

<p>March 7-8, 2006 St. Louis, Missouri</p>	<p>WASHTO Committee on Highway Transport</p>
<p>Meeting called by: WASHTO Committee</p>	<p>Facilitator: Rick Clasby, Committee Chairman, Utah DOT</p>
<p>Item: Welcome</p>	
<p>Discussion:</p>	<p>Rick Clasby welcomed everyone to the meeting and asked for introductions from the group. He introduced, Doug Ball, SC&RA Vice President, who welcomed everyone to St. Louis.</p> <p>Mr. Ball made welcoming remarks to the state officials and mentioned he was glad to see that the states are maintaining dialog between themselves and the industry. He invited everyone to a reception Thursday and Friday night.</p> <p>Mr. Ball also talked about the major lobbying being done by the industry for an increase in weight and size of loads. He feels that we need more uniformity and dialog between the states.</p> <p>A discussion was held on the value of the Bridge Engineer's meeting that was held in Las Vegas in February. One of the outcomes of the meeting is they raised the weight on trunnions and tridems in New Mexico, Arizona and California. Teresa Lawser, Colorado Permit Manager, suggested that the meeting become a standing one so states can get travel funds in time to attend. Mr. Clasby said he found that this was a valuable meeting and states need to talk to their engineers and get to know them. This will open dialog on how they are doing their analysis, which will help uniformity among states.</p>
<p>Item: FHWA, Size and Weight Report</p>	
<p>Discussion:</p>	<p>Bill Mahorney, FHWA, gave a brief history of their S&W organization which is being incorporated into the Vehicle Operations office, and certification plan</p> <p>Mr. Mahorney gave a slide presentation on the History of Federal S&W (ISTEA, SAFETEA-LU) Vehicle Size & Weight and pointed out some problems with saddle mount verbiage in rule. The Vehicle Size & Weight Enforcement Website, User's Guide is available online at http://vsw.fhwa.dot.gov. States are using this to submit their yearly reports.</p>
<p>Action Item:</p>	<p>Mr. Mahorney asked states to check out the website for vehicle size and weight enforcement.</p>
<p>Attachment(s):</p>	<p>Presentation available upon request.</p>
<p>Item: The New Generation Single Truck Tire</p>	
<p>Discussion:</p>	<p>Stan Lew from Michelin North America, Inc. gave a slide presentation on the new generation single truck tires. The presentation included information on new technology, tire and pavement interaction studies and future direction of single tires.</p>
<p>Attachment(s):</p>	<p>Presentation available upon request.</p>
<p>Item: Model Legislation and Resolution</p>	
<p>Discussion:</p>	<p>Ben Havdahl from MHTA gave a presentation on Model Legislation and Resolution. The MHTA (Multi-State Highway Transportation Agreement) is an administrative agreement created by statute. It's a unique forum of State Legislators, State DOT'S and Industry members. Ben gave an overall view of what MHTA has accomplished since it was started. He gave out several handouts on their federal rules.</p>
<p>Attachment(s):</p>	<p>A copy of "MHTA & Central Region States Truck Size and Weight Information" is available upon request.</p>

Item: Holiday Restrictions Discussion	
Discussion:	Rick Clasby conducted a discussion on whether holiday restrictions are needed anymore. It seems that traffic is not that heavy during holidays anymore so there is the possibility that the restriction is not needed any longer. It was decided that this will be added to a working group and perhaps a comparison study is needed.
Item: Report on Regional Permitting Expansion	
Discussion:	<p>Teresa Lawser reported on the assignment she received from the last meeting. Wyoming has a statute that could mean they can authorize other states to issue permits. WY is open to looking at the language. WASHTO would like to see WY opened up as a pass-through state for Western Regional permits. Lori Sopko, WY Representative, said that she talked to her Captain about this and it helped to have this information to give him and he thinks it is doable. He has some concerns that the weights are wrong. US 30 would be a pass-through highway for WY and they may consider I-90. WY would like to see a limit of 150,000 lbs. on their roads. ID said this would be too difficult, which would defeat the purpose of the system. We are hopeful that WY will be able to work something out.</p> <p>Mr. Clasby pointed out that those CMV's who carry Regional permits are very careful to keep legal so there wouldn't be a problem with them being overweight. There are a couple of issues here; the pass-through and full participation issue. Perhaps we need to lobby to Captain Pope in WY. ND said they are unable to become a pass-through state at this time because of weight and width considerations. Teresa will do some follow up before the next meeting.</p>
Action Item:	Teresa Lawser will do some follow up with WY
Item: Regional Permit Data	
Discussion:	<p>Reggie Phipps gave a report on regional permit stats. It seems the WR permits are increasing again. The system we are currently using is good but we need to go further and enhance the system.</p> <p>Reggie handed out a flyer on the ASHTO meeting in Coeur d'Alene, ID on June 15-16</p>
Wednesday March 8, 2006	
Item: SASHTO/WASHTO Regional Agreement	
Discussion:	Denny Silvio, LA DOT conducted a short discussion. It was decided that SASHTO and WASHTO would join in a task force to discuss ways to expand and include each other's regional permits. Teresa Lawser will be on the task force representing WASHTO.
Action Item:	Teresa Lawser will join a task force between SASHTO and WASHTO to discuss regional permits.
Item: Cargo Securement Requirements	
Discussion:	Teresa Lawser conducted a discussion on Cargo Securement issues in WASHTO states. She showed pictures of a backhoe that cut into a bridge structure in Kansas that cut almost half way through. A discussion took place on the best way to secure this type of load and to watch for any state legislation to avoid these types of accidents. It was also suggested that the fee structure for fines be increased. No action by the committee will be taken at this time.
Item: Committee Assignment Discussions and Work Group Reports	
Discussion:	Mr. Clasby asked the three work groups to meet, discuss and report on the following topics:

Regional Permits- Teresa Lawser, Group Leader
Group includes Denny Silvio, Ray Hutchinson, Norm Hill, Alan Rutledge and Reggie Phipps.

SASHTO/WASHTO Regional Permit Agreement. They will hold a meeting this afternoon to discuss the language of the permits and whether to have separate agreements. This will be an agenda item for next time. There was a discussion on how many systems are out there and how much of a need there is for different systems. It was suggested that participating states need to promote the permit more to help customers. They also discussed a multi-trip or annual permit. They will table the discussion for now as it is too huge a problem and we're not sure if it is needed. As far as LCV Annuals, because of the federal freeze, they don't feel that there is any leeway and this was also tabled. The committee would like to see expansion in the western states for the Western Regional (WR) Permit. There are seven states that are not part of it and we would like to see them included. Idaho is concerned about states coming in and only wanting to be a pass through state, which would cause more work for current states issuing permits. CO expects to be issuing the WR permit soon.

MHTA. A discussion was held on the role MHTA has in promoting the WR Agreement and the Best Practices Guide for Pilot Escorts.

Action Item: Mr. Havdahl will introduce these issues at the MHTA meeting in Coeur d'Alene, ID in June.

Uniformity Discrepancies And Guide Maintenance- Jim Wright, Group Leader
Group also includes Sue Grundberg and Ron Kontos

Pilot Escort Best Practices Guide. The group made some proposed changes to this section of the Guide. These changes are in the appendixes and language changes. They feel that the Best Practices need to be outlined in the Guide. Ron Kontos said they looked at the scope and decided it would be beneficial to add the SC&RA Pilot Escort book to the Guide. These are changes that need policy COHT approval.

Action Item: Jim will e-mail the language and it will be voted on by e-mail.

Holiday Restrictions.

Phase 1-Industry is interested in having an attachment to a permit listing the holiday restrictions to states on the WR Permits. It was suggested that a web site be set up with the holidays listed on it for the permit.

Action Item: Leanna will find out who the WASHTO web page Webmaster is.

Phase 2-Sometime the restrictions don't make sense so the committee proposed that some kind of study be done by each state and see what kind of traffic patterns are in their state.

Action Item-Each state will report on holiday traffic counts. The committee is hoping this information will help downsize the holiday restriction lists.

Pilot Escorts.

Action Item: Find out what the pilot escort requirements are for each state. Reggie thinks she has a list of this information and will forward that to Jim Wright. Jim will send out a survey if he can't find it on the internet.

Action Item-Rick will look at his contract to see if we can design a web page for COHT.

Pilot Escort Signage. It was decided it would be appropriate for smaller vehicles to use smaller signs. Industry says they are having trouble getting the signs to fit on their vehicles. Right now five-foot and seven-foot signs are the ones being used by industry. Leanna Emmer says that the pilot escorts in ND have put a bracket on their vehicles that will hold the sign. Reggie suggested that they go to a five-foot sign minimum that they can fit on the cab. Perhaps industry needs to come up with their own ideas on how to make these signs fit on the vehicles.

Action Item: Draft language in the Guide giving them permission for a five-foot sign for front and rear. This would just be in the Guide and each state would have to go through the process of getting it approved in their state.

Emergency Uniformity For Regional Permits. (State response to emergencies like Hurricane Rita and Katrina) After the discussion on this issue it is apparent that each state is different, some waive the fees and others don't. It is felt that it takes too much time finding out what each state does. States want to expedite the loads; we need to have contact numbers for weekends for those in authority to make decisions for their state. Dick suggested that the contact numbers shouldn't be in the Guide; they should be on a web site.

Action Item: Reggie will make a list of things that would have helped her issued the permits.

Agenda item: FEMA representative (JIM) at next meeting to discuss these topics.

Legal Definitions And Legislation, Strategic Directions-Leanna Emmer, Group Leader. Group also includes Lorrie Sopko, Alan Rutledge, Dick Yeoman, Ed Rodgers and Ron Butler

LCV Freeze. The group had a discussion on GVW and cargo carrying weight to build continuity for movement between states. The objective is to have the movement of product go through states without changing their load. Last time we met we discussed the Iced T, the anti-lock break system that provides stability and assists in preventing rollovers and road conditions.

Action Item: Gregg Dineen (?) will obtain additional information from carriers and submit it to Leanna. He will submit it within 30 days.

LCV Crash Data

Action Item: we will compile a report on crash fatalities on LCV states in the last three years. Ed Rogers will track that. He would like that information by mid April. The group would like to distinguish if the crashes are LCV's.

Action Item: Alan will get Alberta's crash study and forward it to Rick.

Accident Form-DI9. The form is the accident reports form that Utah's UHP uses. They have been trying to get all agencies to use the same form. There are several pieces missing from the form and they found some federal money to evaluate the Form and have an electronic version created and given to all jurisdictions. One item that was successful is an overlay that can actually identify what type of vehicle it is, such as a triple, single, etc.

Action Item: At the next meeting Rick or Ron Butler will do a presentation on DI9 to the Committee.

	<p>LCV Issues, cont.</p> <p>A discussion took place on contacting Mark Berndt, the TRB Chairperson, on filling out paperwork to commission a TRB study on LCV operations. WASHTO would be interested in acting as a repository for providing the statistics.</p> <p>Action Item: Invite Mark Berndt to the fall WASHTO meeting.</p>
	<p>Trans-Texas Corridor. It was suggested that the committee should look at what has been done on the Trans-Texas Corridor, Canamex Corridor, Ports to Plains and the Mid-Continental Group truck only lane.</p> <p>Action Item: Carol Davis will submit a summary and presentation on the concept of the Trans-Texas Corridor.</p>
	<p>Weight Tolerance For Idle Reduction-The Committee discussed the 400 lb. Weight tolerance for idle reduction systems. The Committee recommended and the WASHTO subcommittee agreed that each state would handle it on their own.</p>
	<p>Bridge Uniformity/Analysis for Non-Divisible Overweight Vehicle and Load Movements-The objective is to have all states use the same process for load movements requiring bridge analyses. It was the committee's recommendation and the WASHTO subcommittee's approval that a uniform process of doing bridge analyses for non-divisible vehicles and load movements in the WASHTO states would be extremely beneficial to the states and industry.</p> <p>Action Item: Rick Clasby will visit with Jeff Honifiger about putting this item on the MHTA agenda. It will also be presented to the ASSHTO subcommittee on Highway Transport and Bridge Engineers. The WASHTO Bridge Engineer chair will also be approached to put this item on their meeting agenda.</p>

Item: State by State Reports (New Technologies, Policies & Laws)

<p>Discussion:</p>	<p>UT-Ron Butler UDOT has signed a new agreement with PrePass. They are doing this because of the larger volume of trucks that are in their system. Perry and Echo will be the first Ports to have the system in place. Wendover Port will get it later. Permit system-the online system will be up in July. This will allow the carriers to get their permits online. We have a two-part program on safety awareness, <i>Truck Smart</i> and <i>Drive To Stay Alive</i>, one is for seat belt awareness and the other is for the majority of vehicles on the road to be aware of how to drive around CMV. Contracted with PPBH to change our uniform, logo and web base items. One stop shopping. We are trying to become uniform in our training.</p> <p>WY-Lorrie Sopko WY DOT has a new POE at Sheridan. It will be joint POE with Montana. They are now only enforcing WY but will later do MT. They are in the process of developing an online permitting system. Management is looking at getting the regional permits. They are adding web cameras through out the state and are getting positive feedback on it. They are working on a unified mapping system for restrictions. Developing a guide for requesting bonds for extremely large loads hoping this will protect the infrastructure.</p> <p>ND-Leanna Emmer ND is a lead agency for TIG (Technology Implementation Group) for AASHTO working on WIM. This will be tracked by the HP and will be monitored from Bismarck.</p> <p>OK-Norm Hill OK Public Safety has their automated permit system up and running. They are now developing a plan for building new ports of entry. They have some weigh stations but they are not in good locations. As these items come into place this will allow them to fund operations.</p> <p>LA-Denny Silvio LA will be installing more mainline WIM in a few months. They will continue to be a PrePass state. They may be doing some routing on certain routes for permits. On the permit side they</p>
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are looking at building an in-house system. Hurricane relief continues.

AK-Sue Grundberg

AK has been working on the Vehicle ID program. This will provide some virtual weigh stations, replacing truck scales. Finding that some static scales do not work in cold weather. Started a weather conditions update on a 511 system.

NV-Dick Yeoman

Dick has taken over Jan's duties and hopes to get his replacement hired soon. NV is starting some virtual sites. They are still working on their new permit system. The fall meeting will be hosted by NV on October 12 & 13 in Las Vegas. He'll be sending out an e-mail in a few weeks so people can get it on their calendar.

CO-Alan Rutledge

CO is happy to report that their PrePass numbers are very good with 48% bypass of traffic. In November they received a letter from Annette Sandburg, and became CVISN Level 1 registered. They have developed a satellite system into mobile units so they are able to get information no matter where they are in the state. They are also developing a virtual weigh station. Our POE's have built a new building in Trinidad and will be opening this week. In April they will be tearing the NB building at Ft. Collins and the new one will be open by September. Legislation introduced a bill that will take their organization into the general fund. This will be a big challenge for CO. As far as permits go they are trying to get CO into Western Regional permitting.

ID-Reggie Phipps

ID is doing expanded CVISN now. They are looking at virtual weigh stations for test sites. Issuing an RFP in the next little while. They are going to rewrite the whole registration system. It will probably take about 4 or 5 years to get the systems totally done. ID is working on a 511 system. Their Motor Carrier Association presented legislation to have single tires on single axles if they are 15 inches wide or wider. This will apply to all vehicles except LCV's.

NB-Ron Kontos

Their turnaround time on permits is 73.5% permits were done within one minute 92.1% in two minutes. Has lost 40% of staff. NB only has three people doing 70-75,000 permits a year. They are trying to educate all their people on how to use their new permit system. They have about 3,200 registered customers doing their own permits.

WA- Jim Wright

WA is having a hard time with roundabouts that trucks cannot navigate. Troopers are involved in a ride along so they can see the traffic problems truckers are facing like cut offs. In his office they are in the planning stage of one stop shopping so that county's can get into the E-SNOOPI system. This will take legislation so it may take a few years to get it approved. They are implementing some virtual sites.

TX-Ray Hutchinson

Some of their permit fees are being increased by legislation. Also they are going forward on enforcing administrative fines for repeat offenders. Their RFP should begin in the next few months.

Next Meeting:

The meeting was adjourned until this Fall. The next meeting will be held October 12-13 in Las Vegas, Nevada.

**WASHTO
FINAL ATTENDEE LIST
March 7-8, 2006
St. Louis, MO**

Org	First Name	Last Name	Title	Company	Address1	City	State	Zip	E-Mail	Phone #
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