

WASHTO COHT Spring Meeting 2016 – Memphis, TN

Danny Wells – CO DOT – WASHTO Chair Opened the meeting with a welcome and introduction to Brian Ness.

Brian Ness WASHTO President said a welcome a thanks for attending our spring meeting. May 10th meeting– issues to bring to 17 WASHTO CEO's, are looking at the committee structure for Guide was WASHTO and AASHTO. WASHTO is freight focused.

Danny Wells asked for room introductions. Ten states were represented as follows: Colorado-1, Idaho-2, Montana-2, Nebraska-1, Nevada-1, North Dakota-1, Texas-3, Utah-1, Washington -3, and Wyoming-1. John Berg with the FHWA was present as well as various members of industry. Danny informed everyone we prefer to have open communication.

Jim Wright- Western Regional Permit

- Challenges
 - Payments between states
 - Restriction updates
 - System updates
 - Staffing issues
 - Off-route approvals
 - Enforcement confusion, unlike any permit they have seen
- Permit design is not uniform between states
 - Dependent upon individual state permit system/program
- Industry input
 - Ease of acquiring permits (most states self issue some permits)
 - Too restrictive – increase gross weight and axle weights – envelope vehicle limits
 - Permits take more time to get since they are not auto routed.
 - Is it worth the states too issue?
 - How much time does it take from the issuing state? Is it a Resource Drain?
- One application- if not limited to an envelope. This is the ideal process, one app goes out to all the states the load is traveling through and they get the necessary permits back

Reymundo Rodriguez – Idaho DOT – Updating the WASHTO Guide

- Guide was created in 1987.
- First committee meeting was in 1995.
- Guide recommends minimum standards for harmonization.
- Last update was in March of 2009
- Guide will belong to the vice chair for changes and updates.
- Looking for volunteers to assist updating the guide

- Ron with Utah and Kandee with Nevada volunteered to assist Reymundo,

Dan Wells – CO DOT – Telecommuting in CO

Colorado allows telecommuting on a rotation basis. This has been working for their department and is viewed as a reward for their employees because the budget is very limited in rewarding employees in other ways.

- Main permitting objectives
 - Issue permits in a timely manner
 - Maintain components of the permit system
 - Carry fair share of the workload
 - Provide exceptional customer service
 - Phone
 - Email
 - Online chat
 - Customer can ask for a call back request.
 - Customers can send screen shots
- Rewarding employees
 - COLA increase 1% in past two years
 - Pay for performance funded past 3 years (.8%)
 - Current hiring freeze
 - Pay freeze
 - Constitutional gift prohibition - \$50 max to state employees
- Web based permit system
 - Reporting tool that says who is logged in and at what time – in order to monitor employee activities
 - Live chat administrator – view report of live chat conversations, how many, how long each chat lasted etc
 - Admin permit reports – different reports and metrics
 - permit turnaround time – performance metrics that are reported on quarterly basis
 - Each user has a pending queue – takes ownership of their own permits
- All desktops were replaced with laptops with VNP connections
- Stopped accepting faxed applications
- Kiosk at port of entries.
- VOIP phone routing system with headsets – avaya one-x agent – has automated reporting - same phone system used when in the office – no telephone line
- Employees wrote policy and procedure for telecommuting – ability to work from home due to inclement weather
 - Permit production increase 2.2%

- Permits being issued faster 42%
- Remote permit writers taking 5.6% more calls
- Permit writers taking 3.4% more chats
- Plans for continuing and expanding the telecommuting program
- Limited ways to reward employees - this would be a good reward/incentive, no money spent on gas, time savings no commute to work.
- On call employee – in order to issue “emergency” permits or assist with permits after hours
- Only issue seems to be when there is a weak internet signal. This causes problems with the phone lines.

SC&RA – Q&A Session

- Automated permit systems
- Vertical clearance
 - Washington state uses a software that helps customer identify overhead structures and plan their routes (lane specific vertical clearances) – our system automatically analyzes the route for structures – bridges are surveyed by their bridge inspectors and updated between 12-24 months
 - Road gradients in relation to vertical clearance for over length loads – the state provides the vertical clearance it would be up to the hauler to determine if the length of the load in relation to the road ingress/egress would cause the load to hit a bridge
 - How much of a buffer on clearances do states use.
 - What can states do to drop bridge hits.
 - Make sure clearances are updated real time.
 - Driver training.
 - Pilot Car training.
- Real time system updating – this would be the ideal system, real time updates for vertical clearance, bridge rating etc.
- Roundabouts on highways causing major issues for large loads
- Pilot car regulations – hours of service – certification (does carrier enforcement ticket the pilot car if a truck hits a bridge etc.)
- Route survey verification and harmonization – age of route survey, expiration, falsification, tracking
- Where does liability fall – first on the hauler, what about the pilot car? What about the route survey?

Steven Todd – SC&RA presentation to WASHTO, NASTO, SASHTO, MAASTO

- 32 out of 50 states have auto issue permits or are obtaining auto issue systems
- State Survey Responses
 - What the states had to say to/regarding industry
 - Incomplete incorrect and vague permit applications being received
 - If in doubt call, communication is key
- 2016 priorities for the SC&RA

- Weight harmonization
- Axle weights, group axle weights
- Automation of issuing permits
- States communication – option for haulers to subscribe via email for notifications/alerts/updates – capture emails through permit service – how do we maintain an email database like this? This would allow us to send out information and updates immediately for our haulers.
- Update the industry on policy changes and potential changes
- AASHTO – new SCOHT chair and senior program manager
- Harmonization efforts
- Night time travel – industry would like us to allow this as an option for haulers – maybe there is a threshold we can allow? This may help clear congestion during the daytime?
- SCOPE Meeting looking to see if they would like to do along with SC&RA spring meeting.

Local Jurisdiction Permitting – Oxcart Permit Systems LLC oxcartpermits.com

- Divide between law enforcement and trucking industry
- Illinois truck enforcement association
 - Officers and carriers are members
- Local governments cannot justify the cost of automated permit systems – the standard is automation and haulers are starting to expect local governments to offer automation/online permit systems
- Free automated permit system for truck permits – cities in Illinois are using this method

Chuck Goring – Deteriorating infrastructure in Missouri

- Declining bridges and roads are making it difficult to find safe and efficient routes
- Missouri critical condition bridges (641 critical bridges) 1,400 have posted weight limitations or speed limitations
- Many vertical clearance issues as well – almost 4000 vertical clearance restrictions
- Add in restrictions from construction, traffic impacts etc.
- Steven Todd- asks for at least one north/south and one East/west route to be created and maintained. Prioritizing construction and maintenance.

Randy Braden AL Dot – Harmonization

- Overcome resistance to change
- Next steps
 - Update requirements to reflect the changes in the new rules and regulations
 - Education of:
 - Permit clerks
 - Permit service
 - Law enforcement
 - Haulers
 - Industry

- Pilot car service
- Trying to complete a guide for vehicles weights and dimensions – question that is always asked is what do other states do? This guide will help answer these questions.
- What elements will we work toward in phase III
 - National pilot car certification
 - Standard superload analysis
 - Standardized communication to industry (state website)
 - Other safety issues
 - Weight is not up for discussion

Randy Sorenson RSA Networks – New vehicle technologies v. required signage

- Collision avoidance system, crash avoidance, advanced braking systems, - many acronyms and names for this technology
 - NTSB has called for collision avoidance technology on all vehicles personal and commercial
- Bumper mounted oversized load signs will most likely cover the sensors/cameras that allow the collision avoidance system to work – we need to look at the placement of signs - Check with Carrier Enforcement
 - Some states use roof/top mount signs – Randy believes this is a solution
 - Take a look at current regulations and revise with new technology in mind
 - Work with neighboring states to harmonize signing requirements/location
- Standardizing requirements for pilot car services across the US
 - What is the answer...
 - roof mount oversize load signs for escort vehicles
 - Cut a hole in the sign – hole in the sign would have to be large enough that the radar/sensor can work correctly
 - Split the sign and keep it on the bumper
 - Change rules to accept other/all types of signs (split sign, top mount, bumper mount with hole etc)
- Route survey sign – Colorado – because height pole is over 14’6” technically they need a permit to drive down the road and survey a route, the “route survey” sign could solve this issue
- Signage on pilot car is “more important” than signage on o/s vehicle because that is usually what drivers see first before they approach the load/vehicle

John Berg – FHWA Update FAST Act – Fixing America’s Surface Transportation

- National highway freight program
 - Construction, operational improvements, freight planning and performance measures
 - States required to have freight plans to obligate NHFP funding beginning FY 2018
 - Federal share is determine under Title 23 USC 120
 - Check website for funds allocation/opportunities
- National significant freight and hwy projects
 - 900m/year for five years for grants or TIFIA loans

- Hwy freight projects etc.
- Truck size and weight provisions
 - Guidance on truck size and weight on website- issued on Wednesday
 - National bridge inspection and standards – posting requirements and load ratings
 - Milk products section 1409 – states **may** permit milk over 80k on the interstate – from farm to milk plant (not to the grocery store)
 - Covered heavy duty tow and recovery vehicles – section 1410
 - Emergency vehicles – section 1410
 - Natural Gas vehicles - section 1410
 - Emergency route working group – establish best practices for emergency route
- Length provisions
 - Automobile transporters section 5520
 - Delivery of light and medium duty trailers section 5523 – trailers that are hauled empty from manufacturer/dealer lower trailer length
 - Report to congress section 5525 – report describing the safety and enforcement impacts of sections....due December 4, 2019

Will be looking at the certification to see how we are working towards the needed changes to be in compliance with Federal laws

Day 2 –State only meeting and discussion

- Next meeting location for WASHTO – looking for state to host
- Looking into possible webinars for conferences
 - Lose face to face contact with industry
- Wanting bridge engineers involved at the meetings
 - Breakout sessions one day – one session for state engineers – engineers from the private sector – break out session for escorts and pilots, law enforcement escorts as well
 - Group session on one day – state updates, normal meeting together with everyone
- Western regional permits
 - Is this something that can still be used/has future applications
 - Is it still feasible, do the benefits outweigh the costs?
 - Seems that the need is disappearing due to automated permit systems issuing state permits quickly and easily
 - Collect data and information regarding who is ordering and using the western regional permit and what they are using it for, where they are going, states they are traveling through, impact on state operation/cost to the state. Determine list of information we want to gather – Deadline March 31st
 - Off route approvals- Is anyone having problems with this.
- FAST Act
 - Have any states started working on implementing changes?

- Tandem rear drive steer axle – fire trucks/emergency equipment/ladder trucks – what does this look like, what is it?
- Covered heavy duty tow and recovery vehicle, (tow truck weighs as much or more than the vehicle it is towing) – weight limitations do not apply – exempt from weight
 - Interpretation: If you want the exemption the towing vehicle must weigh the same or more than the vehicle being towed
- WASHTO guide
 - Group in place to update the document
 - Holder of document should be the vice chair of the committee
 - Needs to be housed/available on the WASHTO web page/server
 - Each state should go through the guide and send their individual updates
 - Send update to committee Reymundo, Ron, and/or Kande.
- AASHTO Studies
 - Come up with a study and propose to AASHTO
 - ND proposal: Trunnion how they affect roadways
 - What is the bridge design data state to state – what thresholds are the bridges designed to and what are the thresholds used to determine bridge weight ratings
 - Look at past AASHTO studies if possible
- Pilot car and vehicle signing issue with collision avoidance technology
 - How do we deal with this issue?
 - Change wording to “sign to the front” instead of attached to the bumper
 - Make signing location optional, top mount or bumper mount, or visible from the front

Brian Ness- President Idaho DOT Director, Committee Chair Danny Wells Colorado Permit Program Manager, Committee Vice-Chair Reymundo Rodrigues Idaho Commercial Vehicle Services Manager, and Secretary/Treasurer Jackie Darr North Dakota Permit Office Supervisor. The WASHTO website for this committee is www.washto.org/coht.