



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Robert Bentley
Governor of Alabama
State Capitol
600 Dexter Ave.
Montgomery, AL 36130

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alabama to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Alabama), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Sean Parnell
Governor of Alaska
PO Box 110001
Juneau, AK 99811

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Alaska to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Alaska), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Janice K. Brewer
Governor of Arizona
Executive Tower
1700 West Washington St.
Phoenix, AZ 85007

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arizona to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Arizona), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Mike Beebe
Governor of Arkansas
250 State Capitol
Little Rock, AR 72201

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Arkansas to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Arkansas), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Edmund G. Brown, Jr.
Governor of California
State Capitol
Suite 1173
Sacramento, CA 95814

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of California to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of California), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable John Hickenlooper
Governor of Colorado
136 State Capitol
Denver, CO 80203

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Colorado to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Colorado), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Dannel P. Malloy
Governor of Connecticut
State Capitol
210 Capitol Ave.
Hartford, CT 06106

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Connecticut to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Connecticut), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Vincent C. Gray
Mayor of the District of Columbia
1350 Pennsylvania Ave., NW
Suite 316
Washington, DC 20004

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the District of Columbia to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the 50 states, the Commonwealth of Puerto Rico, and the District of Columbia:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Jack Markell
Governor of Delaware
150 Martin Luther King Jr. Blvd., S.
2nd Floor
Dover, DE 19901

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Delaware to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Delaware), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Rick Scott
Governor of Florida
The Capitol
400 South Monroe St.
Tallahassee, FL 32399

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Florida to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Florida), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Nathan Deal
Governor of Georgia
206 Washington St.
111 State Capitol
Atlanta, GA 30334

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Georgia to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Georgia), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Neil Abercrombie
Governor of Hawaii
Executive Chambers
State Capitol
Honolulu, HI 96813

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Hawaii to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Hawaii), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable C.L. “Butch” Otter
Governor of Idaho
State Capitol
PO Box 83720
Boise, ID 83720

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Idaho to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Idaho), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Pat Quinn
Governor of Illinois
Office of the Governor
207 State House
Springfield, IL 62706

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Illinois to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Illinois), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Mike Pence
Governor of Indiana
206 State House
Indianapolis, IN 46204

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Indiana to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Indiana), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Terry Branstad
Governor of Iowa
1007 East Grand Ave.
Des Moines, IA 50319

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Iowa to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Iowa), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Sam Brownback
Governor of Kansas
Capitol
300 SW 10th Ave.
Topeka, KS 66612

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Kansas to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Kansas), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Steve Beshear
Governor of Kentucky
700 Capitol Ave.
Frankfort, KY 40601

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Kentucky to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the Commonwealth of Kentucky), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Bobby Jindal
Governor of Louisiana
PO Box 94004
Baton Rouge, LA 70804

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Louisiana to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Louisiana), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Paul R. LePage
Governor of Maine
1 State House Station
Augusta, ME 04333

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maine to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Maine), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Martin O'Malley
Governor of Maryland
State House
100 State Circle
Annapolis, MD 21401

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Maryland to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Maryland), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Deval Patrick
Governor of Massachusetts
State House
Room 105
Boston, MA 02133

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Massachusetts to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the Commonwealth of Massachusetts), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Rick Snyder
Governor of Michigan
PO Box 30013
Lansing, MI 48909

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Michigan to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Michigan), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Mark Dayton
Governor of Minnesota
130 State Capitol
75 Rev. Dr. Martin Luther King, Jr., Blvd.
St. Paul, MN 55155

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Minnesota to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Minnesota), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Phil Bryant
Governor of Mississippi
PO Box 139
Jackson, MS 39205

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Mississippi to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Mississippi), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Jay Nixon
Governor of Missouri
PO Box 720
Jefferson City, MO 65102

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Missouri to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Missouri), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Steve Bullock
Governor of Montana
Office of the Governor
PO Box 200801
Helena, MT 59620

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Montana to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Montana), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Dave Heineman
Governor of Nebraska
Office of the Governor
PO Box 94848
Lincoln, NE 68509

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nebraska to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Nebraska), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Brian Sandoval
Governor of Nevada
State Capitol Building
101 North Carson St.
Carson City, NV 89701

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Nevada to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Nevada), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Maggie Hassan
Governor of New Hampshire
State House
107 North Main St.
Concord, NH 03301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Hampshire to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of New Hampshire), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Chris Christie
Governor of New Jersey
Office of the Governor
PO Box 001
Trenton, NJ 08625

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Jersey to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of New Jersey), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Susana Martinez
Governor of New Mexico
490 Old Santa Fe Trail
Room 400
Santa Fe, NM 87501

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New Mexico to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of New Mexico), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Andrew Cuomo
Governor of New York
State Capitol
Albany, NY 12224

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of New York to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of New York), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Patrick McCrory
Governor of North Carolina
20301 Mail Service Center
Raleigh, NC 27699

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Carolina to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013*, HAR-14/01 (Washington, DC: NTSB, 2014).

50 states (including the state of North Carolina), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Jack Dalrymple
Governor of North Dakota
State Capitol
600 East Blvd. Ave.
Bismarck, ND 58505

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of North Dakota to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of North Dakota), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable John R. Kasich
Governor of Ohio
Riffe Center, 30th Floor
77 South High St.
Columbus, OH 43215

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Ohio to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Ohio), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Mary Fallin
Governor of Oklahoma
212 State Capitol
2300 North Lincoln Blvd.
Oklahoma City, OK 73105

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oklahoma to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Oklahoma), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable John Kitzhaber
Governor of Oregon
State Capitol
900 Court St., NE
Salem, OR 97301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Oregon to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Oregon), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Tom Corbett
Governor of Pennsylvania
225 Main Capitol Building
Harrisburg, PA 17120

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Pennsylvania to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the Commonwealth of Pennsylvania), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Alejandro Garcia Padilla
Governor of Puerto Rico
La Fortaleza
PO Box 9020082
San Juan, PR 00902

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Puerto Rico to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Lincoln Chafee
Governor of Rhode Island
222 State House
Providence, RI 02903

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Rhode Island to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Rhode Island), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Nikki R. Haley
Governor of South Carolina
1205 Pendleton St.
Columbia, SC 29201

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Carolina to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of South Carolina), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Dennis Daugaard
Governor of South Dakota
Office of the Governor
500 East Capitol Ave.
Pierre, SD 57501

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of South Dakota to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of South Dakota), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Bill Haslam
Governor of Tennessee
State Capitol
Nashville, TN 37243

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Tennessee to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Tennessee), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Rick Perry
Governor of Texas
PO Box 12428
Austin, TX 78711

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Texas to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Texas), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Gary R. Herbert
Governor of Utah
350 North State St., Suite 200
PO Box 142220
Salt Lake City, UT 84114

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Utah to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Utah), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Peter Shumlin
Governor of Vermont
Pavilion Building
109 State St.
Montpelier, VT 05609

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Vermont to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Vermont), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Terry McAuliffe
Governor of Virginia
State Capitol
1111 East Broad St.
Richmond, VA 23219

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the Commonwealth of Virginia to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the Commonwealth of Virginia), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Jay Inslee
Governor of Washington
Office of the Governor
PO Box 40002
Olympia, WA 95804

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Washington to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation;² 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013*, HAR-14/01 (Washington, DC: NTSB, 2014).

² The four safety recommendations issued to the Washington State Department of Transportation are separate from Safety Recommendation H-14-13 issued in this letter to the state of Washington.

Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the 50 states (including the state of Washington), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Earl Ray Tomblin
Governor of West Virginia
State Capitol
1900 Kanawha Blvd., E.
Charleston, WV 25305

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of West Virginia to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of West Virginia), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Scott Walker
Governor of Wisconsin
Office of the Governor
115 East Capitol
Madison, WI 53702

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Wisconsin to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Wisconsin), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 4, 2014

In reply refer to: H-14-13

The Honorable Matt Mead
Governor of Wyoming
State Capitol
200 West 24th St.
Cheyenne, WY 82002

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the state of Wyoming to take action on the safety recommendation being issued in this letter.

On July 15, 2014, the NTSB adopted its report concerning the May 23, 2013, accident in which a span of the Interstate 5 bridge over the Skagit River near Mount Vernon in Washington State collapsed after being struck by an oversize combination vehicle.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number HAR-14/01.

As a result of this investigation, the NTSB issued 18 new recommendations, including 4 to the Federal Highway Administration (FHWA); 1 to the FHWA, the Specialized Carriers & Rigging Association (SC&RA), and the Commercial Vehicle Safety Alliance (CVSA); 4 to the Washington State Department of Transportation; 2 to the American Association of State Highway and Transportation Officials (AASHTO); 3 to the American Association of Motor Vehicle Administrators; 1 to AASHTO and the CVSA; 1 to the CVSA and the SC&RA; 1 to Nokia HERE, Google Inc., and Rand McNally; and the following recommendation to the

¹ *Collapse of the Interstate 5 Skagit River Bridge, Following a Strike by an Oversize Combination Vehicle, Mount Vernon, Washington, May 23, 2013, HAR-14/01* (Washington, DC: NTSB, 2014).

50 states (including the state of Wyoming), the District of Columbia, and the Commonwealth of Puerto Rico:

H-14-13

Ban the nonemergency use by pilot/escort vehicle drivers of portable electronic devices (other than those designed to support the pilot/escort vehicle driving task), except to communicate hazard-related information to the escorted vehicle.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Acting Chairman