

WASHTO SCOHT meeting held in the state of Billings, Montana. Meeting was held on October 3 thru the 5th at the Big Horn Resort.

Welcome by Danny Wells Colorado DOT. Changes to our WASHTO group. Reymundo (subcommittee co-chair) has moved positions in Idaho. Now working with weigh inspections stations, IRP and IFTA. Lance Greene has replaced him for Idaho. Dan Kiely from Montana DOT has retired with 38 years of service. His position has currently not been filled. Brad Marten with the Montana DOT has been promoted to the Colonel of the Motor Carrier Enforcement Division in Montana. He will remain on this committee. Everyone did introductions around the room. There were 10 states present listed with number of people from that state: Arizona-1, Colorado – 3, Idaho-1, Montana-5, North Dakota -1, Oklahoma-1, Texas-2, Utah-1, Washington-3, Wyoming-1. Federal Highway had 2 attending one from Washington DC and one from the Helena, MT. Industry had 40 members present.

Welcome to MT from Director Mike Tooley. He stated Director Ness and I would like to welcome you to Billings, MT. Director Ness is the committee sponsor and was called to jury duty. Coming from the enforcement background this is a great group of people. This groups provide a great service to motor carriers. We are a regional association of WASHTO SCOHT. It has 18 states represented we are the biggest region in terms of land area. Challenges are unique and important. We are so spread out it is good to get together to share information. Our purpose is to play a role in contributing to National transportation policy. We need to react and comment to Federal Highway and FMSCA. 2/3 of the budget comes from federal highway. We need to advocate to encourage economic competitiveness to increase the completion not within the states only but around the world. We can learn from one another to get great ideas. You can use other ideas to apply in some ways. We work with AASHTO getting information from our group to get the infrastructure package. Federal government is looking for input from states and organizations for new ideas. We currently have someone the president will listen too. WASHTO has the best memberships of all the groups. Protecting the infrastructure but we also move freight across the states. We make it happen without having issues. This is a measure of success. These committees are a great way to strength relationships with industry. Montana is currently looking at Vision Zero wanting zero deaths on our roadways. Director Tooley stated he is the only active director in AASHTO that have investigated crashes. He lost 4 troopers in his time with the Highway Patrol. Only acceptable number of deaths in a state is zero. Zero is something that may never happen but no death is acceptable. This is a simple concept but a hard goal to reach. Currently Montana has failed 148 times so far in 2017 but it is down from the past two years. As president of WASHTO his focus is saving lives. He is currently working with the Idaho Department of Transportation something should be in all the WASHTO states by the end of June in reference to Vision Zero. Remember the most valuable part of these meetings is talking to one another.

Ship Coalitions Federal Proposal- Zach Hartman- Anheser-Busch Director of National Affairs. Safer Hauling & Infrastructure Protection. Responsibility of industry with transportation safety. His company put money into roadways and drunk driving to make our roads safer. However one death as Director Tooley said is too many. Designated driver, friends don't let friends drive drunk, know when to say when these are all slogans from his company. We have new challenges today with distracted driving. It is the new drunk driving today. Working with stake holders together to make our roads safer. If our roads are not safe and our infrastructure we need to make our policies to meet with the economy and the infrastructure system today. Modernization has changes over the years. However, not all change is good. Trucks today alone have anti-lock brakes, blind spot warning devices, in cab navigation, on board

recorders and speed limiting technology, rearview cameras, better trained drivers, forward collision warning systems, roll stability control, lane departure warning systems, seating improvements and steering wheel positioning. There is a long history of gross vehicle weights limit across the United States. Most Western States allow higher weights than the eastern states. Most recent evaluation was 2015-2016 US DOT Truck Size and Weight Limit Study. It was authorized by Map 21 in 2012. Data published in June of 2015. Final peer-reviewed report published in early 2016. It evaluated a number of weights and axle configurations. Inconclusive on correlation between GVW, accidents and severity. They want data on vehicle GVW and number of axles at the time of a crash. The study included that the 6 axle stops 1 foot shorter than the 5 axle configuration. Infrastructure 2.4-4.2% reduction in lifecycle of the interstate over a lifespan. Zero effect on Federal bridges. Federal Bridge formula compliant and reduces congestions. Environmentally, 109 million gallon reduction in annual fuel consumption and 2.4 billion pound reduction in annual carbon emissions. Changes made by congress are a matter of policy. We all want zero fatalities. We can do it but that is not practical. We can't reduce the speed limits, gross weights, increase enforcement to do this. It is not practical. 80000 was created in 1982. 6 axle configurations is more productive. This causes carriers to get off the interstate system the best infrastructure we have. We are forcing trucks thru towns on back roads going past schools, thru local neighborhoods. CVSA does not take a position on individual proposed changes to existing size and weight limits. Instead CVSA recommends that changes to current CMV size and weight limits not be made without first considering several factors where applicable. Brakes are an enforcement issue and customers should be responsible. What is the average life span of a trailer we are hearing 15 years? Dave with Bennett said 15 years with beyond an average life cycle of a trailer. The duty cycle is not 15 years realistically he feels it is 7-10 years pretty common. Especially running north with road conditions. Is there any positive feedback from California with buy asked Mike with Landstar? California has aggressive targets we need to show them safety and sustainability. Need other states to pilot it and collect the data. Do other states permit this DuWayne Murdock from Texas? Several WASHTO states currently do. Who do we convince to go forward with this study? It needs to be included in the infrastructure package. Have you worked with the ATA? I have talked to the ATA. The twin 33 efforts may have been an issue with the ATA. We need Flexibility but also need to have federal standards. Uniqueness of the west, economic competitiveness. Give the states the flexibility to say we can or can't go with this.

FHWA Update- Q&A-Crystal Jones Lead transportation specialist. Federal size and weight limits have not changed since 1982. With the exception of the ISTEA freeze in 1991. Federal DOT is in charge of size and weight due to the way the law is written. The FAST Act had several size and weight limits. Making Milk a non-divisible load. States can go over on gross weight and axle weights. Emergency vehicles up to 86000 pounds steer 35000, 62000 on tandem and 52000 on tandem steer axle. Being delivered from the manufacture they can also take advantage of this. Natural gas provision allows up to 82000 pounds concluded that all states must allow this for a natural gas vehicle. Emergency route working group put forth to address restoration of emergency services. Issuing permits to allow vehicles to get to an emergency. States should pursue a 24/7 auto permitting group. (Example for emergencies: Power restoration) General cargo to be hauled on a backhaul of an automobile transporter. There is a notice for public comment on the Federal Register for high mount transporter. Looking for input, comments for this definition. Heavy duty cover tow vehicle. No longer subject to federal weight limits if the tow vehicle is heavier than the transported vehicle. Bridge impacts are the biggest issue of the FAST Act. MAP 21 permits were issued for water for Harvey in the state of Texas. Group was more concerned

about pass thru states. Group received several recommendations on size not so much for weight. Working on research advancing AASHTO efforts on harmonization. Working with AASHTO for research funds. Pilot car arena for operations and opportunities to harmonize. Best practices are being concluded. The research report should come out in a couple of months. With the federal government assistance hoping to move towards automation. Truck parking with MAP 21. Continuing work for the National Truck Parking Coalition to distribute for this webinar. Recognizes the federal government does not own this issue. State Freight Advisory Committee developing a state freight plan. Key things to take away are what could be? However states are responsible to follow what congress will allow. Does the Government look at non-divisible load impact when looking to up the divisible loads? It was considered somewhat since the legal loads information is currently not available.

Specialized Carrier & Rigging Association Update- Steven Todd- SC&RA Vice President-The Federal Government has done a great job. Looking at proposing additional weights. Best practices is our information correct or do we need to update. FMCSA – SC&RA request to extend exemption for all permitted loads for the hours of service mandatory break. Extended till June of 2020. Safety is first and foremost. Be judicious when allowing drivers to take part in this. State Police escorts can be an issue with timing causing delays and shutdowns. Paul Trumbino is the nomination. He does not give everything you ask for but willing to listen and engage. The answer is not just because this is the way it is done. Emergency route work group charge was simply to study effects of length and width when responding to emergencies. Emergency movements involve weight and height as well. We are promoting Automated Permitting. Creating a National Map does not work as good as an automated permitting systems with liberal thresholds for emergency moves. Truck parking coalition came out with a list and recommends the unique challenges of oversize/overweight loads. Wisconsin and Illinois are looking at oversize/overweight loads as state lines for parking. MAASTO sent a letter of what are you doing for us to the SC&RA. The SC&RA answer is: Increasing safety and raising the bar. Driver training DVD. Monthly webinars free of charge to state officials. Next conference is in St Louis February 27 – March 2nd. We support weeding out the bad apples. Please don't allow the few bad companies to create policies that impend everyone due to the one company. Take time look into the issues to weed out these companies. Concerns about moving at night. Nighttime movements pushing pilot possibility of moving at night as an option not asking everyone to make it mandatory at night. Illinois is requiring a pilot car for all loads. In their state if you require one during the day you are required to have 2 at night. Safety is first and foremost but you will get more out of your contacts Harmonization? Where are we going into the future? WASHTO specific issues 3 or 4 states do not show up. Think outside the box with us how do we get those states to show up. Might need to go forward with a yearly conference call. Non-divisible load issue-industry hopes to assist in coming up with a common interruption of a non-divisible load options if you meet A, B or C. Problems and delays are out there for several people. Then a small minority is the opposite. We are saying is see it from our perspective. Can we discuss this issue? Currently there are no thru route states. This causes a policy of exclusion. This costs a company a lot of money with the extra miles for the routes they are moving.

Dave Lowry with Bennett- we appreciate from industry the fact that you get together and we can discuss the issues, frustrations and/or give praise to help make trucking companies to become more proficient. Things that are issues now with oversize loads we don't know what is going to happen in the future with night moves. We need extra drivers and/or personnel. We need the talented drivers to do these big loads. We will succeed with the work of the companies and the states. Professional and moral

obligation to the motoring public. Let's help make progress to do these things right. We learn from what we are dealing with.

Ron Montgomery Intermountain Rigging & Heavy Haul- It is important to me to look at the potential problems we have been able to work thru before it turns into something big. Love state updates and new rules. The best part of the conference is being able to work and interact with one another. Appreciate WASHTO most active association in the country.

AASHTO SCOHT Update- Danny Wells Colorado DOT. It was in Houston, TX 2017 - Several states are dealing with travel issues. Meeting location was selected to helping us deal with that. 18 states showed 5 were WASHTO states. Harmonization- Night movements, route survey, standardization of application information, multi-state communication, communication between states and industry, electronic verification of permits. Director Ness is working with states trying to push for more attendance. When it comes to Harmonization we are asking for a minimum for the state. If you are already requiring less than the minimum you don't have to change. You are already meeting the standard. FAST Act required US DOT to create an Emergency Route Working Group (ERWG). The AASHTO committee changes has us as part of the Transportation Systems Operations Committee. Chair is the executive director from Colorado. The committee understands the connection with industry it is something that we need to keep. We are tasked with all things size and weight.

Bridge Analysis- Modeling and slowdowns for reduced impact with Q & A- Dave Warner- Bridge Engineer, Montana DOT- Vehicle weight analysis. EPART website. Vehicle/Routine type. Number of beams, quick way using design live loads, pre-stressed beams, trunnion axles, load width, 10 mph, 5 mph old, simple span check. In Montana we have software which grants annual routine permits based on bending on a 45 foot simple span. Concrete T beam bridges commonly built at that time. Involves old inventory and operating steel design stresses. The new EPART system has the Vehicle Weight Analysis (VWA) integrated. This greatly helps haulers to self-issue routine permits from our website. Wooden bridges and moisture create issues. 1000 bridges in Montana are timber bridges. Over half the denials in Montana are on the timber bridges. Consistency is key. Shear distress –sagging, crushing, warping, shear cracking, torsional bending, disorientation. Generally, when shear is included the bridge is close to being replaced. Current software can cost \$50,000 a year per screen. It comes down to what an engineer is comfortable with. How many beams will be engaged for each load? Lane driving in can come into play depending on the stress of the bridge. When checking the bending of the bridges software is needed. Factor out dead load and live load. When trunnions are at 18' it is like two trucks driving past one another. This allows for two lanes. It comes down to how many numbers of beams you will be using and how many beams do you need to carry the load?

Conducting route surveys- Brad Marten- MCS Enforcement Colonel, MT DOT, Ken Stabler Owner, Stabler Pilot Services, Mike Wilson- Owner Whitewood Transport, Larry Spiekermeier – Owner/Operator Whitewood Transport, and Noah Davis- Manager of District Operations, Northwestern Energy. – Brad Marten – MT DOT- We are working to make things a little better logistically it is a win for everyone. Each of us has pressure from a different direction. Enforcement all operates out of the same office. It seems to work as a best practice for Montana. Priorities all have to be in line. Electrical companies have to lift wires for high loads and on days like today with storms they have to get out there to get their customers up with electrical issues. Can they really take the time to move this load on through? As a state we need to protect the infrastructure. Ken-Pilot Car service. We

started Pilot car business in the early 90's. We try to work with Motor Carrier Services with Route Surveys. Starts with the state what are your thoughts on running a route for options. Larry- as a driver. Some companies take care of getting their own permits or the driver can get their own permits and pilot cars to search out a route himself. Taking care of everything from Point A to B. Mike Wilson- Owner Whitewood- you are only as good as the person you surround yourself with. Number 1 priority is safety but we also need to be complaint as well as efficient. Each state doing something different is tough. Crossing the state borders creates a whole new ball game. Noah Davis- Utility Company-Northwestern Energy – works with the high load process. Noah works in the middle of the state so a majority of power lines and loads go thru his area. Passing off between one division to the next can be an issue with trucking companies moving. His company has a process to contact NW Energy the first contact can take care of the whole route. He will then do the follow thru work. The company has 10 days in order to respond. The ten days starts at the point when they have all of the information. Storm rolls thru the power lines can have issues. Resetting the power lines can cause issues with the height. Lots of overlapping with jurisdictions not only electrical wires but also the cable companies. The National safety standard is to clear by four feet. Metallic conductors expand when they are hot and/or cold. On a really long span they can expand 8 to 10 feet. If a lineman is there to support the power line it could be smaller than 4 foot. However he is trained and has all the proper safety gear. If a company knocks a line down that was permitted would be going to be liable. It would be on the utility company if they signed off on it. The risk is important on the route surveys. Thank you to those movers that they have worked with seem to be understanding when they tell them they can't move due to weather or supporting the load. The state's main purpose is can it fit. We have loads stuck in between the guardrails. Can they make the corners causing complaints from the traveling public when they get caught? Is ten days out an industry standard? 10 days is in Montana code. Everyone reads the rule differently. The legislature has been pushed to get it changed. As a truck driver is there a time as to when you would like a route survey. Do you feel there is a place for safety purposes where you would like a route survey due to safety purposes? Montana route surveys are good for 60 days. They do vary from state to state though. Moving at night with the electrical company does take the price tag up. Night movement on interstate system could be a good advantage. What are the goals and objectives? Pretty much as soon as possible. Katelyn Dwyer sent out a survey out. Best option is to talk to each state individual that works with the size and weight.

Weighing a super load (Dual lane expandable trailer GVW> 500,000 pounds- Q & A- Barbara Howell & LaDonna Mason, Colorado State Patrol, Port of Entry- Superloads in Colorado are over 500,000 pounds and occupying two lanes. Colorado Statute 42-4-510 (1.7) e. They verify the load cost to owner \$282 per mobile unit and .50 per mile. Minimum of two mobile units. Weigh one vehicle in the combination at a time. They can weigh 1 to 3 axle groups at a time. Scales are certified once a year. Scales are about ½ inch thick. Weigh left and right inside and outside at the same time. You can't weigh one side of the load and double the amount. After weighing they give a document to the hauler for the axle weights. Put a best practices together for weighing a dual lane truck. Brad Marten asked the Colorado State Patrol if they would be willing to share the scale weights with other states the load is going thru.

Utilizing State Resources in Local Permitting- Danny Wells – 42.4-510 Colorado revised statutes. They do not permit on city streets or county roads. We ask you to provide us with authorization. Request was from Senate Transportation Committee in Colorado. We can assist them with help however, we can't tell them how it needs to be. They have a signed agreement with the city and county in Denver to

issue permits but they are issued thru the city using the state tool. One credit card transaction for the state and local permits.

State Reports – Complete State reports will be available on the website.

State	2016 Permits	2017 to date	Misc
Alaska	17,403	11,371	
Arizona	334,487	253,847	
California	159,000	123,500	
Colorado	49,571	39,488	
Idaho	68,085	48,536	
Montana		46,252	New system didn't incorporate data
Nevada	46,818	47,839	
New Mexico	266,384	200,122	
North Dakota	191,583	140,280	
Texas	701,716	58,136	On Fiscal Year
Utah	68,144	54,225	
Washington	173,385	126,744	

Freight Movement and technology impacts for carriers and enforcement Barry “Spook” Stang, Executive Vice President Motor Carriers of Montana- 360 Smartview, Prepass, Thermal Imaging, Electronic Permitting. Helps the customer that do it properly to get thru quicker. Cameras take photos of different angles of the trucks. 360 Smart View is the free to play system in his thoughts. By the time the truck gets to the scale all the information already in the scale house. This shows where they have been, the paperwork they have. It helps enforcement to determine who has permits and paid there UCR. Almost 100% of vehicles are screened or attempted. Must have room to use the brakes and slower speeds for the thermal imaging. Inspections are up 23%. They also have a higher quality of inspections.

Wind Movements- Tom Robinson, Senior Logistics Commodity Leader, General Electric Company- GE has a seven member teams working on the wind tower movements. They use 22 carriers. Loads depend on the carrier some do all movements others only go small or large. Carrier requires a qualification program. Carriers are reviewed quarterly. Safety minutes to call carriers go out after an issue occurs. Example a bridge strike. 62 and 64 meter blades coming out within the next year. 67 meters used in Europe currently. 2019 -77 meter blade looking at coming out. 85 meter 3 piece tower. If diameter is 14’1 or less you can rail. 110 meter towers looking at 131meters in the future. Still looking at a diameter of 14’1 to be able to rail in using less miles on roadways. If you repower an old machine you can get a tax credit to give the new turbine a better output. Safe Harbor is expiring in 2020. 2020 should be an extremely big year for wind moves. Wind tower movements all come down to planning and communication.

Challenges of oversize & overweight- Brad Marten MT DOT - accuracy is extremely important.

Communication process – communicate, communicate, communicate. Montana was a bad year for disasters with the fires and the drought. What is reducible and non-reducible? (CFR 658) What would you change if you could? LCV freeze, would like all states to be the same with a level playing field. Is a trailer stackable load reducible or not? Let's try to get out of old habits and use the technology to not stop the driver.

Guide for Uniform Laws and Regulations Governing Truck Size and Weight Among the WASHTO States. Jackie sent a request out for updated in June. Those states that did not respond were sent a second request in September. Please get your updates into Jackie at jdarr@nd.gov as soon as possible. The guide has not been updated since March 2009.

Sponsor is Director Brian Ness of Idaho, Chair is Danny Wells of Colorado, Co-Chair is Jackie Darr of North Dakota, Secretary/Treasurer is Brad Martin of Montana. Our website for presentations and complete state reports is <http://www.washto.org/coht/meetings.asp>. The next scheduled meeting will be with the SC&RA February 27 – March 2nd in St Louis at the Hyatt Regency ST Louis Arch.