus.

The Automated Speed Enforcement (ASE) program has been a success in lowering work zone speeds and reducing crashes.

Mr. Pocius asked whether there were any statistics on how many citations had been issued through the ASE program. Ms. Norris said she did not but would follow up.

### **Planning**

Deputy Secretary for Planning, Ms. Kristin Mulkerin, gave an update.

The federal continuing resolution provided a third of the expected obligation authority for Federal Fiscal Year 2026. 2026 is the final year of the Infrastructure Investment and Jobs Act (IIJA). PennDOT will continue to monitor both issues.

The 2027 program is well underway, with the draft fiscally constrained Transportation Improvement Programs due from regional Metropolitan and Rural Planning Organizations (MPOs and RPOs) at the end of the year. Reviews will begin early next year, followed by public comment periods in April through June and adoption in August 2026.

Submissions for the Transportation Alternatives Set Aside (TASA) ended in October 2025. Those applications are being reviewed. Award announcements are expected in Spring 2026.

The [2024 Highway Statistics Report](#), PUB 600, is available on the website.

PennDOT is working to advance agreements on several IIJA grants, one of which is the Wildlife Crossing Strategic Planning Analysis Tool.

### **TAC Study Topic Discussion:**

Ms. Holton submitted a study topic entitled “Consensus-Building Toward Transportation Funding Solutions in Pennsylvania”, using the Local Use Fee as a positive example. She noted the importance of infrastructure to the economy, and that there are still significant funding needs across the board.

Mr. Murawski added that the study was initially put forward in early 2025 but was held back due to concerns that it would not keep pace with the active discussions in the Legislature. He said that no significant progress was made during those discussions and urged that the study not be delayed further.

Mr. Alan Blahovec said the Pennsylvania Public Transit Association would support the study. He noted the importance of finding funding gaps.

Mr. Pocius said that funding has been a primary issue in his 52-year experience and supports moving forward with the study.

Ms. Rebecca Oyler said she supports the study, but it only presents one side of the issue. She stated that there should be an impact assessment of the effects of the additional taxes, and that trucking already pays 34% of transportation taxes, and Pennsylvania is the 5<sup>th</sup> most expensive state to drive a truck in. Many trucking companies moved operations out of Pennsylvania after Act 89. She also noted that cost-saving measures, regulatory reform, or permitting improvements may also increase available funds.

Mr. David Heath said that there should be clarity that this is not an audit or comprehensive review, but to define and focus on deliverables. There are already studies on new revenues, and the study should avoid scope creep.

Mr. Bob Previdi announced his support for the study.

Ms. Cathy Farrell stressed the need to complete the study by 2027 to be available for the next legislature and announced her support.

Ms. Mulkerin said that the study would need significant focus to be impactful. Many groups have provided studies over the years. The previous three years of governors' budgets have included a request to move multimodal transportation forward, and that advocacy is already happening. Regarding economic impacts, the Freight Plan had done some work there, but it could be expanded.

Mr. Murawski asked if, instead of a traditional study, the TAC could wait and see what the Legislature is struggling with, and report on that issue. Ms. Mulkerin said that there would be significant administrative challenges to taking that approach.

Mr. Sam Arnold said he was not sure there would be much appetite to rekindle the issue in 2026, especially with the governor proposing a two-year window for discussion, and that this is a good time for this study to occur.

Ms. Cathy Farrell suggested a phased approach, and asked Ms. Holton to come back to the TAC at the next meeting with what could be done in a year timeframe. Mr. Heath agreed and noted the importance of including the easily attainable deliverables and tactics in the report and of emphasizing the good work that has already been done.

Ms. Holton agreed. The vote will be held at the next meeting when the scope is more established.

Ms. Farrell asked if the TAC could vote electronically. Mr. Mark Tobin said that the bylaws don't specify, and there would have to be an update to allow that.

Mr. Murawski said that MPOs vote electronically, and those votes are then reaffirmed at the next public meeting. Mr. Tobin said that they would have that written into their bylaws.

Ms. Holton said that electronic voting may save a month of time but stressed the importance of voting in the public forum for transparency and discussion.

The study topic on Commercial Drivers Licenses for Non-Domiciled Employees was withdrawn.

Mr. Kashatus submitted the study topic Zipper Merge in Work Zones. He said that there is frequent frustration with delays in work zones. A study could determine why and look at ways to educate the public.

Mr. Pocius said it was a good topic, noting that Pennsylvania seems to have more signage than other states in his experience. He supports the study topic at a later date.

Ms. Mulkerin said that there have been several studies on the zipper merge by different organizations, and it has been determined effective, but the challenge is changing driver behavior. She recommended the topic be a white paper, or a change in scope if it is to be a larger study.

### **Long-Range Transportation Plan Mid-Update Progress Report**

Mr. Matthew Long, from PennDOT's Center for Program Development and Management, gave an update on the Long-Range Transportation Plan (LRTP).

Mr. Long said that the LRTP is a 20-year vision of the desired growth of communities, cities, and the Commonwealth. Most of the focus is on roads and bridges, but multimodal transportation is an important part. The LRTP works in conjunction with the Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP), and 12-Year Program (TYP). The current LRTP, released in 2022, provides a vision to 2045. Even in those few years, many changes have taken place.

Mr. Long gave a brief overview of several initiatives that affect or are a part of the LRTP, including the Strategic Highway Safety Plan, Building Better Bus Stops, disability access in Advancing PA Rail, a flood risk study, local bridge bundling in Asset Management, and the Transportation Performance Report.

### **12-Year Program Response App**

Mr. Dan Keane from the Center for Program Development and Management gave a presentation on the new 12-Year Program Response App.

The 12-Year Program (TYP) is PennDOT's mid-range planning tool and is unique to Pennsylvania. It is updated every two years. The 2025 TYP Public Comment Period (PCP) ran from March 3 to April 30, 2025. The PCP survey contained a mapping component, allowing users to place specific concerns on a map. The PCP received 3,710 mapped issues.

The 2025 TYP public outreach cycle marked the beginning of a concentrated focus on tracking public input, acknowledging, and responding to comments received during the Public Comment Period. To do this, an internal application was developed to ensure that each mapped issue is

triaged and responded to. The app was developed with input from the MPOs, RPOs, and Districts, with the intent on reducing duplication of work while ensuring each issue is tracked.

Mr. Keane showed the TAC the app and dashboard, and gave examples of how types of comments would be triaged, and noting places for improvement to the app for the next TYP.

Next steps are to review final responses, and then post the responses on the TalkPATransportation.com website for the public to read.

Ms. Cathy Farrell asked there were any changes in trends. Mr. Keane said that some mode shift changed during COVID, but it had reverted to pre-COVID statuses, such as a preference for walking and biking over car travel. He directed her towards the TalkPATransportation.com website to view the comparison summaries from the previous cycle to the current outreach cycle for more detailed analysis.

### **Study Implementation Updates**

Mr. Nolan Ritchie thanked PennDOT for their efforts in adding truck parking. He said his first TAC meeting was in 2007, when the original truck parking study was adopted, and applauded Secretary Carroll's action in adding 1,200 truck parking spaces.

### **MEMBER UPDATES:**

Mr. Pocius noted the passing of the District 4 Executive, Rich Roman. He spoke of Mr. Roman's positive demeanor, dedication, and professionalism, and said that he enhanced the transportation program in his district and statewide.

Mr. David Heath said that because of the TAC's Pennsylvania Aviation System Strategic Plan study, the Aviation Investment and Reform Act is being sponsored by industry groups and is based on the TAC study's efforts.

### **OTHER BUSINESS:**

None.

### **Adjournment**

Ms. Holton announced that the dates for the TAC in 2026 would be February 2, April 8, July 15, October 21, and December 9.

**ON A MOTION** by Mr. Pocius, seconded by Mr. Kashatus, and unanimously approved, the TAC meeting was adjourned at 12:00 p.m.

### **Follow-ups**

Statistics from the ASE program will be included in the February meeting's Highway Admin report.

The Bureau of Licensing staff reached out to Mr. Mercadante regarding HAZMAT endorsement expiration dates. The Bureau agreed with the suggestion, but the upgrade would require information system work to complete. A request was sent to the information technology team for scoping and scheduling.

Regarding the question on electronic voting, this response was given by the Office of Chief Counsel:

“The Sunshine Act requires votes to be publicly cast and, in the case of roll call votes, recorded. The Act does not specify the method of voting, however, since the voting must be public, it follows that voting should only take place during publicly-held meetings, which are advertised via notice. If there are unofficial meetings taking place, it holds that no voting on policy matters should be taking place during these meetings, electronic or otherwise.”

“Based the TAC and STC bylaws, votes are cast at public meetings according to Robert’s Rules of Order. Voting by email then is prohibited pursuant to the bylaws since they prescribe voting only be done by Voice method or Roll Call method. This would include all meetings that have a voting quorum. The bylaws are consistent with the Sunshine Act’s requirements that votes at a public meeting must be cast publicly.”