

# 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*

A map of the United States where states are color-coded based on their permit status. The legend indicates three categories:

- Auto Issue:** Dark blue/green.
- No Auto Issue:** Red.
- Auto Issue Pending:** Yellow.

The following table lists the states categorized by their permit status as shown on the map:

Status	States
Auto Issue	WA, MT, ND, MN, WI, MI, IN, OH, PA, WV, VA, NC, SC, GA, FL, TX, OK, NM, AZ, UT, CO, KS, MO, IL, IA, NE, SD, NY, VT, ME, NH, MA, RI, CT, NJ, DE, MD
No Auto Issue	OR, WY, NV, CA, KY, TN, MS, AL, WV, VA, NC, SC, GA, FL
Auto Issue Pending	ID, WY, NY, NC, AL

# Summary of Recommendations

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- 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.

# Summary of Recommendations (continued)

- **Develop website** - The Secretary should lead the development of a shared website ([transportation.gov/emergency](https://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



Source: National Transportation Safety Board

# Civilian Escort Certification Required

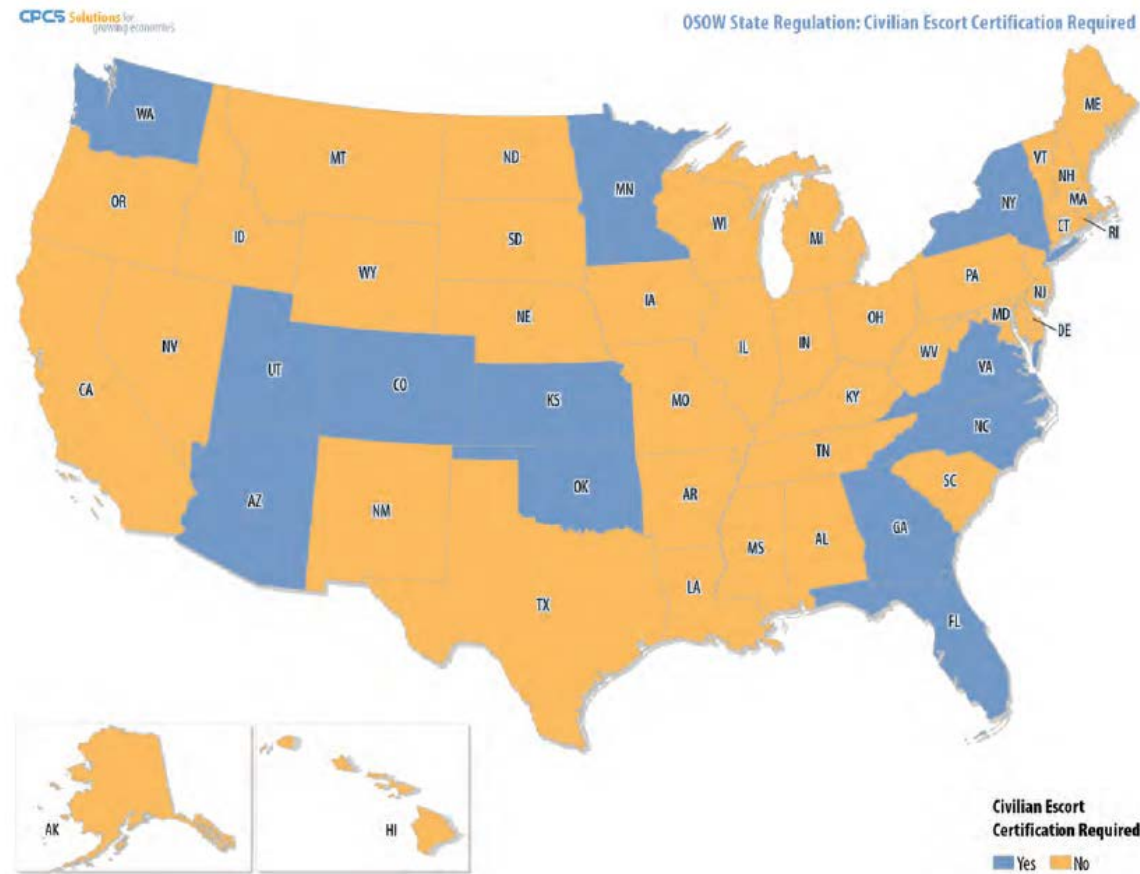


Figure A-39. Civilian escort certification required.

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.

# FMCSA-Heavy Vehicle Data Collection Effort

**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.

**DURATION** – January 15, 2012 – January 15, 2015

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

Combination CMV?	No. CMVs	OOS Rate
Yes	8,888	39.33%
No	2,462	31.86%



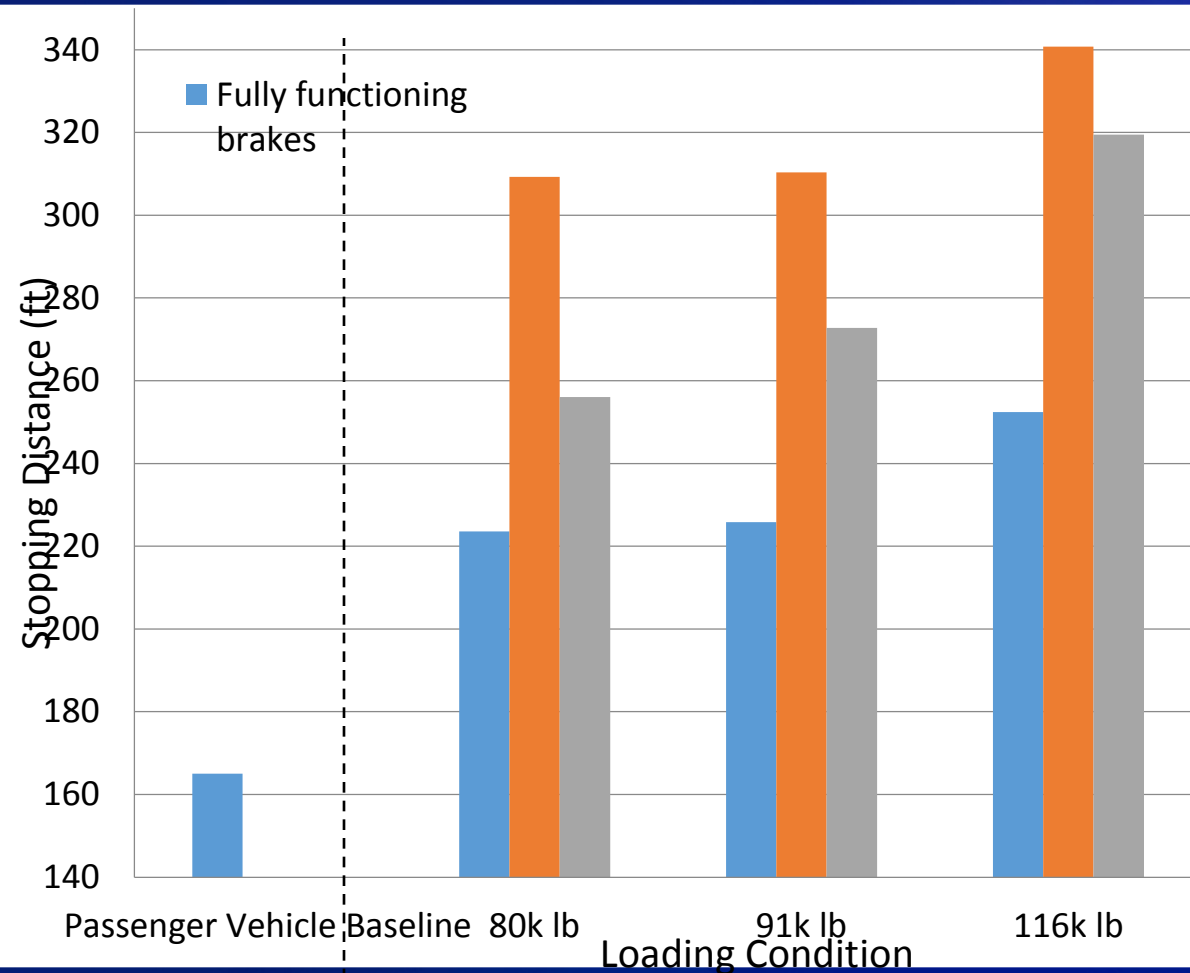
# OOS Violations (All CMVs)

Category	No. CMVs	OOS Rate
Brakes	1,558	13.72%
Brake adjustment	947	8.34%
Tires	444	3.91%
Suspension	78	0.69%
Wheels	44	0.39%
Other	1,210	10.66%
Total	4,281	37.71%

# Weight Violations

Violation	No. CMVs	No. OOS	OOS Rate
392.2-SLLEWA1	1,863	676	36.29%
392.2-SLLEWA2	1,589	642	40.40%
392.2-SLLEWA3	287	138	48.08%
392.2-SLLEWG1	573	218	38.05%
392.2-SLLEWG2	310	142	45.81%
392.2-SLLEWG3	474	267	56.33%
392.2W	346	149	43.06%
Total	5,010	2,005	40.02%

# 5 Axle Reduced Corrected CMV Stopping Distance Averages for 60 mph Panic Stops



# 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



# FEMA Logistics and Movement Control

## AASHTO Annual Meeting

FEMA

AMERICAN ASSOCIATION  
OF STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

AASHTO



Mike Frego

FEMA Transportation Management

August 1, 2017

AASHTO



# 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

