AASHTO update – Danny Wells

(2014 AASHTO – Philadelphia)

- Chris Smith
  o Wisconsin legislature authorized 92,000 lbs. w/29,000 lbs. for farm vehicles
  o Est. highway trust fund dried up August 1, 2014
- FHWA MAP 21 – Crystal Jones
  o Creating a national freight advisory committee
  o Comprehensive size and weight study on time and due to Congress November 15, 2014
    ▪ Compiling a list of states that authorize weight limits on the interstates in excess of federal limit
  o Research initiative on how truck size and weight impacts safety
  o Significant federal interest in pilot/escort operations
  o Encouraging work with enforcement to increase Ports of Entry and Weigh in Motion
  o $10 mil dedicated to fund freight, based on freight planning
  o Bus axle exempt of 24,000 lbs. expanded to motor homes (recreational vehicles)
  o Permits for divisible loads (e.g. propane during winter)
  o APU from 400-500 lbs.
  o CNG vehicles may get exception for 3-6,000 lbs.
- FMCSA – (Jack Van Steenberg)
  o Grant programs projected FY15 ($312 mil)
  o CVISN - $25 mil
  o Over 4,000 truck fatalities 2012
    ▪ 547 fatal in work zones
  o FMCSA and CVSA studies will include stopping distance
  o Maybe eliminate cap on CVISN
Harmonization
  o Phase II
    ▪ Track progress state by state
    ▪ Industry Advisory Group
• Autonomous Vehicle Technology
• Smart Truck Parking
• Superload Permitting advancement US Domestic Scan 12-01
  o Superloads have significant effects on infrastructure compared to regular permitted vehicles
  o Permitting criteria and analysis different from state to state
  o AASHTOWARE is most frequently used software for bridge analysis
• GAO Study – Truck Weight impacts on Bridges
  o www.gao.gov
  o Resulting from Skagit River bridge collapse – Driven by House and Senate Appropriations committee
  o State regulation and permit overview
  o Bridge hits
  o Escort vehicles and requirements
  o Report to be completed July 2015

Harmonization WASHTO COHT Perspective - Jim Wright WSDOT

• Pilot car required beyond lane width not acceptable. Will stick with Phase I
• Phase II - Discussed between states first then took recommendations to open meeting in afternoon for input. Final recommendations were voted on and accepted:
  1. Permit Duration – 5 Days
  2. Permit Amendments
    a. Extensions allowed (e.g. weather, breakdowns)
    b. Modifications to the Permit
      i. Modifications where it is out of control of the carrier
         1. Case by case
         2. No modification if it changes fee
         3. No modification if it changes configuration
    c. Change of vehicles- Yes (If weight permit, same configuration)
4. Holidays
   a. Six National Holidays
      i. New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
   b. Restriction recommendations
      i. Noon previous day and holiday
      ii. Normal travel day after holiday
      iii. Holiday on weekend but observed on Monday or for a Monday holiday
         1. Restriction will start noon on Friday prior to the weekend until midnight Friday
         2. Saturday and Sunday normal travel
         3. Monday (observed holiday) no travel
         4. Regular travel on Tuesday
   c. Dimensions affected by restriction, exceeding:
      i. 10 ft. wide
      ii. 14 ft. high
      iii. 90 feet long

5. Type and Size of Escort Vehicles
   a. Must not tow trailer
   b. Passenger vehicle, pickup truck, vans
   c. 2-axle service truck owned by transporter company (non-placarded)
   d. No more than 16,000 lbs. GVW or GVWR
   e. Legal weight and dimension
   f. May not have the appearance of an oversize load

6. Escort Vehicle for over height load
   a. Front pilot with a pole if exceeding 14 ft. 6 inches

7. Type and Size of Escort Vehicles
   a. Must not tow trailer
   b. Passenger vehicle, pickup truck, vans
   c. 2-axle service truck owned by transporter company (non-placarded)
   d. No more than 16,000 lbs. GVW or GVWR
   e. Legal weight and dimension
   f. May not have the appearance of an oversize load

8. Escort Vehicle for over height load
   a. Front pilot with a pole if exceeding 14 ft. 6 inches
Director Ness—OSOW Corridors

- Funding on a national level focused on freight corridors rather than state-specific funding
- Establish working group (subcommittee) including industry, freight offices
- Include NE and CA to declare their NS and EW corridor
- As a working group prioritize corridors and develop narrative
- Where could we do more if we had more $$ to fix bottlenecks to increase transportation efficiency
- Corridor designation—Danny Wells, Reymundo Rodrigues, Steven Todd, Ray Morgan, Don Miller, Randy Sorenson, Ron Butler, Kandy, DuWayne, Jim Wright

Western Regional Permits Update – Jim Wright

- Formalize review of WRP routes and report back in fall meeting. Info then goes to ID for inclusion into designated route maps
- Extended valid dates to:
  - 5 days for 2 states;
  - 7 days for 3 states;
  - 10 days for 4 states or more
- State notification includes copy of WRP to each state on permitted route
- Enforcement may only void permit for state in which violation took place
- No multiple pieces authorized on trailers exceeding 53 ft. (not overweight).
- Off route approvals and contact numbers. Difficult to get timely response.
  - Clarify contact numbers in coming months

Afternoon Greeting—Lt. Gov. Brad Little keynote speaker

- Transportation funding—Uncertainty at the federal level
- Twice as many people per mile of road as there are in WA, OR, or UT
- 1/3 of bridges are over 50 years old—need larger awareness of all facets of bridge not just deck
- Some think existing General Funds should be used for Transportation but most of those funds currently go to education
- Supports user pay
- “What’s one minute of your time worth?” In reference to commuting
• The better the Transportation Departments work, the easier it is to get legislatures to focus on transportation funding
• Transportation is never at the top of the list unless there is a transportation failure (bridge collapse) in your community

Tuesday September 9th

Industry Perspective – Steven Todd Vice President SC&RA

• Harmonization Phase 1 and 2 are not large priorities in industry’s eyes but is a beginning and appreciate the hard work and dedication of the States
• Priorities for future Phases - Highest
  o Authorize 46,000 lbs. tandem weight limits
  o Uniform Escort Requirements
  o Permit turnaround times
  o Safe Havens for oversize loads
  o Hours of operation
  o Communication and finding information buried in websites
    ▪ Put any changes on front pages
  o One-Stop Permitting – Inclusion of local jurisdictions with State permits
  o Automation of permitting processes
  o Truck parking to include oversize loads
  o Established Oversize Overweight Corridors and maintain them
• Priorities – Moderate
  o Pilot/Escort certification reciprocity
  o Nighttime moves
  o Route survey consistency
  o Holiday travel
  o Modifications to permits
  o Emphasis on utility companies response to oversize loads (reliability of assistance)
• Priorities – Low
  o Crash data
  o Roundabouts
  o Definition of divisible
  o Bridge crawl speed
o State attendance at industry meetings
o Private engineer expertise
o States that do not route
o Inspections of oversize loads

• SC&RA Symposium March 3-6, 2015 in Atlanta, GA

FHWA – Presented by Jim Wright (WSDOT) for John Berg with FHWA

**FHWA Response to NTSB**

• FHWA with SC&RA and CVSA to develop training and certification program
  o Route survey and security
  o Height pole training
  o Flagging
  o Steering trailers
  o Maneuvering
  o Safety Equipment (reflective vests, stop slow paddle, fire extinguisher)
  o Front and rear car operation
  o 3 or more car operation
  o Other areas of standardization from AASHTO recommendations

• FHWA will include stakeholders
  o State DOTs
  o State Dept. of Motor Vehicles
  o CVSA
  o P/E training providers
  o Will facilitate dialogue toward national certification

**Other FHWA News**

• Weight enforcement
  o Sponsor training program for NHI course on effective CMV enforcement
  o FHWA not sponsoring travel. Will bring contractor in.
  o States to request training and provide facility

• Extended funding to May 2015
State Reports

CO – Permit levels steady, Testing new permit program
ID – 68,000 permits, 29% without staff review, Allow 129,000 lbs. divisible designated hwys.
MT – Permit levels staying same, self-issued permits for envelop vehicles
ND – 160,000 permits this year, 87% permits online
NV – 22,936 permits, No online program, all permits over the phone,
NM - Plans on soft launch new permit program 02/15. GIS mapping feature. Soon no faxes.
OK - Currently has 67% self-issue; this year permits 161,549 (August)
OR - Stopped accepting faxed apps in June 2014. Phase1 implementation feedback from industry has been positive. No faxed applications, no push back from customers
SD - Jackie Darr is the new supervisor of permitting section
TX - 60% self-issue, 1,066 superloads, 2,694 Regional Permits, 1,066 loads over 254,366
WA - WSDOT policy is to notify customers of construction restrictions in a timely fashion. Allow a minimum 2 week notice. At least once per week, a “window of opportunity”
UT - Moving to increase efficiency in verification of permit compliance, Prepass & DriveWise
WY – 106,000 permits, online applications in word format,

ERoads - Ric Listella ODOT

- Software available to track vehicles using GPS technology
- Managing weight/distance tax – Oregon
  - Accurately track actual mileage of vehicles in a state
  - Pilot project involves 7 motor carriers
  - Future automatic payments with system
  - Data will display table of miles plus mapping showing route traveled
- Companies can track their vehicles for logistics and Hours of Service
- Can be used for IFTA and IRP reporting
NTSB recommendations - Jim Wright WSDOT

- **FHWA**
  - Revise Best Practices Guide with SC&RA and CVSA
  - With AASHTO, amend MUTCD for low-clearance signage including proper lane for over height loads
  - Notify States of Skagit River bridge collapse circumstances and change low-clearance requirements
- **All 50 States, DC, and Puerto Rico**
  - Ban nonemergency portable electronic device use by a pilot/escort operator
- **WSDOT**
  - Revise bridge list to show lane specific vertical clearance
  - Revise permit process to include evaluation of vertical clearance for load dimensions
  - Require front and rear escorts for loads as wide and wider than lane width
  - Provide geospatial app for route specific clearance data
- **AASHTO**
  - Develop a method to replicate all dimensions for use in P/E operations.
- **AAMVA**
  - Encourage use of replication of dimensions to P/E operators to members
  - With AASHTO and CVSA, start a P/E training and certification process for all states
  - With CVSA and SC&RA develop training materials to start a CDL endorsement for oversize loads
- **AASHTO and CVSA**
  - Start a model training and certification process to include reciprocity of all 50 states, DC, and Puerto Rico for drivers of P/E vehicles based on Best Practices Guidelines

**Western Trailers** – Concerns

- CA and Canada – Length constraints; CA - Capping Formula B at 80,000 lbs.
- ID – Off track limits applying to all routes
- OR – Limits to federal formula B very restrictive in the 5-8 axle groups
- UT – A-Train tongue limit only to 15’
• Trailer wheel base limit to 41’ (king pin) requires trailers to have steerable axles. Non-steering lift axles not allowed
• WA – Lift axles required to be 60 inches from solid axle is too restrictive
• General - Authorize permits to manufacturers of longer double trailer combinations to allow for deliveries without breaking up empty double trailers.

Wednesday Sept 10th

Electronic Permits—Dan Kiely

• Enforcement concerns
  o Liability concerning device – no known issues
  o Legibility – no known issues
  o Screen size – no known issues
• What if, altering permit possibility 2 in the last 6 years reported
• Have had no issues of non-compliance proven to be tied to electronic permit.
• Provide enforcement officers access to permit information for

Hauling Long Blades - Mehir Patel

• Wind market driven by production tax credit. Currently expired but IRS allowing credit if started in 2014 or 2015
• GE #1 supplier in US; Vestas #2
• 35% of new towers will use 200 ft. blades, being used in low-wind areas of the country
• Blade trailer manufacturers—Trail King #1
• Larger blades require longer overhangs creating difficult turning and travel issues including blades creating fishtailing of trailer. Some states limit overhang to 30 ft.
• Attempting barge delivery; rail difficult (need 6 railcars for every 2 blades)
• Some states asking that blades be two-piece for transport purposes

Smart Axles and Wide Base Tires -Bradford Hicks (Meritor, Inc.) Stan Lew (Michelin)

• Automatic transfer of weight from one axle to another to improve traction for short distances at reduced speed during inclement weather
• Transfer limited to less than 35 mph
• Most common is 6x4 (2 drive axle), 6x2 has only one drive axle with the other “drive” axle not providing drive function
• Concerns of providing too much weight when axle has super single tires verses 4-tire axles. Looking to ask for greater than 500 lbs. per inch of tread width during weight transfer
• Super single tires are more efficient—and save about 400 lbs. per axle
• 7-14% fuel efficiency improvement in combination

One-on-one-meetings with State officials

12:00 PM - Meeting Adjourned

Next meeting in Atlanta, GA March 3-4, 2015 – Atlanta Marriott Marquis (In conjunction with SC&RA Symposium)

2015 WASHTO COHT Fall Meeting tentatively in Nevada - Location TBD

We thank all attendees and sponsors for great participation in a productive meeting.

Jim Wright - Chair

Danny Wells – Vice Chair