Commercial Vehicle Pass System

National Rural ITS Conference
Branson, Missouri - August 27, 2014

Tony Leingang
Freeway Operations Manager
WSDOT Olympic Region

Lynn Peterson
Secretary of Transportation

Barbara Ivanov
Co-director, Freight Systems Division
Overview:

• CV Pass System Purpose
• History
• Specific Application in Rural Environment
  – Requirements
  – Deployment
  – Activation
• Making it Work, Enforcement
What is the commercial vehicle pass system?

The commercial vehicle (CV) pass system is a new way of supporting freight movement by safely and efficiently authorizing emergency, essential and other goods delivery to and through affected areas during an anticipated highway disruption of three or more days duration.

Sample of pass.
Why do we have the CV pass system?

• Keeping freight moving during major transportation disruptions is critical to the state’s economy and jobs, and ensures that the essential needs of our citizens are met.

• Washington is the first state that has developed a program to prioritize emergency AND essential goods during major disruptions and closures.

• This program makes the state’s priorities clear to shippers and trucking companies and helps them plan ahead for major disruptions.
When will it be used?

The state will implement the CV pass system when:

- Major truck freight highways are closed or severely restricted, and a limited-capacity highway detour is available nearby.

- CV passes will be issued based on the highway detour’s capacity and the priority of goods carried.

- Passes will not be issued until the detour route has been determined to be safe, potentially on the second or third day after the highway closure.
What are the CV pass priority categories?

**Category A: Emergency supplies**
- Goods related to disaster relief for the affected communities
- Recovery of transportation, energy and other public services
- Specific types of goods will be determined by the Washington State Emergency Operations Center (EOC) during the event and posted online.

**Category B: Essential supplies**
- Healthcare supplies
- Food, water, fuel
- Perishable goods such as livestock and feed for livestock
- Cash
- Empty trucks resupplying essential goods
- Parcel trucks

**Category C: All other goods** – CV passes will be made available on a first-come, first-served basis if the detour has available capacity.
History

• In 2008, major weather system closes state routes including Interstate 5
  – Lasted several days
  – Stopped all movement of freight
  – Trucks stacked up on I-5 and began to try to find ways on their own
  – Calls came into EOC and HQ
  – Needed to move emergency supplies and perishables: medicine, money, produce, livestock

• Temporary Solution: WSDOT and Washington State Patrol (WSP) set up convoys for both directions on SR 7 to clear out trucks
2009 event didn't allow for movement of trucks due to a slide on the only viable detour route.

**Problem** - High societal cost w/ freight delays

Needed to find a way to:
- Minimize impacts in the future
- Organize flow of trucks
- Identify critical loads
- Don't saturate route
- Minimize use of State Forces
History

Solution

WSDOT’s Commercial Vehicle Services developed a pass system to prioritize and address critical freight needs where:

• Drivers go online and get permit on the spot
• Permit good for 3 hour window
• State EOC decides what can/should move and when
Specific Application - SR 7 Freight Detour Options

- Portland to Seattle - **173 miles** - normal route via I-5
- Primary alternate truck route - **440 miles**, best truck route for winter travel when I-5 is closed.
- Secondary alternate truck route - **329 miles**, two mountain passes via Yakima, WA using major & minor routes
- **CV Pass route** - **203 miles** via Morton, WA using two-lane rural routes
Specific Application – SR 7 Detour - Requirements

• I-5 must be closed for minimum of 24 hours before we move to activate AND I-5 is anticipated to be closed for least 72 hours – TAKES TIME to set everything up and staff

• Governor’s Emergency Declaration required

• WSDOT and WSP resources are limited, very busy during weather events – will perform initial deployment of portable and temporary ITS devices and signing

• Long-term - National Guard resources are needed to staff closures and check points, perform flagging at key intersections

• Convert traffic flow to one-way couplet design to separate truck traffic due to hairpin turns along SR 7 using County roads for northbound truck traffic and SR 7 at SR 702 for southbound trucks
Specific Application – SR 7 Detour - Deployment
Specific Application – SR 7 Detour - Activation

• Temporary signing currently on hand with local WSDOT Maintenance forces - post supports pre-installed in the field now

• Traffic Management Centers coordinated for ITS and Traveler Information needs such as WSDOT website, 511, Email Traffic Alerts

• Start with 50 trucks per hour per direction
  – Traffic engineers to monitor and provide feedback to State EOC to make adjustments in permitting during activation.

Note: SR 7 Detour Project completed 2013 – Permanent and temporary signs and devices at key locations – added Highway Advisory Radio, Changeable Message Signs, and PTZ Cameras along the detour route
How will the CV pass system work?

- CV passes will be authorized in real-time based on the prioritized categories. They will be issued for a three-hour time window on a specific date, and trucks arriving before or after that time period will not be allowed access to the detour.

- CV passes will only be valid for the date and time period indicated on the pass, and if conditions change and a safe detour is no longer available, they will be revoked. Under those conditions, WSDOT will notify the pass holder via e-mail.

- Once a pass is authorized on-line and printed at the users’ location, the commercial vehicle driver may proceed to the highway traffic control check point any time during the three-hour window on the date indicated on the CV pass. The CV pass will be affixed to the truck cab window and used to authorize entry onto detours at highway checkpoints.

- Random spot checks will be administered at vehicle check points to enforce the system. If a commercial vehicle doesn’t display a valid pass and appears at the check point, they will not be allowed access to the detour and will be turned around.
How will the CV pass system be enforced?

• The National Guard (with initial assistance from WSP and WSDOT) will staff traffic control points to verify that the CV pass displayed in the truck window authorizes the truck’s use of the detour for that particular date, time and route. Those without valid passes will be turned around.

• The WSP will conduct spot inspections of bills of lading to ensure compliance. Spot checks will be used since 100 percent inspection of each truck to verify the contents would slow traffic to a full stop. Truck drivers should be prepared for wait lines at check points and have their bill of lading documents on hand for spot checks.
Questions?

Contact:
Tony Leingang  Leingaa@wsdot.wa.gov  253-548-2430
Barbara Ivanov  IvanovB@wsdot.wa.gov  360-705-7931