



Western Association of State Highway and Transportation Officials

Committee on Highway Transport Meeting Minutes

Boise, Idaho - September 8-10, 2014

Monday Sept 8th

AASHTO update – Danny Wells

(2014 AASHTO – Philadelphia)

- Chris Smith
 - Wisconsin legislature authorized 92,000 lbs. w/29,000 lbs. for farm vehicles
 - Est. highway trust fund dried up August 1, 2014
- FHWA MAP 21 – Crystal Jones
 - Creating a national freight advisory committee
 - 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
 - Research initiative on how truck size and weight impacts safety
 - Significant federal interest in pilot/escort operations
 - Encouraging work with enforcement to increase Ports of Entry and Weigh in Motion
 - \$10 mil dedicated to fund freight, based on freight planning
 - Bus axle exempt of 24,000 lbs. expanded to motor homes (recreational vehicles)
 - Permits for divisible loads (e.g. propane during winter)
 - APU from 400-500 lbs.
 - CNG vehicles may get exception for 3-6,000 lbs.
- FMCSA – (Jack Van Steenberg)
 - Grant programs projected FY15 (\$312 mil)
 - CVISN - \$25 mil
 - Over 4,000 truck fatalities 2012
 - 547 fatal in work zones
 - FMCSA and CVSA studies will include stopping distance
 - Maybe eliminate cap on CVISN



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- Harmonization
 - Phase II
 - Track progress state by state
 - Industry Advisory Group
- Autonomous Vehicle Technology
- Smart Truck Parking
- Superload Permitting advancement US Domestic Scan 12-01
 - Superloads have significant effects on infrastructure compared to regular permitted vehicles
 - Permitting criteria and analysis different from state to state
 - AASHTOWARE is most frequently used software for bridge analysis
- GAO Study – Truck Weight impacts on Bridges
 - www.gao.gov
 - Resulting from Skagit River bridge collapse – Driven by House and Senate Appropriations committee
 - State regulation and permit overview
 - Bridge hits
 - Escort vehicles and requirements
 - 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)*
 - 3.



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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*

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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



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- 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
 - Authorize 46,000 lbs. tandem weight limits
 - Uniform Escort Requirements
 - Permit turnaround times
 - Safe Havens for oversize loads
 - Hours of operation
 - Communication and finding information buried in websites
 - Put any changes on front pages
 - One-Stop Permitting – Inclusion of local jurisdictions with State permits
 - Automation of permitting processes
 - Truck parking to include oversize loads
 - Established Oversize Overweight Corridors and maintain them
- Priorities – Moderate
 - Pilot/Escort certification reciprocity
 - Nighttime moves
 - Route survey consistency
 - Holiday travel
 - Modifications to permits
 - Emphasis on utility companies response to oversize loads (reliability of assistance)
- Priorities – Low
 - Crash data
 - Roundabouts
 - Definition of divisible
 - Bridge crawl speed



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- State attendance at industry meetings
- Private engineer expertise
- States that do not route
- 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
 - Route survey and security
 - Height pole training
 - Flagging
 - Steering trailers
 - Maneuvering
 - Safety Equipment (reflective vests, stop slow paddle, fire extinguisher)
 - Front and rear car operation
 - 3 or more car operation
 - Other areas of standardization from AASHTO recommendations
- FHWA will include stakeholders
 - State DOTs
 - State Dept. of Motor Vehicles
 - CVSA
 - P/E training providers
 - Will facilitate dialogue toward national certification

Other FHWA News

- Weight enforcement
 - Sponsor training program for NHI course on effective CMV enforcement
 - FHWA not sponsoring travel. Will bring contractor in.
 - States to request training and provide facility
- Extended funding to May 2015



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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



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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'



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- 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
 - Liability concerning device – no known issues
 - Legibility – no known issues
 - Screen size – no known issues
- What ifs, 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



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- 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