

<p><b>October 1 &amp; 2, 2007</b></p> <p><b>Colorado Springs, CO</b></p>	<p><b>WASHTO</b></p> <p><b>Committee on Highway Transport</b></p>
<p>Meeting called by: WASHTO Committee</p>	<p>Facilitator: Richard Clasby, Committee Chairman, Utah Department of Transportation.</p>
<p><b>Item: Welcome</b></p>	
<p>Discussion:</p>	<p>Rick Clasby welcomed the group to Colorado Springs and thanked Colorado for hosting this event. Rick asked for introductions. A list of attendees is attached at the end of this report. Rick turned the time over to Teresa Lawser who welcomed everyone and introduced the Keynote speaker, Roxy Huber, Executive Director of the Colorado Department of Revenue.</p> <p>Roxy Huber is the new Port Of Entry Director. Ms Huber welcomed everyone to Colorado and appreciates WASHTO's efforts for uniformity and working together. The Ports in CO have replaced some buildings and now have internet access and are excited to implement on-line permitting. They are opening up the Bijou Street Bridge, which has been closed for construction. They are trying to educate the public and the ones who make the decisions. These are decision on slicing up the money, fees and fines. Invited everyone to tour the state this fall and enjoy the view.</p> <p>Rick said Utah has enjoyed the collaboration between Utah and Colorado. Communication between states is critical for success.</p>
<p><b>Item: Western Regional Agreements: Group Discussion</b></p>	
<p>Discussion:</p>	<p>Rick Clasby led a discussion on the Western Regional Agreements. A problem with the Western Region permits (WRP) came up in the last meeting which was ID would not be issuing the WRPs anymore because of a lack of manpower. There was some alarm so Utah looked into having Comdata issue Utah's WRP. We were also interested in having them issue most of the WRP and Utah's system could issue all the permits for all the states. It seemed there was a great deal of interest, but some states contacted him later that there was some legal hesitancy to do this. Jim Wright, WA, said that he excited to use Comdata but their legal people said a 3<sup>rd</sup> party can't issue the permits. There is some confusion and he would like some help from this group. The legal people are saying there is a difference between agents and a 3<sup>rd</sup> party. It looks like we have to have a legal agreement between Comdata and each participating state. Rick said there is one of two ways to do it. Where do we go from here? Should we look at the draft and give states assignments to go back and get signed off on doing this. Utah's new permit system will have the capability for the WRP without a fee being charged to Utah. Teresa Lawser, CO, said we need a defined list of states who are signed off on this. The WRP group can see where states are and find out what their barriers are. We need to know where every state stands. Rick said that his assignment was to talk to MHTA to see if they would help us (WRP, pilot car uniformity, other uniformity). They do seem to be a tool we can use to help us.</p> <p>Teresa Lawser reported that she e-mailed Michelle Teel in MO the WRP language and CO law. She will put it back on her to do list. MO is not going to issue SASHTO regional permits so they may not be interest in the WASHTO permits either. Industry said the WRP's are a great permit to have but they can't get them anymore. Rick is concerned that we are loosing the permits. Many loads aren't using it because the envelope doesn't fit the load.</p> <p>Route survey form-standardized format. Come up with form that can be used for all states will use Texas form as a template.</p>
<p>Action Item:</p>	<p>Find out which states are allowed to use Comdata to issue WRP.</p>

	<p>Teresa Lawser will find out from MO if they are looking at joining WASHTO</p> <p>Route survey form-standardized format. Come up with form that can be used for all states will use Texas form as a template.</p>
<b>Item: WASHTO/COHT Website Update and Demo</b>	
Discussion:	<p>Carol Davis, TX, gave an update and demonstration on the WASHTO/COHT website. The web purpose and goal is to support committee activities at all levels, educate and communicate and provide a “one-stop shop” for committee information, priorities, contacts, etc. This will help our associates to know what we are accomplishing. The web site has contact information, publications and committee lists. The web pages will evolve over time and will rely on members for content ideas and updates. The update process will be routing content to TxDOT, which is the host state. Approval of non-routine content will be sent to Rick Clasby for approval. Updates can be sent to <a href="mailto:cdavis1@dot.state.tx.us">cdavis1@dot.state.tx.us</a>. Doug Ball brought up that there might be a need for federal information. Rick said there is a linking capability to link to what we need. The Guide is on but we need to get the Bylaws on it. We may need to determine what is routine information that doesn’t need approval or has already gotten approval. Rick could decide what goes on other than routine information. Rick said he appreciates Texas getting it up and running so quickly. He assigned Leanna’s group to discuss content for the web site. A link was suggested to the Best Practices Guide to FMCSA. This could include restriction maps, construction lists, etc.</p>
Action Item:	<p>The Strategic Direction sub committee will discuss items that don’t need to be approved by Rick to go on the web site. Carol’s group will get links set up to Federal web sites and to the Tow Truck Best Practices Guide.</p>
<b>Item: Unified Carrier Registration (UCR) Update</b>	
Discussion:	<p>Adam Anderson gave an update on the Unified Carrier Registration (UCR). Utah was waiting for the national web site, which is a self-registration system. TX and Indiana have made up the program. Non-participating states can pick out a state that participates. After developing the system they realized that they had to set up a different web site for states employees to use that is different than the customers. The system does the accounting too. The industry perspective-everyone is treated the same, whether you are private or for hire. Registrants are required to pay fees and submit annual information on their company. The fees and information are filed in the registrant’s base state, a national or regional web based system housed by Indiana. The web sites are <a href="http://www.ucr.in.gov">www.ucr.in.gov</a> and <a href="http://www.ucr.in.gov/state.html">www.ucr.in.gov/state.html</a>. The states that aren’t participating in the IN web site need to update daily if they build their own system and bridge to FMCSA. The information is on L&amp;I in SAFER for right now. The system is now up and going and except for a few bugs is working great. Right now it looks like there won’t be enforcement but by the first of 2008 that will probably change.</p> <p>Adam did a demo on Utah’s new permitting system.</p>
<b>Item: New Generation Tires</b>	
Discussion:	<p>Leanna Emmer, ND, led a discussion on jurisdiction regarding research organization recommendations on wide based tires. At the last conference one of the tasks assigned was a request from the new wide generation tire manufacturers. They provided reports on the impact on the pavement. The Committee took the reports back to the states and had their DOT’s look at the reports. Some of the concerns expressed by state engineers were bridge safety and impact on infrastructure, blow outs, etc. Group members brought their findings to this meeting. States were asked for their input.</p> <p>Comments from:  Larry Gangl, ND Engineer, took the information to their DOT’s pavement people. The bridge people didn’t have any concerns but the materials and pavement people are concerned with the asphalt. AK said they haven’t heard from their people, there’s been a change over in personnel. They will report on it when they find out. Dick Yeoman, NV says they are not sure. By statute they are at 600 lbs but only 500 on a steering axle and are probably two years away from having this addressed in legislative change. Their engineers haven’t reported back to him.</p> <p>ID and Utah are allowing 600 lbs. for legal vehicles. SD said they sent it to their research</p>

	<p>department to see if there would be damage to pavement. It would take a legislative change for them to allow the 600 lbs. They suggest a research project for MHT to look into the problems. NM is currently at 600 lbs.</p> <p>Rick suggested we compile research on these findings and engage the engineering group when they meet to discuss this. We should also gather data and put together a matrix listing the issues. Jim Wright said to be specific in listing what our needs are. We need to know what questions to ask our states engineers and be very specific. Ed asked for some information on safety too. Stan Lew, Michelin Tires, showed some slides on the New Generation Wide Base Single Truck Tire. This information was shown at the WASHTO Fall highway transportation Conference-NGWBS Update</p>
Action Item:	Action item: Leanna will put together with specific questions to take to state engineers. The survey and report/studies on new generation wide base tire impact will be sent to WASHTO members to give to their engineers.
<b>Item: TransXML</b>	
Discussion:	<p>John Bennett from T-Chek talked about better communication between motor carriers and industry. T-Chek systems company does fuel cards, meter cards, licensing and auditing. They do OS/OW permits. Their company is interacting with state OS/OW systems. Online permitting systems have varying levels of automation, wide variety of business rules. Right now there is a lot of re-keying in data which makes for mistakes and are inefficient. The NCHRP report 576, looking for areas of research to help the industry. TransXML project was initiated to help facilitate communication between computer systems. XML (Extensible Markup Language) will make unique tags to facilitate communication across platforms. It was designed for transportation agencies for construction data, bid letting, roadway alignment data, bridge analysis data, commercial vehicle data, regulatory compliance, enforcement and communication with the motor carrier industry.</p> <p>The advantage of TransXML is for system security, transportation agencies to share information. Allows for two-way communication between the motor carrier and state OS/OW permitting agency. They need states to let them know of temporary restriction data so they can put it into a third party mapping system. Without routing data that is accurate they have problems with routes those OS/OW vehicles. Right now most of this information is in linear format. Nobody has before translated the data into a useable format. The TransXML is providing third party routing software to be used on the motor carrier side or the agency side. They are hoping the states will read the report and use it as a roadmap on how the information between industry and agency use existing standards and use CVIEW money to deploy this program.</p> <p>Implementing TransXML-There are CVISN grants currently available, states need to understand the requirements like business rules and permit types, routes. Need to understand TransXML objective like few applications needing attention, few mistakes, faster turn around and more control over the process. As states update their systems they would like them to consider using TransXML to put into their system. This is a new project, just started working with states. They have finished up a project with Illinois and Nebraska.</p>
Action Item:	
<b>Item: LCV Freeze</b>	
Discussion:	<p>Leanna Emmer, ND DOT, led a discussion on the LCV Freeze. She said Mark Berndt with Wilbur Smith Associates sent a letter to Rick Clasby. They have looked at changes in technology since the freeze and other items that might make an impact on their decision. The problem is that each state collects their data differently so there will be a lot of extra work to come up with data. Exposure analysis-how does WIM know what the difference is in the vehicles in looking at all crash data. <i>Handout attached</i>.. The question is asked how many states are interested to determine if we should go forward. We need to send the report to the right people in their states who have the authority to make the decision. Carol Davis said that there is a report out there that has some LCV data on it. She will find it and forward it to Leanna. This report will go back to the states officials who would then give it to Washington delegates. Utah supports this study, NM DPS says this is a NM DOT question but he does think the NM Trucking Association is interested. Teresa Lawser, CO said she will talk to their people. She</p>

	would like to see Leanna send out an e-mail and ask for a fast turn around. Jim Wright, WA said that he would like to be involved but he's not the one to authorize the money for the study. Leanne said the high cost is contacting the company's who have had crashes and see if an LCV was involved. NV is supportive of the study but needs to see about the money.
Action Item:	Participating states will find out who would make the decision in their State to participate in this study.
<b>Item: FHWA Interpretation on Non-Divisible Loads</b>	
Discussion:	<p>Doug Ball, SC&amp;RA gave a report on the FHWA Interpretation of Non-Divisible Loads. He reports there has been a lot of neglect in transportation and it appears there is going to be a change. It seems like our government is not that knowledgeable about the transportation needs of our country. There is an organization called ASSET pushing for 97,000 lbs. They have now joined forces of MIMC. Weights and congestion are becoming a big issue in Washington.</p> <p>Mr. Ball is relating information that has been given to him from the FMCSA. Code of Federal Regulations, 23 CFR 658.5, Interpretation of a non-divisible load or vehicle: "As used in this part, non-divisible means any load or vehicle exceeding applicable length or weight limits which, if separated into smaller loads or vehicles, would: compromise the intended use of the vehicle, i.e. Unable to perform...destroy the value of the load, require more than 8 work hours to dismantle."</p> <p>The letter from the Feds says that windmills are divisible because they come in disassembled. The answer was clear and is probably not going to change.</p> <p>States need to be uniform, economical, efficient and safe. These four elements are the main stay of the transportation arena. Lack of uniform in state requirements is one of the biggest roadblocks to the efficient movement of permitted loads. Equipment selection is one of the most important areas where lack of uniform regulations is felt.</p> <p>Discussion issues for industry-tandem weight allowance uniformity. Barrier states at 40,000 lbs. SC&amp;RA uniform policy goal is 46,000 lbs. tandem and 60,000 lbs. tridem. They are talking to some barrier states and seeing if they can increase their weight limits. Heavy haul permit restrictions, through WASHTO and participating states efforts, have realized some positive changes. We are still hoping AZ will get on board. This was an enormous positive change for industry.</p> <p>Continued Discussion issues for industry such as uniformity of pilot car requirements, weekend travel and night travel uniformity, shelf life of surveys, amendment to permits, length of permits (3 days vs. 5 day), permit requirements change notification, state permit disaster recover plan, feedback form state officials on industry issues.</p>
Handout(s):	<a href="#">Copy of letter attached.</a>
<b>Item: AASHTO/Pilot Car</b>	
Discussion:	Rick Clasby discussed the pilot car certification. Reciprocity is the biggest challenge. We have adopted language for uniformity of the Best Practices Guide. One of the challenges is to determine who is in authority. As SASHTO starts looking at their certification there isn't a certain point they can look at and say it meets the criteria. They are still drafting language for their guide.
<b>Item: Wind Turbine Projects</b>	
Discussion:	Ray Morgan gave a report on Wind Turbine Projects. Wind component shipments have increased 100% over the last three years. Site locations are expanding through the U.S. The demand for greater output per WTG (Wind Turbine Generator) is increasing. Size and weight of wind components has increased an average of 40% over the last five years. These wind farms are in remote areas, which cause physical limitations to get them on site. Have developed some trucks that can move it on the highways and into the remote areas. The key to success in wind transportation for the transporter is to develop and maintain a partnership circle between our customers and the state Department Of Transportation. Their company wants to have better

	communication with states. The dynamics of the wind projects today is to meet required delivers to pad site locations; daily delivery schedule is critical to keep WTG construction on schedule and delivery of one complete WTG per day. The transportation responsibilities in wind power are to safely transport the oversize/overweight cargo, be on time for product delivery and be on budget for the project delivered. This industry is only going to grow. They have projects lined up until 2010. They expect to grow 30% every year.
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**Item: Ports-to-Plains Trade Corridor**

Discussion:	<p>Joe Kiely gave a Power Point presentation on Anchoring the Great Plains International Corridor”. These three corridors start in TX to Denver, CO and then to Rapid City to ND to the border in MT. These three corridors are in high compression. There is a major change in trade patterns. The country has a good system for moving goods east and west but the north and south routes cause a lot of congestion and are difficult. They are trying to provide an alternative route, 4 lane divided, that would connect the north-south trade. Because seaports on the east and west coast are at capacity they are developing ports in the south and Mexico and in Canada. Texas is currently investing \$40 million in four lane expansion projects under construction. An additional \$275 million is programmed through 2014 for expansion projects. Another \$458 million is programmed form the same period for delivery routes along the Ports-to Plains Corridor. OK is currently focusing on the construction of the \$23 million Boise City delivering Route. Additional in FY09 another \$15 million is programmed to reconstruct 11.6 miles of existing two lane south of the OK/CO state line. Finally, ODOT has programmed \$6.3 million in FY07-08 for right-of-way acquisition and utility relocation for later expansion to four lanes. New Mexico has the most aggressive schedule of expanding for two to four lanes with 32.6 miles from Raton to Flayton in three segments under construction at a cost of \$54.5 million. The four final segments, totaling 48 miles, are scheduled for construction in 2007 to 2009 with an estimated cost of \$83.9 million. CO continues to upgrade US 287 as a super two highway to provide adequate capacity for the future and keep flexibility to expand to four-lane. Since 1995,CDOT has expended \$147 million upgrading 124 miles of US 287. Current projects include an 11.4-mile section at \$22.2 million and a bridge replacement at \$8 million. A third \$18 million will begin this fall between Kit Carson and Hugo.</p> <p>“Ports to Plains” is currently doing a rest stop study. There are now 10 publicly designated rest stops allowing truck parking. These public designated rest stops provide 114 truck parking spaces. Private truck stops provide an additional 2,197 truck parking spaces. By 2030 with expansion of the roadway and increasing internal and regional trade activity, an estimated 1,800 additional truck parking spaces will be needed. Looking at the increased job creation, will be over 17,000 jobs in Colorado which is \$2.4 billion earnings benefit. Throughout the whole corridor the increase in jobs will be 43,600 jobs and earnings will be \$4.5 billion.</p>
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**Tuesday,  
October 2, 2007**

**Item: Second day start-up**

Discussion:	Rick broke everyone out into their groups. The group convened after lunch
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**Item: Committee Assignment Discussions and Work Group Reports**

Discussion:	<p><b>Regional Permits-</b> Teresa Lawser-CO, Group Leader. States Committee: Michelle Teel-MO, Rick Clasby-UT, Todd Blish-OK, Ray Hutchinson-TX</p> <p>Route surveys-States are all different with no uniformity at all. We asked what the industry wants. They want to know what the states want and require. It is recommended that a reference to route surveys be made to Chapter #10 in the Guide with individual state requirements specified. Put a definition in the guide. Reference to appendix page, put in what every state is doing. Defer vote for now. Teresa will follow up for information from states and will collate the information for a handout at the next meeting for vote.</p> <p>Western Region Permits (WRP)-what is everyone doing? There are several systems that are working in different states who are using them. The three main issuers are UT. MO is interested in joining for size only. What changes are we interested in third party issuing permits? No changes at this point. Rick brought up that he’s going to do some programming in Utah’s system. We hesitate to change the Guide because the process is so lengthy. Utah is currently</p>
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	<p>designing the WRP in our new system, and we could go further and put in a portal into Utah's system so other states could access the system and issue the permits off Utah's system. The states could enter into contract with a vendor to sell the permits for them. This gets us away from the pass through, origin destination, etc. The approach on liability is that we feel the carrier bears the liability. The third person vendor would have to take on liability for their errors. This could be included in the agreement. He invites states to come to Utah and tell the programmers what they want.</p> <p>Action; survey, handout, follow-up with MO. Rick will looking into Utah permit system setting up so other states can use system.</p>
<p>Discussion:</p>	<p><b>Uniformity Discrepancies And Guide Maintenance-</b> Jim Wright-WA, Group Leader. State Committee: Barry Diseth-WA</p> <p><u>Tiller controls from rear escort car operator</u> Some states are seeing rear escort car operators performing duties of steering trailer with remote control devises while escorting the load. Committee discussion:</p> <ul style="list-style-type: none"> <li>• Rear escort must focus on escort duties without distraction</li> <li>• Tiller duties may require escort placement other than for escorting</li> <li>• Use a separate vehicle for remote tiller operation is needed</li> </ul> <p>The committee recommended additional language for WASHTO Guide:</p> <p>“Pilot/Escort operators will not perform tillerman duties while performing escorting services.”</p> <p>During committee reports, language was revised by Teresa Lawser and approved to be added to WASHTO Guide.</p> <p><u>Holiday Restrictions</u></p> <p>The committee met to discuss the Holiday Restrictions based on traffic patterns and the major holidays. An action item was to have states send in their states current holiday restrictions to Dick Yeoman for comparison with the agreed to restriction recommendation below.</p> <p>The subcommittee and full committee had lengthy discussions pertaining to the movement of OS/OW loads during holiday periods during its Fall meeting at Colorado Springs on October 1-2, 2007. The following guidelines/parameters met with general consensus:</p> <ol style="list-style-type: none"> <li>1. Six (6) holidays were identified for the application of OS/OW load restrictions: Memorial Day, Fourth of July, Labor Day, Thanksgiving, Christmas, and New Year's Day.</li> <li>2. For holidays occurring on a Monday (Memorial Day and Labor Day), movement of OS/OW loads will be restricted from Noon until Midnight on the previous Friday and from Noon until Midnight on Monday (the actual holiday).</li> <li>3. For Thanksgiving, movement of OS/OW loads will be restricted from Noon until Midnight on Wednesday the day before Thanksgiving. Any other period of restriction on the end of the Thanksgiving holiday period will be at the discretion of the individual state and will be based on traffic counts applicable to the state.</li> <li>4. There are three holidays that can occur on any day of the week, depending on the year. These holidays are the Fourth of July, Christmas, and New Year's Day. These holidays must be handled several different ways: (a.) If the holiday occurs on a Sunday or Monday, the same restrictions for Memorial Day and Labor Day would apply. The normal rule on holiday celebration is that if it occurs on Sunday, then Monday is also a holiday. (b.) If the holiday occurs on a Tuesday, Wednesday or Thursday, movement of OS/OW loads will be restricted from 6:00 AM until 9:00 PM on the actual holiday. (c.) If the holiday occurs on a Friday or Saturday, movement of OS/OW loads will be restricted from Noon until Midnight on the preceding Thursday and from Noon until Midnight on the following Sunday. Again, the normal rule on holiday celebration is that if it occurs on Saturday, then Friday is also a holiday.</li> </ol> <p>Please note that the guidelines presented above are a "strawman." Please provide me with your</p>

	<p>state's current holiday restrictions by October 19, 2007. I will develop a matrix of all the data and compare it with the strawman to see where the common ground exists. We may find that the strawman is either relatively close or needs to be adjusted. In either case, as I work through the analysis, I will keep you informed so that you can provide your input into the process. Once this process is complete and agreement achieved by the member states, this information will be submitted for inclusion in the WASHTO Guide.</p>
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Discussion:

Strategic Directions Sub Committee: **Leanna Emmer-ND, Group Leader. Committee:** Adam Anderson-UT; Ed Rodgers-SD; Carol Davis-TX; Larry Gangl-ND, Ron Cordova-NM, Greg Dineen-Greg Dineen & Associates, Richard Dungan-AZ Overdimensional Permit Council, Stan Lew-Michelan North America Inc, John Bennet, T-Chek

During breakout session, the Strategic Directions Group (SDG) continued discussions and work on tasks relating to the following items:

1. What website links could be added to the WASHTO Subcommittee on Highway Transport web page?
2. Compile questions for survey on new generation wide base tires to be sent to all WASHTO jurisdictions.
3. Discussed critical points to be made in a letter to department of transportation directors in an effort to get their support to have a study done on the Safety Performance of Longer Combination Vehicles (LCV) in the WASHTO States.

**LINKS TO SUBCOMMITTEE ON HIGHWAY TRANSPORT WEBSITE**

The SDG recommended adding the following links to the Subcommittees' website: each state's automated permitting website and each state's travel restrictions for over dimensional and overweight vehicle and load movements. Carol Davis will be contacting jurisdictions for this information. Recommendation was also made to add the Best Practices Guide.

We also had a discussion on providing state construction reports on the WASHTO link. Presently each jurisdiction's IT section sets up it construction report using whatever format. This can be cumbersome for states trying to issue a regional permit. John Bennet with T-Chek suggested each state should look at possibly setting up construction reports in a XY format. This would allow a user to more easily find width or height or length restrictions in place. Apparently there may be federal dollars available to do this.

The group compiled questions for a survey on possibly rewriting construction reports programs in a XY format. Adam Anderson will conduct the survey and will bring the results to the next conference.

John Bennet will do a demonstration utilizing the XY format at the next conference. He will check into what funding is available through CVISN to rewrite this programming.

**WIDE BASE TIRES**

Earlier in the conference, Leanna had asked state officials from the Strategic Directions Group to provide recommendations from their DOT research people on allowing up to 600 pounds per inch width of tire on the new generation wide base tire. Each group member had been given reports and research done by several sources on the bridge and highway infrastructure impact when allowing 600 pounds per inch width of tire. States brought back the following: already allow 600 pounds per inch width of tire on wide base tires, would require statutory change which would not occur for a couple of years, would allow 550 pounds per inch width of tire, and would need to do further research. Ed Rodgers said SD would take the lead to do a study on this issue.

It was decided all WASHTO state officials needed copies of the reports to take back to their research people. The strategic directions group compiled questions for a survey on the new generation wide base tires and allowing up to 600 pounds per inch width of tire (min. tire width - 15").

Ed Rodgers will conduct the survey and bring the results to the next conference. Reports from various sources, on the impact of wide base tires at 600 pounds per inch width of tire on the highway infrastructure, will be sent along with the survey. Should WASHTO officials be in favor of a pool-funded study, SD would take the lead.

Stan Lew will be sending a CD with a report of wide base tire impact on pavement and structures at 600 pounds per inch width of tire. He will also provide state officials with a matrix showing when and if the new generation wide base tire is presently allowed in WASHTO states.

	<p><b>LIFTING LONGER COMBINATION FREEZE</b></p> <p>The group was assigned the task of putting thoughts together for a letter to be sent out to all Department of Transportation directors asking for their support to have a pool funded study done on safety performance of LCV's (longer combination vehicles) in the WASHTO states. The cost of a study, assuming all 18 states participate, is \$450,000. Each state would contribute \$25,000.</p> <p>To have this study done would provide opportunity for future decisions. Information would be there for future opportunities. The intent is to provide uniformity for at least one LCV configuration traveling in the western region. It would allow states to optimize the efficiencies of our transportation system, specifically the interstate system where major dollars are spent. The volume of truck traffic is projected to double within the next ten years. Allowing a higher gross vehicle weight could help with truck congestion as well as reduce the disparity between rail container weights and LCV weights. A higher GVW would make the U.S. more economically competitive with adjacent countries and overseas.</p> <p>One of the questions that came up was; do we have to do an RFP to do this study? Norm with Oklahoma will read the WASHTO bylaws. Leanna will contact Norm to get his legal perspective.</p> <p>Carol Davis said she thought there was a National Cooperative Highway Research Program (NCHRP) in the works. In this program she thought they were looking at what Canada did in their research that lead to the success in allowing LCV's. Carol will get a copy of the NCHRP to review it.</p> <p>Leanna will ask Mark Berndt with Wilbur &amp; Associates, who put together the proposal for a study on LCV safety performance in WASHTO states, if previous requests have been submitted to FHWA and what didn't work in previous studies. She will also visit with him on the issue of highway damage.</p>
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<b>Item: State Reports</b>	
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<p>Discussion:</p>	<p><b>UT-Adam Anderson</b></p> <p>The new web permit system was brought on line for the new motor carrier website. You can also download the new Motor Carrier Guide which has rules, rates, fees, etc. New online permitting started about mid May. Public now has full access. About 50% of permits are being issued off this. It's been very successful. Have a Truck Smart Program, which is going to different venues like schools, fairs, and safety workshops. Increased our CMV seat belt compliance to 64% in Utah. Also advertising the Drive To Stay Alive program. UDOT made some improvements with warning signs on SR-6 and we've gone from three rollovers a month to none since the signs were installed.</p> <p><b>CO-Teresa Lawser</b></p> <p>Changes in the chain law-in the past we have not required that truckers have chains but now it has been changed that truckers must carry chain from MP 163 to MP 259 (I-70 corridor). Fines will be imposed. They have adopted Utah's pilot escort rules and new certification program. These new rules are on their web site. <a href="http://www.dot.state.co.us">www.dot.state.co.us</a>. Building new ports and getting some mobile ports. They have a new director, Kristie Nixon.</p> <p><b>ND-Leanna Emmer</b></p> <p>ND is trying to come into sync with WA to travel restrictions. They are putting oversize permits on line. Larry Gangle, ND District Engineer, adds that his agency is to get WRP on line as a pass through state, but they are going to try and work with Rick and get it set up.</p> <p><b>AK-Rex Young</b></p> <p>AK is updating regulations. Cleaning up language like front overhangs. They will now only allow a 3-foot allowance on the front. They are doubling permit fees on oversize, combination, etc. They will no longer charge an engineering fee on superloads.</p>
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	<p><b>WA- Jim Wright</b>  WA is working on truck parking and expanding the parking areas they have now. They are looking at most needed areas. They are doing a study on what areas really need it. Using the trucking industry with design area where proposed sites for round-abouts are being looked at and it has helped stop some of those. Not much going on proposed legislature. They have changed some lengths and 18' flag. The State adopted the 400 lb weight for auxiliary powered units. They want to change envelope size. To get a CDL you need to take a certified class now. Licensing for CMV is going to be tied to bad safety ratings. If a carrier falls into a bad rating category it will be revoked until they have a safety audit. With expanded CVISN they will be tied into permitting loads.</p> <p><b>TX-Carol Davis</b>  They next WASHTO meeting will be in San Antonio on March 5-6. TX had another record-breaking year in issuing permits. August was a record-breaking month and issued 54,000 permits. They were able to get permit fees increased and 25 new employees for permitting and enforcement. They are working on enforcement rules right now. They are working on an on-line routing system that should be done in about 18 months. Doing a lot of out reach efforts to educate the public on needed money for roads. Going through a data consolidation process throughout the state. TxDOT is coming under a sunset review to determine if their organization is needed.</p> <p><b>NM-Louisa Paiz</b>  They are looking at allowing holiday movement for loads. Making changes to title 18, Administrative Code. Coming into compliance with CVSA on the 18" flags on oversize loads. NM has a continuous movement permit up to 12' wide, 120 feet long, which makes it so the load can move on Sunday. It has to be requested. Internet permitting will go live in the next 60 days for all carriers and third party permit services.</p> <p><b>NM-Ron Cordova-</b>  NM became compliant with Title 23 this past year for size and weight certification. What is significant about this is that they will have an electronic permit. HB 15 put in the statute about oil field equipment OS/OW. It will be more lenient on non-federal highways. They have done away with state police escorts. You can now use private pilots.</p> <p><b>WY-Lorrie Sopko</b>  Russ has moved and the permit office has a new employee. Joint Port of Entry in MT that will start enforcement effective October 1. WY is interested in coming up with an agreement with CO around the base area across from Craig. This is a very heavily traveled area because of the oil fields. On hold for the WASHTO permits. Developing their own online permitting system but it is on hold right now. Have new rules and regulations book out and updated. Contact Lorrie if you want one.</p> <p><b>Nevada-Dick</b>  NV is upgrading permitting system. Working on some additions and corrections. Got an extended CVISN grant to work on their permit system. Have a new advisory council that advises NvDOT. Made up of cities and counties down by Las Vegas. Updating website with more current information. Will have trucker's handbook, maps and resource materials on the website. He will be proposing that they add US95 on the WRP.</p>
<b>Next Meeting:</b>	March 5-6, 2008 in San Antonio, TX

Meeting was adjourned at 1:30 p.m.

**WASHTO/COHT Attendance List  
Colorado Springs, CO**

**October 1-2, 2007**

Paid	Org	First Name	Last Name	Title	Company	Address1	City	Sta te	Zip	E-Mail	Phone #
pd	State	Susan	Adkison	Permit Supervisor	AK-Divison of MSCVE	11900 Industry Way bldg M ste 2	Anchorage	AK	99515	<a href="mailto:susan.adkison@alaska.gov">susan.adkison@alaska.gov</a>	907-365-1203
pd	State	Adam	Anderson	MCD Trainer	UDOT	4501 S 2700 W	Salt Lake City	UT	84119	<a href="mailto:adamanderson@utah.gov">adamanderson@utah.gov</a>	801-965-4588
pd	Industry	Douglas	Ball	Vice President	SC&RA	2750 Prosperity Ave S620	Fairfax	VA	22031-4312	<a href="mailto:Dball@scranet.org">Dball@scranet.org</a>	703-698-0291
pd	Industry	John	Bennet	Gov Relations Mngr	T-Chek Systems	3832 Cumnor Rd	Downers Gro	IL	60515	<a href="mailto:john.bennet@tchek.com">john.bennet@tchek.com</a>	866-796-2435
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pd	Industry	Rob	Bluemke	Compliance Project Manager	T-Chek Systems, Inc	14800 Charlson Rd Ste 100	Eden Prairie	MN	55347-5046	<a href="mailto:bluerob@chrobinson.com">bluerob@chrobinson.com</a>	612-801-9686
pd	Industry	David	Buhl	Director	T-Chek Systems	14800 Charlson Rd	Eden Prairie	MN		<a href="mailto:david.buhl@tchek.com">david.buhl@tchek.com</a>	952-683-4700
pd	State	Teresa	Carrillo	CVO Manager	Colorado DOT-Permit Office	4201 E Arkansas Ave Ste 290	Denver	CO	80222	<a href="mailto:teresa.carrillo@dot.state.co.us">teresa.carrillo@dot.state.co.us</a>	303-757-9716
pd	Committee Chairman	Rick	Clasby	MCD Director	UDOT	4501 S 2700 W	Salt Lake City	UT	84119	<a href="mailto:rclasby@utah.gov">rclasby@utah.gov</a>	801-253-4156
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pd	State	Sonja	Pullar	Asst. Program Manager	WA DOT	PO Box 47367	Olympia	WA	98504	<a href="mailto:pullars@wsdot.wa.gov">pullars@wsdot.wa.gov</a>	360-704-6343
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pd	Industry	Paul	DeLong	President	Paul DeLong Heavy Haul	PO Box 750809	Las Vegas	NV	89136	<a href="mailto:delonghvyhaul@msn.com">delonghvyhaul@msn.com</a>	702-644-3868
pd	Industry	Greg	Dineen	President	Greg Dineen & Assoc	PO Box 2040	Wrightwood	CA	92397	<a href="mailto:greodineen@h-e-r-o.org">greodineen@h-e-r-o.org</a>	909-996-2188
pd	Industry	Richard	Dungan	Chair ODP	AZ Trucking Assoc	4714 E Shangri La Rd	Phoneix	AZ	85028	<a href="mailto:richarddungan@goodtruckstop.com">richarddungan@goodtruckstop.com</a>	602-757-0938
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