WASHTO in Denver, CO Oct 31-Nov 1.

Started with a welcome from Ryan Anderson - Alaska DOT Commissioner our current WASHTO sponsor.

We went around the room and did intros. We had 15 of the 18 states present. States that were missing Arizona, Hawaii and South Dakota.

Special thank you to all the sponsors we could not do this without you.

Cudd Energy Services, DeLong Heavy Haul, Drivewyze, Frontier Heavy Haul, Intermountain Crane & Rigging, Logisticus, Lone Star Transportation LLC, Precision Heavy Haul, ProMiles Software Development, Specialized Carrier & Rigging Association, Thru Tubing Solutions & Totran Transportation Services Inc.

Also thank you to Danny Wells for driving us around Denver in your personal vehicle to rent & return our audio equipment.

**SC&RA Update- Chris Smith** - Industry updates- Construction, Utilities, Manufacturing, Mining and Petrochemicals. Our trucking industry is facing labor shortages. Great industry for drivers and operators. Our business is currently high in demand. We are wanting 24/7 auto issues. Harmonization campaign- we need industry and state harmonization. We need to work together to find common solutions. We were recently in Oklahoma for a one on one WITH industry. Develop new tools and products. We want to make sure our harmonization data is up to date. Auto issue is not just a computer application it is nonhuman interaction. In 2023 a majority of the map with be green soon. Public benefits of permit auto issue. What industry does, has a lot of public benefit we can apply the metric to many things we do. Harmonization and policy challenges. No 24/7 auto issue, Inability to amend a permits, inconsistent escort requirements, permit times, work zones, parking and rest routing weather and mechanical issues. AASHTO is seeking solutions less restrictive or status quo not more restrictive. Balance consistency while maintaining safety. Why harmonization – delays- we need to keep traffic moving. Hours of travel this causes truck parking to be a serious issue. Planners and programmers don’t think about truck parking with specialized loads. Encourage the permits departments when planning for parking. Limiting travel can cause a truck to park for days on end locking up the truck parking spots when we are not harmonized.

**Kendall Jackson** -**Tire/ Weight balance-** overloading is causing accidents, lane departures and what can happen to a vehicle. Right side and rear end departure. Tire blow outs, suspension failures. Complete destruction of suspension. Large truck crash causation study. Common types of oversize loads, rollover involving extra large and making sharp turns. It can take a lane change or a wind gust to cause an improperly loaded truck to roll. The inside tire blows 75% of the time. FHWA is discussing giving more weight now. University of Michigan said trucks weighing 80,000 or more are 50% more likely to be involved in a crash. Drivers don’t want extra weight on the steering it is harder to turn. Movement of the 5th wheel may cause an issue later. Thoughts need to go into axles and suspension systems. Out of service overloading your suspension. What part of weight is safety. North Carolina stats all the way across the board it is the overloaded truck that is out of service. 1 out of every 2 is put out of service. You can only be put out of service for a major suspension issue. The drag factor on trying to stop the truck is caused by the inside tire. Dual tire skid marks show load going to the right you should see the outside tire should have more drag than the inside tire. The inside tire is showing more drag.

**AASHTO Freight update**- Dave Huft -Freight Operations – Transportations Operations Manual 30 Chapters in the manual. Issues with Emergency moves and movement of divisible loads. Allowing overweight loads on interstate highways during emergencies. Want governors to be able to allow the Stafford act instead of just the president. It currently only applies to Natural Disasters. WASTHO CEO’s are in Rapid City to share items with emergency moves. Showed survey where we discussed emergency load movements. Freight operations subcommittee meeting on Nov 14th.

**Wind Round Table** – Industry Challenges- David Womack- Oxbo, Joanna Jungles- ATS, Mike Meyer- TLG, Tom Robinson- Wind Transportation Consultants Harmonization, Routing, Construction & Police Requirements. Time it takes to learn the processes. What do your employees hate the most painful thing about the job. Generally, it is a process, last minute changes. Issues when permit staff and enforcement don’t talk and give two different answers. GE- for wind most times escorts we have more than what most states don’t require. Routing – what goes into finding a route and what is a successful route. Not matching up with states when trying to cross the state borders. 860 turbines will be going into Nex Mexico. High risk states- lack of infrastructure, California and Michigan take extra planning. Oregon – has a requirement in policy that DOT Construction have to notify the permit unit 35 to 14 days in advance dependent on the project. Rotating signals are a time saver and safety device. Police requirements- vary from state to state. The ability to get ahold of law enforcement. Shortage of escorts. Loads can be tied up for weeks waiting on law enforcement. Some states have allowed civilian pilot cars to get training and help assist with law enforcement moves. PA- was able to train people to get law enforcement.

**Capt Jon Hahn**-**Moves in Colorado -** Commander of the Motor Carrier Safety section. Priority if saving lives. Path forward- HP & DOT. CDOT CMV crashes are down 8.5 percent. Looked into CMV fatal crashes. The number one cause in Colorado is lane violations where the CMV is the at fault vehicle. Deep dive into your crash causal factors. Major factors are inexperience or lack of familiarity with the road. 60% of crashes were CMV drivers licensed out of the state of Colorado. Steep grade ahead message asking people to gear down slow down. Currently have a system that warns drivers to slow down they use with Drivewyze. They get the warning if signed up with DriveWyze.

**Emerging Technologies ProMiles- Steven Todd- Danny Wells-** Working to build bridges with industry and government. Going to start consulting with small trucking companies. States that auto issue making industry self-sufficient. AASHTO Ware bridge rating & bridge analysis. Developed by states owned by the states Promiles is currently working to update and maintain those systems. HyPoint- Lidar technology the HawkScan system that can be used at weigh stations. It will give you the dimensions. It will integrate with any system. Ecredentials – simplifies required documents IFTA, IRP, permits etc. They can do a QR code as well. Route Survey app- will let you print out the complete route once completed. You can take pictures. It is a geofence app so you know it was actually driven. Permit Route Guidance app gives you the walk through.

**Mountain Driving & Traction Control Colorado DOT Craig Hurst-** Challenges 6 out of 10 CMV accidents are out of state licensed drivers. 9 out of 10 on runaway truck ramps are out of state licensed drivers. Winter driving -Colorado chain law, Active CMV chain law, how to know when the chain law is in effect. How to chain up. Changing conditions. Suggested supplies. Speed. Give others space. Mountain driving and hot breaks- pre trip, trip planning, low gear and engine jake brake, brake check stations, brake cool down areas, emergency escape ramp, no fee or penalty. Simplify data and put them in diagrams so you can show them information. DOT has to give places to be safe if we expect them to be safe. Parking – Pullouts, rest areas. We don’t have an operational budget to take care of funding to keep the truck parking area going. Emergency truck parking – during storms so trucks don’t have to move and get stuck someone blocking the roadways. Making agreements with places like the Bronocs stadium to use for truck parking during storms. Improving the weigh in motion system now.

**Washington State Vertical Trip Planner – Angela Ranger** – shows bridges on state routes. You can see bridges over roads. You can select a route or the entire state. The red will appear on areas that you can’t travel. You can hoover over it showing all the minimum clearances. It will print on permits.

**States only portion**

**Kaci Johnson Montana & Craig Roberts- Idaho put there names in for the position Brad Marten was vacating. After a vote Kaci was named the new secretary. If someone retires or moves on prior to out next meeting Craig Roberts will step into the open position. New group is Jackie Darr- ND Chair, Craig Hurst- Colorado Vice Chair & Kaci Johnson- Montana- Secretary/Treasurer.**

Motion made to do a letter asking for clarification to the applicability of Emergency Exemptions (Docket No FMCSA-2022-0028) motion made by Troy from Wyoming second by Cory from New Mexico Motion passed to do a letter. It was 14-1. One state did not vote since they did not have an answer from there higher ups.

Change wording on State Permits s - Change question to full time staff? Field, port or auxiliary staff that issue. Oversize and/or overweight permits. Answers are so varied from state to state we are looking at full time dedicated staff only not numbers of anyone that could.

Send out sign up genius for locations for next WASHTO Fall conference.

Back with Industry state reports below.

**North Dakota –** Changed to 12’ wide 24/7 in ND. Allow 30 days permits for length, width, bridge length and interstate now. Corrected century code for the 129,000 if you have that permit you are not required an interstate permit between 80,001-105,500 as previously stated. Getting a new Motor Carier Commander.

**New Mexico** – Moving to a new mapping system. Revising title 18 wind change to allow overweight loads to move during wind. Self propelled multi trips will be changing. Weight distance files are challenges system is not allowing files. Fees currently need to be removed manually. New port of entry facility.

**Montana-** Chain law update- posted where they are required. Chains must be carried Oct 1- Apr 30. RFP for permit system and truck parking. Seeing an increase of superload permits. Changes in bridge division affecting turn-around time for superload permits. Utility conflicts.

**Oregon-** New permit system implements by 2025. Admin Rule changes for towed vehicles. Milk is a nondivisible load start looking at that. Increased fines for chain law violations.

**Nevada**- permit system went live Oct 17. No longer taking checks no phone calls and no walk ins.

**Nebraska**- Update with Bentley for the connect edition. No date when rules and regulations should be going into effect new laws added but did not rescind the old ones.

**Oklahoma**- Permits have moved in Oklahoma admin code. New updates to the permit system. July of this year they moved to CMV operations. Started working with a consultant getting a needs assessment. State has opened 5th port of entry 3 mines north of the TX line.

**California**- hoping to get a new permitting system. We were at the top of the list last month. Fluid milk California law doesn’t see it as a non-divisible load. Only allowing it on the Interstate System. Working on 2 virtual weigh stations. Working on a new US Border crossing with a toll road over by Baja CA. Expecting new freight from Mexico.

**Texas**- main challenge is staffing. Going through all the permit rules. Nothing to be concerned about, mostly clean up. Working to make rules match what we are doing. Impact rules in the future. One clearer rule needed is a non-divisible load. Hoping to get the turn by turn with permit system.

**Washington** – law change for the liquid milk. Annual double trailers 129000 pounds. 85’ long. New permit system should be going live in December. Working on increasing night travel to 125’ long. Working to improve how offices report restrictions.

**Colorado** - Conversation with allowing trunnions. Permit system is getting a shopping cart implemented. Testing the navigation ap.

**Alaska**- No new legislation. Just signed a contract with ProMiles for a permit system.

**Wyoming** – 75% through the build with ProMiles. Hoping to launch in 2024. Chapter 5 for permit size and weight currently at the AG’s office should be coming out for final comment.

**Idaho** – Going through admin rules for permits. Getting rid of 40% of the verbiage. Already had industry comments. We will be going to 12’ 24/7 on the interstate. Increasing length of hay bales to 80’ Reduced bridge analysis time. Put an enhancement out for annual permits.

Final comments -

**Top priority** from industry– escort issues finding an escort, times of travel, weekend travel, truck parking issues. The carriers are willing to show you equipment and operations. Looking forward to seeing everyone in February in Houston.