HOUSTON, TX
2017
• 18 states (5 WASHTO)—We can do better

• Harmonization
  • Night movement
  • Route Survey
  • Standardization of application information
  • Multi-state corridor communication
  • Communication between state and industry
  • Electronic Verification of Permits
Background on the ERWG

• FAST Act required the U.S. DOT to create an Emergency Route Working Group (ERWG).
• Established under the Federal Advisory Committee Act
• Composed of 21 members representing:
  • State DOTs-Under-Represented
  • Relevant modal agencies within U.S. DOT
  • Emergency response experts
  • Relevant safety groups
  • Entities affected by special permit restrictions during emergency response efforts
• https://ops.fhwa.dot.gov/fastact/erwg/
  • Contains full membership list, meeting minutes, and other meeting materials
Role of the Committee – Charge Questions

• Provide the Secretary of Transportation recommendations for expeditious State approval of special permits for vehicles involved in emergency response and recovery. Committee charged with addressing the following:
  • **Do impediments currently exist** that prevent expeditious state approval of special permits for vehicles involved in emergency response and recovery?
  • **Is it possible to pre-identify and establish emergency routes** between States through which infrastructure repair materials could be delivered following a natural disaster or emergency?
  • **Could a State pre-designate an emergency route as a certified emergency route** if a motor vehicle that exceeds the otherwise applicable federal and State truck length or width limits may safely operate along such route during periods of declared emergency, or during the recovery afterwards?
  • **Could an online map be created** to identify each pre-designated emergency route, including information on specific limitations, obligations, and notification requirements along that route?
Additional Issues Identified

• Issues with the movement of vehicles that typically only operate intrastate
  • International Registration Plan (IRP)
  • International Fuel Tax Agreement (IFTA)
  • DOT Registration \ DOT Numbers
• Delays at toll areas
• Enforcement stops at weigh stations
OS/OW Automated Permit System - Self Issue Single Trip Permits

- Auto Issue
- No Auto Issue
- Auto Issue Pending
Summary of Recommendations

• Currently have 6 recommendations for the Secretary of Transportation including:
  • **Incentivize automated permitting** - The Secretary should incentivize States to modernize their permitting systems to provide for automated permitting so that permits are available 24/7, which reduces delays in initiating response to a disaster.
  • **Test feasibility of emergency corridors** - The Secretary should ask states to designate emergency corridors that vehicles of certain width, height and length can use for emergencies to demonstrate the feasibility of this concept. The vehicle dimensions could be defined based on the most common oversized vehicles and loads used in emergency response.
  • **Exempt utility vehicles from IRP and IFTA** - The Secretary should write a letter to request that the IFTA and IRP boards work with utilities to craft a proposal and vote on changes to the IFTA and IRP charters that would exempt utility trucks from the requirements of IFTA and IRP trip permits, registration, reporting and fees, so that utility companies reduce delays during emergency response.
• **Develop website** - The Secretary should lead the development of a shared website (transportation.gov/emergency) with all relevant permitting and regulatory compliance information that can be accessed by those participating in emergency response.
  - Guidebook and checklists developed for the website

• ** Expedited payment at toll areas** - The Secretary shall work closely with industry associations such as the International Bridge, Tunnel and Turnpike Association to identify best practices for toll relief or expedited payment systems that speed up the movement of vehicles through tolls when these vehicles are responding to an emergency.
  - Encourage toll interoperability

• **Pre-clearance for convoys** - The Secretary should encourage the development of a pre-clearance process that pre-identifies a set of vehicles that are part of response and recovery. This process should pre-identify a convoy and provide the convoy with certain privileges that include expedited inspection in weigh stations.
  - Study the feasibility of setting up an alert system (similar to an Amber Alert) to ensure state and local authorities are aware of the movement of emergency response convoys
FHWA Update
Civilian Escort Certification Required

Source: Federal Highway Administration
FHWA Update

• Federal Limits.
• FAST ACT.
• OS/OW Permitting Best Practices.
• Annual Evaluation of the Truck Size and Weight program for 2017 (due to the Division Offices on Oct. 1).
• State Enforcement Plans and Certifications.
• Overview of Federal Truck Size and Weight Limits.
PURPOSE – To gather data to help determine what, if any, impact heavier weight have on a vehicle’s structural components, motor carrier safety violations, and safety.


A heavy vehicle was included in the study if:

1. It was weighed and found to be over the allowable:
   a) Axle weight; and/or
   b) Axle group weight; and/or
   c) Gross vehicle weight for the roadway on which it is operating

   OR

2. It was operating under a special permit for weight
### 3 Year Inspection Information

<table>
<thead>
<tr>
<th>Combination CMV?</th>
<th>No. CMVs</th>
<th>OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>8,888</td>
<td>39.33%</td>
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<tr>
<td>No</td>
<td>2,462</td>
<td>31.86%</td>
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</table>
### OOS Violations (All CMVs)

<table>
<thead>
<tr>
<th>Category</th>
<th>No. CMVs</th>
<th>OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes</td>
<td>1,558</td>
<td>13.72%</td>
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<tr>
<td>Brake adjustment</td>
<td>947</td>
<td>8.34%</td>
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<tr>
<td>Tires</td>
<td>444</td>
<td>3.91%</td>
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<tr>
<td>Suspension</td>
<td>78</td>
<td>0.69%</td>
</tr>
<tr>
<td>Wheels</td>
<td>44</td>
<td>0.39%</td>
</tr>
<tr>
<td>Other</td>
<td>1,210</td>
<td>10.66%</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>4,281</strong></td>
<td><strong>37.71%</strong></td>
</tr>
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</table>
## Weight Violations

<table>
<thead>
<tr>
<th>Violation</th>
<th>No. CMVs</th>
<th>No. OOS</th>
<th>OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>392.2-SLLEWA1</td>
<td>1,863</td>
<td>676</td>
<td>36.29%</td>
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<tr>
<td>392.2-SLLEWA2</td>
<td>1,589</td>
<td>642</td>
<td>40.40%</td>
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<tr>
<td>392.2-SLLEWA3</td>
<td>287</td>
<td>138</td>
<td>48.08%</td>
</tr>
<tr>
<td>392.2-SLLEWG1</td>
<td>573</td>
<td>218</td>
<td>38.05%</td>
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<tr>
<td>392.2-SLLEWG2</td>
<td>310</td>
<td>142</td>
<td>45.81%</td>
</tr>
<tr>
<td>392.2-SLLEWG3</td>
<td>474</td>
<td>267</td>
<td>56.33%</td>
</tr>
<tr>
<td>392.2W</td>
<td>346</td>
<td>149</td>
<td>43.06%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>5,010</td>
<td>2,005</td>
<td>40.02%</td>
</tr>
</tbody>
</table>
5 Axle Reduced Corrected CMV Stopping Distance Averages for 60 mph Panic Stops

- **Passenger Vehicle Baseline**
- **80k lb**
- **91k lb**
- **116k lb**

<table>
<thead>
<tr>
<th>Loading Condition</th>
<th>Stopping Distance (ft)</th>
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</thead>
<tbody>
<tr>
<td>Fully functioning brakes</td>
<td></td>
</tr>
</tbody>
</table>

AASHTO
FMCSA Suggestions

• State weight violations (393.2*) should be included in CSA scoring
• Tow vehicles (i.e. tractors) should not be allowed brake violations – OOS
• Permit vehicles should not be allowed brake violations – OOS
• Vehicles should not be permitted beyond its stated GVWR
Discussion of harmonization with industry

• Night movement—give industry the option of night movement even if it requires more escorts.
  • One of industry’s issues is that they have difficulty getting the support (e.g., utilities) for the largest of the moves.
  • Need to have some reasonable expectation of what will be required/allowed for time of movement in advance of move so planning may be made up and down stream.

• Route Surveys
  • Form
  • duration—seeking 30-60 day shelf life
  • don’t recommend any form of performing the survey other than driving the route

• Standardization of application information--
  • different web browsers

• Communication between states
  • work thru ERWG

• Communication between states and industry
  • major changes listed on front page
  • automated email notification of changes
  • office closings
  • hours of operation
  • holidays
  • statute and rule changes
  • major events
  • restrictions
  • link to rules, regs and statutes

• Electronic verification of permits
  • size of device?
New Committee Structure

Policy Bodies:
- Transportation Policy Forum
  - Freight
  - Aviation
  - Highways and Streets
  - Public Transportation
  - Water
  - Rail
  - Active Transportation

Board of Directors:
- Executive Committee
- Strategic Steering Committee

Program Delivery and Operations Committees:
- Planning
- Environment and Sustainability
- Design
- Bridges and Structures
- Traffic Engineering
- Right of Way and Utilities
- Materials and Pavements
- Construction
- Maintenance
- Transportation System Operations

Enterprise/Cross-Discipline Committees:
- Safety
- Transportation System Security and Resilience
- Data Management and Analytics
- Communications
- Performance-Based Management
- Funding and Finance

Administration Committees:
- Agency Administration
- Fiscal Management and Accounting
- Internal and External Audit
- Human Resources
- Civil Rights
- Knowledge Management

Special Committees:
- AASHTOWare
- Research and Innovation

Committee on Transportation System Operations