

From: Kunin, Lisa [Lisa.Kunin@state.vt.us]
Sent: Monday, August 25, 2014 10:23 AM
To: Searles, Brian
CC: Maguire, Jo Ann
Subject: NTSB Letter to the Governor
Attachments: SGOV-Copier14082508510.pdf

Hi Brian,

Liz asked me to share the attached letter with you from the National Transportation Safety Board. As stated, the NTSB is seeking comments on its report

HAR-14/01 on the Interstate 5 bridge in Washington State and safety recommendation H-14-13. Would you please take a look and let me know if you have any comments you would like the Governor to submit?

Thanks,
Lisa Kunin

Lisa Kunin
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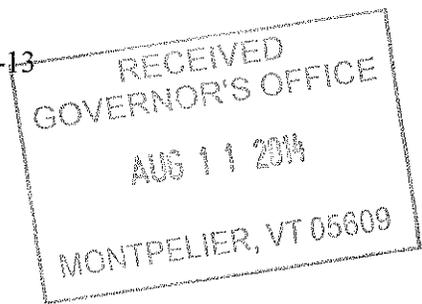
National Transportation Safety Board
Washington, DC 20594

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.

By:  **Christopher A. Hart**
Acting Chairman