

March 22, 2017

Motor Carrier Committee: Eliminating Borders and Barriers

Relevant Work to Date: OSOW – Permit/ Regulation Harmonization

At its 2012 Annual Meeting in Pittsburgh, Pennsylvania, the AASHTO Board of Directors officially inaugurated an initiative begun by the Subcommittee on Highway Transport (SCOHT) known as "Harmonization," an effort among the 52 AASHTO member states to research and assess for common, minimum standards across the nation on oversize & overweight truck travel permits.

In order to facilitate this research, AASHTO first came to consensus on certain categorical permit items to be reviewed, known as Phase I ([PR-3-12](#))

With generous support from the [FHWA Office of Freight Operations](#), AASHTO selected a research team from [Cambridge Systematics](#) to facilitate research on the national, regional, and state-by-state impacts of oversize and overweight permit harmonization proposals selected in Phase I.

Industry

The freight transportation industry is a multi-billion dollar enterprise fundamental to the global economic competitiveness of the United States. Trucks moving and delivering commercial goods on Interstates and state highways represent a significant amount of total freight volume in the U.S. As the economy and industry evolves - especially in dynamic sectors such as energy exploration - trucks must often carry goods that make their dimensions higher, wider, and longer than current legal limits.

So that these trucks can safely and efficiently deliver their goods, State DOT's ensure safe highway routes, facilities, and escorts are used by these trucks through the issuance of oversize and overweight permits.

Because highway conditions, traffic, and other variables are different and dynamic from state to state, these specialized trucks often encounter situations where compliance standards differ across states and thus require truck configuration changes or less efficient routes to complete interstate travel.

Industry Advisory Group

Working closely with industry leaders in operations, safety and policy, SCOHT has convened an Industry Advisory Group to assess the various impacts and efforts of permit harmonization. Industry Advisory Group members include:

- Steven Todd, Specialized Carriers and Rigging Association
- Rick Clasby, Utah Trucking Association on behalf of the American Trucking Associations
- Capt. Jay Thompson, Arkansas Highway Police on behalf of the Commercial Vehicle Safety Alliance
- Jay Folladori, Bennett Motor Express LLC
- Paul Ross, Keen Transport, Inc.
- Ray Morgan, Perkins Specialized Transportation Contracting
- Peter Lynch, Specialized Freight Solutions
- Mike Morgan, National Pilot Car Association

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Goals

AASHTO and SCOHT seek to enhance interstate commerce while maintaining highway safety by considering data driven proposals that may assist State DOT's in assessing legislative, regulatory, or policy changes that could remove certain barriers to interstate commerce that exist today.

All proposals assume a minimum standard. States that already meet or have less restrictive standards would achieve permit harmonization by simply retaining the status quo.

States with more restrictive standards, but who would like to consider changes, may find the research and proposal recommendations a useful analysis tool that reflects the consensus view and best practices of many other States. However, they should not consider this a mandate to make such changes.

Final technical recommendations will be published in a revised edition of the [AASHTO Guide to Vehicle Weights and Dimensions](#).

Phase I

The Phase I categories selected for research were:

- Escort Requirements
- Warning Flags
- Warning Lights
- Warning Signs
- Days and Hours of Operation

SCOHT members, through the national subcommittee, as well as the 4 regional NASTO, SASHTO, MAASTO and WASHTO, continue to consider proposals for permit harmonization in these categories.

Phase II

The AASHTO Board of Directors affirmed and continued its work on the permit harmonization effort at its 2013 Annual Meeting in Denver, Colorado by selecting additional categorical items for research ([PR-13-13](#)). The items selected, known collectively as Phase II, include:

- Number of Valid days allowed on single trip permits
- Permit Amendments
- Holiday Restrictions
- Type and Size of Escort Vehicles
- Escort requirements for overheight loads and overheight loads with other dimensions

The MAASTO SCOHT reports our member states are ahead of the other ASSHTO SCOHT regions and with just a couple of minor exceptions, have successfully achieved the minimum standards of Phase 1 and 2 Harmonization items.

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Phase III

The Phase III list of the next items to be harmonized is being developed by AASHTO SCOHT and industry representatives. The hope is for finalization of the list this year.

Relevant Work to Date: Truck Parking

The most obvious and significant work to date is the MAASTO Regional Truck Parking, *Truck Parking Information Management Systems* (TPIMS) <http://www.maasto.net/documents/TPIMS-Summary.pdf>

Funded through a \$25 million federal TIGER grant and state matching funds, the State of Kansas in partnership with Indiana, Iowa, Kentucky, Michigan, Minnesota, Ohio and Wisconsin are developing a multi-state Regional TPIMS.

The Regional TPIMS is envisioned to be a network of safe, convenient parking areas with the ability to collect and broadcast real-time parking availability to drivers through a variety of media outlets including dynamic signs, smart phone applications and traveler information websites. This will help drivers proactively plan their routes and make safer, smarter parking decisions.

With implementation of the Regional TPIMS, truck drivers will have the ability to weigh the value of driving an extra five to 20 miles to secure available parking without fearing the unknown or experiencing a lack of availability upon arrival. This will increase drivers' overall productivity and efficiency.

Schedule

The Regional TPIMS project is being conducted under an aggressive schedule:

Phase 1

Deliver a 30-percent design package by September 30, 2016.

Phase 2

Deliver final plans by June 1, 2017.
Obligate full funding by Sept. 30, 2017.
Launch TPIMS operationally by Sept. 30, 2018.

Phase 1 of the project includes:

1. Systems Engineering: Develop the TPIMS concept of operations, system and design requirements, design standards and 30-percent design plans.
2. Stakeholder Engagement: Secure input regarding system concepts, and create project communications and branding.
3. Performance Measures: Develop metrics for tracking TPIMS progress and effectiveness.

4. Grant Oversight: Oversee federal TIGER grant compliance.
5. Project Management: Coordinate project team tasks and quality control/quality assurance activities.
6. Future Needs: Identify future needs for TPIMS final design, procurement and deployment.



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MAASTO member states have also been active in other truck parking related pursuits such as:

- Truck parking studies
- Research and trials of TPIMS prior to the TIGER grant
- Partnering with the National Association of Truck Stop Operators (NATSO) on the *Park My Truck* mobile app
- Development of truck parking and staging areas at state borders
- Participation in FHWA's National Truck Parking Coalition
- Coordination of wind power SuperLoad staging areas
- Conversion of decommissioned rest areas/weigh stations to truck only parking
- MAFC white paper/abstract *Utilization of Vacant Urban Land for Truck Parking: An evaluation of Feasibility*

Potential Motor Carrier Initiatives/Activities Related to Eliminating Borders and Barriers, OSOW and Truck Parking

- Support and elevate awareness of the MAASTO SCOHT's harmonization efforts
- Encourage and develop best practices for state OSOW/Motor Carrier rules and regulations reviews, with the intention of modernization and less restrictive for industry while preserving safety
 - Legislative reviews in cases where there are conflicts between two states
- Encourage/research consistent roadside enforcement
 - Bypass and pre-clearance services, equipment, technology
- Potential development of standard envelope vehicle types for the region
- Provide updates and support for the Regional TPIMS project (explore opportunities for the original non-participant states to get involved)
- Determine other potential truck parking grant opportunities (regional and individual states)
- Bordering state staging areas and possible development of a map
- Increase truck parking capacity (unused right of way, public/private partnerships, overnight weigh station truck parking, etc.)
- Develop uniform signing in the region to alert drivers of truck parking at weigh stations
- MAASTO MCC participation in National Truck Parking Coalition working groups
- MAASTO MCC participation in FMCSA CSA Continuous Improvement Work Group
- Design considerations – roundabouts, vertical clearances, etc.
- Driver availability to meet demand – recruiting/retention, etc.