

## **WASHTO COHT Fall -Meeting 2016 –Orange, CA October 11-13<sup>th</sup>, 2016**

### **Welcome and Introductions - Danny Wells (CO DOT Permits Unit Manager & WASHTO Chair)**

Welcomed everyone to California. Introductions around the room the following were states were present- Arizona-1, California– 6, Colorado-2, Idaho-3, Montana-1, Nevada-1, North Dakota–1, Texas-2, Utah-1, and Washington–4. John Berg with the FHWA was also present and Michael Lowder with the USDOT. Industry had 31 attendees. State retirements from our last meeting include Jim Wright from Washington, Ron Butler from Utah and Lori Knight from Arizona. We wish them well.

A big thank you to Judy Vargas and Liz Ochoa from Caltrans for all the work they did at the conference as well as arranging the hotel, meals, and tour for our group.

Thank you to the following companies for sponsoring our convention Specialized Carrier & Rigging Association, Promiles Software Development Company, Bentley Systems Inc., Comdata Inc., Evergreen Safety Council, and LexisNexis Vitalchek Network Inc.

### **Welcome to California – Herbie Lissade, Caltrans Deputy District Director – Maintenance**

Just a quick little welcome to our state and enjoy your stay.

### **Executive Welcome and WASHSTO Update - Brian Ness Idaho DOT Director**

Welcome to our WASHTO meeting. Brian believes he needs to let the states run with it for the meeting. Thanks to California for having us and lining up the port of Long Beach tour. AASHTO is relooking at the committee structure. WASHTO needs to look at our structure also. Looking forward for productive days ahead.

### **Director, Office of Intelligence, Security & Emergency Response, USDOT- Michael Lowder**

Discussed Emergency Support Functions

Gave mapping information on ESF 1 regional personnel.

USDOT Capabilities. Incidents -Flooding throughout the US. Currently Hurricane Matthew.

Updates- Transportation Emergency Response Fact sheets download at [www.dot.gov/emergency](http://www.dot.gov/emergency).

Toll free 1-877-831-2250 for inquiries to FMCSA regulations

Emergency waivers (assist with)

State of Emergency, Toll waivers, Truck C station bypass

Oversize Overweight is a state authority. Route specific day/night restrictions neighbor states

International Cross Border Movements

APEC-Global Supply Chain Resilience

Disaster Risk Management

New efforts

Zika virus, Transitions due to election year, Hanjin Shipping Bankruptcy Issue

DOT map GIS mapping

**Specialized Carriers & Association Stephen Todd & Ray Morgan Perkins Heavy Haul**

1,300 members and 43 nations. We help members run a safe & more efficient business by monitoring and affecting pending legislation. For every 1 oversize load there are 235 legal load. 2017-2019 will be peak years for wind energy.

Feb 14-17 Orlando will be the spring Symposium. This is also when WASHTO, SASHTO, MAASTO, NASTO meet jointly.

FHWA Contract OS/OW Automated Permitting/Pilot Car Certifications Best Practices – SC&RA was selected as sub-consultant.

Showed maps for weights, auto issue, Saturday & Sunday travel, revisions and date extensions. Please contact them to update the maps if the information shown was incorrect.

Utility cost delays.

Issues roundabouts, bridge crawl speeds, harmonize/consolidate provision sheets, bonds, weather restrictions, electronic permit display, and Federal regulations.

**FHWA Update- John Berg (Freight Management & Operations)**

Weight limits apply to Interstate.

Length limits to the National Network.

FAST ACT Working on updating guidance. (Initially came out Feb 24, 2016)

Working on webinar for best practices using preclearance systems.

**AASHTO SCHOT Update- DuWayne Murdock, TXDMV OS/OW Permit Manager**

FAST Act –

Milk Products Section 1409

Covered Heavy-Duty Tow and Recovery Section 1410

Emergency Vehicles Section 1410

Natural Gas Vehicle Section 1410

Medium Duty Trailers 5523

National Highway Freight Programs – Money out there. Less hoops to go thru and more uses.

Truck parking problems everywhere.

Parking oversize load at border crossing. Waiting for police, night travel. Paved spots for oversize loads only. Using as a Transition spot. Old gravel areas for sand storage etc.

Pilot Car certification. Best practices. Certification is coming.

Website for all presentations is <http://highwaytransport.transportation.org/Pages/scohtdenver2016.aspx>

Or email [kdwyer@ashto.org](mailto:kdwyer@ashto.org)

### **Bridge Rating & Analysis – 2 state engineers and 1 industry engineer**

#### **Sonia Lowry WA DOT Bridge Load Rating Engineer**

Public safety - Gusset plate failure, Skagit Bridge Failure

Structure Life Serviceability and Structure Life

Emergency repairs

Load rating is more than just numbers

Current Structure Condition

Superloads for Washington 200,000 pounds or more.

Allows 43,000 pounds on an axle with 8 tires across.

Known issues cracked steel, deteriorated deck, rotted timber

#### **Kevin Keady California Office of Structural Design and Analysis –Caltrans**

Why we load rate our bridges – Safety, Funding, Permit Routing, Emergency Response, Scour,

Safety, Protect Infrastructure, and Enforcement

Manual for bridge evaluation

2008 review showed 11,300 bridges required new calculations. All bridges prior to 1978. Must be stamped by a PE.

Bridge are inspected every other year.

Switched to LRFR code

Initiated research contracts

1.6 million pound is the largest load ever hauled in California. It has been moved 4 times.

Rating factor capacity over demand.

#### **Engineering from the Industry Perspective- John Ehr, Perkins Specialized**

Generally industry wants permit now and on the cheapest route.

Required information to have axle spacings combination weight, tare weight, tire size, axle width, in a profile.

Overall dimensions, center of gravity, securement points, eccentric COG.

What state is in the route? Do all states accept the trailer? Does each state have defined weight allowances? Plan for the most restrictive state in the route. Does a dimension or GVW trigger a different permit category?

Texas over 500,000 pounds need scale weights. Need to be able to add tolerance when permitting in case load comes in heavier than anticipated.

States need defined process. Limited staff. City or county may not have staff to properly vet local routing. Does state allow corridor movement? Does state have a process for analyzing out of gauge combinations?

What comes first bridge rating or route survey? Inaccurate cargo data. Release in timely manner. Construction reroutes

Suggestions to companies – Measure, know your trailer, understand your variables & contact state to understand the process.

#### **Q & A Bridge Panel- Sonia, John & Kevin**

Do you calculate the slope in or out of a bridge? Washington measures the lowest point. Carrier needs to do a route survey. Issues from a company the height pole does not hit but load does due to length.

Compare 1950 to current material do we get a longer life structure? Changed by design can be up to 75 years previously a 50 year span.

Centerline and reducing speed on freeways do you have additional police or traffic control? Washington just states it on the permit. California has CHP escort. Texas is requiring photos to be taken and sent in showing the loads crossing the structures.

California does not allow quads. They are requiring a larger spacing 18' in between permit axle groupings. This helps to preserve bridge girders and bridge decks.

What barriers exist from states communicating? Money, policy, state law.

Are there opportunities of what can be controlled? Washington will accept other drawing but still need to have all of the required information.

#### **Law Enforcement Escort of OS/OW Loads – 2 states presented and 1 pilot-car company**

##### **Michael Richardson –California Highway Patrol**

Communication with all parties involved.

Have emergency parking areas identified.

24 hour number with rail dispatch.

Utility companies on scene.

Required lighting on loads. CHP likes to move these loads at night.

Must have a Level I inspection completed within the last 90 days.

Have permits organized by route.

##### **Law Enforcement Escort of OS/OW- Sgt John Watlington Arizona Department of Public Safety**

6 Troopers on 900,000 pound load.

2,000 authorized Troopers state currently has 678.

Successful loads, have current license, sober drivers. These items have been issues in the past.

Inspect your load and driver.

Patrol unit is there for insurance to help you move across the state safely.

Depending on the weight due to stopping may go thru lights etc.

Debriefing after the load movement is crucial. What can we do better next time if company has several loads that are the same?

Make sure you have read your permits.

### **Private Pilot Escort Operating with Law Enforcement – Bill Patchell & Tom Patchell-Pro Oversize**

A pilot car is a warning device for oversize power unit drivers.

Pre-route meeting works best with law enforcement.

Who does what? Team work. Keep channel quiet unless you need to talk. Proper training of escorts.

Understand laws of each state. Information access, training, vehicle requirements, standards.

### **Law Enforcement & Escort Panel Discussion Q & A**

Who determines the number of troopers? CA load coordinator. AZ permit issuer.

Do you measure the loads? Both states yes.

What do you charge for Highway Patrol Escort? Example North Dakota is .50 per mile and \$50 per hour.

.90 per mile and 86.10 per hour CA

.45 per mile and \$44.00 per hour generally (time and half for officer pay that is escorting) AZ

Do you report bad pilot car services? No from each state.

Do you run plate and license? Both states Yes

Can you cite for light pollution. Use good judgement and don't be hazard oncoming traffic.

Height pull in front is not a pilot car. Only thing that does not move from the front. Other cars may leap frog intersections to move safely.

## **Day 2**

### **Brian Ness IDT Director**

AASHTO – We need to respond to the facts as we see them. Draft at this time. How does it fit in with other committees? Boards and roundtable. Answers maybe presented at AASHTO in November. Please provide comments to make sure your voice is heard.

WASTHO committees - audit, resolutions, nominations, civil rights, construction, maintenance, transport committee, materials, operations. After AASHTO makes their decision we may look at others things to take on in the committees.

### **CVSA Size & Weight Committee Update- Danny Wells CDOT**

United States, Mexico and Canada.

Size & Weight Committee Chair-F/S Kenneth Ray Snead, NCHP

Pilot Car Training & Certification

FMCSA- Manufactured Single Use Axles (FEMA getting involved in study)

Max limit 1k miles on tires

No replacement parts manufactured

Fatal in ME

FAST ACT

Milk is a state issue. (Customers want trailer longer and wider)

If you can't haul cars on overhead rack is it a specialized auto transport. No.

Natural Gas Vehicle provision- How is it to be enforced?

### **Freight Movement- Issues obstruction OS/OW and legal dimensions Eric Sauer- Vice President of Policy and Government Relations, CA Trucking Association.**

Thanks for having me. Statewide running for 81 years with 1100 companies represented. Over 1 million trucks operate in CA daily. 1 of every 20 people is directly employed by trucking industry.

Hurdles

Governor's executive order on freight 100k zero emissions vehicles by 2030

Statewide environmental policy goals

Emission cap

California shortfall \$100 billion

Last in pavement conditions

Road charge technical advisory committee

55 trucks are currently in a pilot program

All segments of industry are represented

See link [www.dot.ca.gov/road\\_charge](http://www.dot.ca.gov/road_charge)

CTPAC was established in 2003 (Industry, CALTRANS, CHP)

Meet 3 times a year split between north and south

Automation, permit fees, escort requirement, consolidation of north and south, embracing technology, increase attendance at meetings

<http://www.dot.ca.gov/trafficops/permits/>

Make sure you communicate consistently.

Permit feedback form.

Contact [Esauer@caltrux.org](mailto:Esauer@caltrux.org)

### **Route Surveys- Danny Wells (CDOT) & Dan Kiely (MTD)**

Danny Wells- Showed issue in Colorado where the company did not do a proper route survey.

Dan Kiely – Showed an example of a route survey. PDF format you can take photos of issues and obstacles and attach them. Sample form was left in front for anyone to take. A request was made to add axle weights and axle spacings. Question was brought up should we make a standard form for WASHTO states.

It was decided to have a work group put together. The goal of the work group is to bring forward a universal form and type of standardized manual. . Thanks to everyone who was willing to volunteer. The work group will consist of Brad Marten from Montana as the lead. In addition Sonja Clark from Washington State, DuWayne Murdock from Texas, Industry Rob Simon and Ron Montgomery, Pilot cars companies Randy Sorenson and Mike Myers. If you need to contact this committee please email Brad Marten at [bmarten@mt.gov](mailto:bmarten@mt.gov).

### **Port of Tour Port of Long Beach**

Transported by Caltrans to and from Port of Long Beach.

Spent the afternoon on a boat tour of the port. There were several ships getting unloaded, a ship getting brought in with tug boats, heard about different imports and exports, watched conex boxes getting loaded onto trailers, and a large number of truck tractors coming and out of the port.

### **Day 3**

#### **State reports**

A table is listed at the end of this document with statistics given by each state. To view the complete state reports please click on the state reports link on our webpage.

Jackie read thru reports for Alaska, New Mexico, Oklahoma, and Wyoming for the states that were absent.

CO- testing new pilot car map, clean up routing maps, adding city of Denver. Gov delivery, allows over weight only up to 200,000 pounds. Adding oversize and/or overweight and number if permitted.

MT-No longer issuing WRP Permit, Went live May 28, 2016, Carrier must allow 3<sup>rd</sup> party to issue permits. Added information on superloads.

TX- cargo in port areas, FAST Act guidelines on milk, restriction violator report.

CA-superloads are called variance permits, news STARS2 program increased permit issuance by 5 percent. Offered training on issuing permits to cities and counties. Caltrans has made several changes to policy.

UT- UTHP has ability to use the permit system roadside, inter-grated mobile enforcement trailer.

NV- curfew changes, working with cities and counties for more information about construction.

AZ-permit system is hooked up with Cview.

WA-Allows permits to be electronic, looking at pilot escort requirements adding a rear pilot car on some loads on multi lane roadways. Some permit writers are doing compliance reviews. Gov delivery.

ID-27-30 percent are issued on line. Looking to get an automated system. Hope to be automated by end of 2018. E Trails electronic newsletter if you want a copy go to [Trucking.Idaho.gov](http://Trucking.Idaho.gov) or email Lance Green at [lance.green@itd.idaho.gov](mailto:lance.green@itd.idaho.gov).

### **States Only Meeting**

SC&RA in Orlando, FL Feb 14-17 this will also be the WASHTO spring meeting. Thoughts on adding AASHTO. It would save a trip for those people who attend both meeting.

Meeting notes, presentation, photos, and state reports will be posted on website

If you complete a survey to WASHTO members please send to someone on the committee Danny Wells, Reymundo Rodriquez or Jackie Darr. We now have a place on our website to upload the surveys.

NTSB- Lane designation for height.

Fall meetings- will check into CA or OR backup can be ND.

Do we need to get into the go to meeting?

Quarterly conference call meeting thoughts? If staying as is 2 meeting per year states felt there was no need.

Western Regional Permits – At this point they will continue as is.

If you think of a topic of interest to the group please submit to someone on the committee.

### **WASHTO Committee and Website**

Brian Ness- Executive Sponsor (Idaho DOT Director)

Danny Wells – Chair (Colorado DOT Permits Unit Manager)

Reymundo Rodriquez-Vice-Chair (Idaho DOT Vehicle Services Manager)

Jackie Darr –Secretary/Treasurer (North Dakota Highway Patrol Permit Office Supervisor)

The WASHTO website for this committee is [www.washto.org/coht](http://www.washto.org/coht).

## Permit Statistics from States

State	2015 #	Current # 2016	WRP	Staff	Online	% Auto Issued
Alaska	18,700	12,446	5	4	Yes	20
Arizona	Unknown	327,284	3	235	Yes	0
California	158,000	122,600	0	47	Yes	0
Colorado	56,953	38,354	14	6	Yes	48
Hawaii						
Idaho	69,511	57,288	0	4	Yes	100*
Montana	66,887	42,399	317	10*	Yes	85
Nebraska	125,168	95,931	0	4	Yes	80
Nevada	39,787	42,226	0	2	Yes	0
New Mexico	214,315	200,567	0	4	Yes	24
North Dakota	244,376	147,509	0	3	Yes	87
Oklahoma	217,608	147,572	0	21	Yes	73
Oregon	120,381	94,113	0	15	Yes	5
South Dakota	86,523	71,243	0	62	Yes	80
Texas	738,727	491,299	3069	50	Yes	71
Utah	79,460	73,295	5,671	70	Yes	34
Washington	169,320	132,229	1,323	3*	Yes	74
Wyoming	80,368	49,162	0	107	No	N/A
Totals	2486084	2145517	10402			

WRP (Western Regional Permits)

\* Idaho only annual permits are auto issued.

\*Montana has 100 Enforcement Officers 11 District Area offices

\*Washington 21 Additional Agents under contract with WSDOT