

WASHTO COHT - Fall 2015 Meeting

Reno, Nevada

October 14-16, 2015

The 2015 Fall meeting of the WASHTO COHT was called to order by Chair, Jim Wright, on October 14, 2015 in the Grand Sierra Resort in Reno, NV. Following introductions and welcomes, the first presenter was Steven Todd, SC&RA.

Mr. Todd presented the following as **priorities of SC&RA** for the coming year:

- High Priorities
 - Increased weight
 - Only 3 states remaining with 40,000 lbs. tandem weight limit
 - Local permitting—Such as Nevada and an example of one-stop-shop coming to Chicago
 - Auto issue permits—SD moved up to 17' high and 250,000 lbs. for self-issue
 - State communications on permitting issues—automated emails of information to industry such as what MN does (join an automated email list for permit specific issues)
 - Corridors—at least one N/S and one E/W per state
 - CVSA member discussion on:
 - number of state police escorts required state to state
 - Traffic control responsibility—pilot cars
 - Pilot car cert—New Zealand two tiers that include traffic control
 - Night time travel
 - Bridge slow down provisions
 - Divisible v. non-divisible load issue
 - Proper weighing of mobile cranes
 - Roundabouts and intersections

The next to present was **David McKane** with Oregon DOT who introduced us to potential **Level VIII inspections** of credentials electronically including driver inspections. Inspections are proposed to be performed by mainline bypass systems at fixed weigh stations and at highway speeds. Currently in initial proposal stage.

- Issues
 - Inspection possibly done by jurisdiction or 3rd party
 - Should it be voluntary or mandatory
 - Will there be a fee
 - How is data collected by a 3rd party verified
 - How will data be used

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- Will data be available for regulation or enforcement purposes
- Will inspection results be integrated into MCMIS
- What weight will be put on electronic inspection?
- Policy positions of current technology providers
 - Strict data confidentiality policy
 - Don't collect driver data
 - Don't support hours of service issues

Dan Wells, CODOT, provided an **update on the 2015 AASHTO SCOHT** annual meeting held in Salt Lake City. This meeting was the first joint meeting of several freight and transit related committees and included a great deal of information on emerging CMV technologies including V2V, V2I and platooning. An update on AASHTO Phase II harmonization efforts stated that the required number of votes had yet to be achieved. Several states had still not submitted ballots. Phase II includes:

- NUMBER OF VALID DAYS ON SINGLE TRIP PERMITS
 - —5 Days
- PERMIT AMENDMENTS
 - Extensions Allowed
 - Weather
 - Breakdowns
- HOLIDAY RESTRICTIONS
 - New Years, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
 - Restrictions begin at noon the day before holiday until sunrise day after holiday
 - States may establish separate restrictions for unique travel situations on a case-by case basis
 - Monday holidays and Monday Observed holiday restrictions begin Noon - Midnight Friday. Normal weekend travel. Monday all day restrictions
- TYPE AND SIZE OF ESCORT VEHICLES
 - Legal Sized Class I, II or III passenger vehicles
 - Must have 360 visibility
 - Are not towing a trailer or other vehicle
- ESCORT REQUIREMENTS FOR OVERHEIGHT LOADS AND OVERHEIGHT LOADS WITH OTHER DIMENSIONS
- FRONT PILOT WITH A POLE IF HEIGHT EXCEEDS 14' 6"

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Dan also provided an update on the most recent CVSA meeting during which a new proposal for increased federal weight limits was discussed. Information related to this proposal, HR 3488, was provided to the committee.

Dan request that WASHTO State officials provide him with the status of states' implementing the Phase 1 AASHTO recommendations.

David Wittwer, Senior VP and national transportation practice leader with Hays Companies gave an informative presentation on government jurisdictions **requiring bonding v. insurance for large OSOW permitted loads**. The following discussion points were noted:

- Payment and performance bond vs. insurance (e.g. \$786k bridge damage to WY bridge)
- Bond guarantees the performance of a principal with the underlying contract
- Oblige: beneficiary of the bond; principal: motor carrier; surety insurance company
- GA example of bond
- Insurance pays for injury or damage on behalf of the insured up to the liability limit
- **MCS 90 endorsement** is what works to the benefit of state (endorsement to the auto liability policy. Not found on bond. BMC91X is a corresponding filing with feds; because of the Motor Carrier Act, the insurance company of the motor carrier is responsible for paying all damages.
- The bond could eventually pay but they have no legal obligation to pay. The insurance company is required to pay.
- From a state perspective the MCS90 provides the most protection, not a bond.
- The limit of liability is a problem (usually \$1mill) per occurrence.
- Ask for auto liability, umbrella (for exceeding liability limits) and MCS 90

Mike Kisse, ND, moderated an extended agenda section on **multi-state corridors**.

The first presentation was provided by **Joe Kiely** representing the

Ports-to-Plains corridor.

- Designed to avoid congestion on I35 and I25 moving traffic to rural corridors.
- Over 270 member organizations including Alberta

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- Goal is 4 lane divided
- 3088 miles completed
- 2014 \$1.07 bill committed by states best year
- TX and ND are leading developers
- TX 105 miles of 2 lane to 4 lane
- Supports WSTA LVC proposal

Kevin Verre, NVDOT, (775-888-7712/kverre@dot.state.nv.us) presented the following:

I-15 Mobility Alliance—NV was driving force to established agreements with other states. Economically driven (e.g. 2013 Memorial day picture from Las Vegas)

- NV, AZ, UT, CA look to expand to ID and MT
- Relatively new alliance
- 2012 corridor improvement master plan created
- 72 member agencies collaborating
- TIGER grants
- Truck parking and frt issues
- Dynamic mobility project
- www.i15alliance.org

NW Passage - 8 state coalition I 90 and I94 are backbone

- MNDOT were drivers in 2003
- Transportation pooled fund to support research activities
- State share common challenges
- Weather
- CMV and Recreational Travel
- Sharing coordinating and integrating info
- www.i90i94travinfo.com
- www.roadstosafediscovery.com
- MOU signed in 2011 to establish framework to coordinate traveler information
- Bob Koelberlein 208-334-8487
- Robert.koelberlein@itd.idaho.gov

NASCO - North American Strategy for Competitiveness

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- Coalition group to help coalitions organize
- Think North American
- Tiffany Melvin
- 214-744-1042
- tiffany@nasconetwork.com

Jim Wright informed the committee that this would be his last meeting as he was stepping down from the Chair position. At the beginning of Day 2, the committee expressed its appreciation for Jim's many years of dedication and service to the COHT with the presentation of a plaque. Mr. Wright will be greatly missed!

John Berg, FHWA, presented on the following:

- Jason's law—72% of states report shortage of truck parking
- Comprehensive truck size and weight study
- Bus weights
 - States may not enforce less than 24k on singles. May enforce tandem and gross limits
- Bridge load posting
- Size and Weight Enforcement Plan and Certification
- Bridge formula chart update
- Reasonable access to national network—23CFR658 Appendix A
 - Apply to STAA vehicles
 - 1 mile minimum in 23 CFR 658
 - Food fuel lodging, repair, and others
 - John Berg—john.berg@dot.gov—608-829-7508

Nick Owen, Dr. Ann Hamilton - Pilot Escort training and certification Project

- Outcomes
 - Training
 - publicly available
 - one day 8 module course
 - Model certification framework

Mr. John Amos, Amos Logistics and Bechtel, **Shippers Perspective**

- Exporters Competitive Maritime Council
 - Founded 15 years ago
 - Education
 - Export/import bank (federal agency loans \$\$ to developing at low rate) \$Billions per year Must be US manufactured products

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- 25 members move over \$10 bill of product
- More effort to originate along waterways so moved by barge but preferred mode is HWY
- ECMC does wish to be able to move super loads. Partners with SCRA.
- Have August and Dec meetings in Houston
- Shipments are getting bigger and bigger. Obvious transportation issues encountered “the boat in the basement concept”
- Major Global Freight Forwarders

Ron Butler, UTDOT, led a presentation on Utah **technologies** including:

- FATPOT—program that tracks what officers do
- Utah port clearance and all technology used in the process
- Kyle Charlesworth (801-628-7546/kyle@utahinteractive.org) UT Interactive (NIC is parent company)

Jim Wright, WSDOT, provided a presentation on **technological** tools used in WA including:

- WA PASS system
 - Emergency Transport Priorities

As is the custom of our committee, a significant amount of time was spent on **State reports** presented by individual members of each of the represented states (AK, CA, CO, ID, MT, ND, NM, NV, OK, OR, TX, UT, WA, WY). We also held 10 minute one-on-one sessions in which industry members were able to sign up and meet with individual state representatives to discuss any issue of their choosing.

The final day of the meeting was a states only meeting.