Wisconsin Truck Size and Weight Study
Study Advisory Group - Meeting #1
August 21, 2008 | 1:00 p.m. – 2:30 p.m.

MINUTES

Attending:

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
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<tbody>
<tr>
<td>Rory Rhinesmith</td>
<td>WisDOT</td>
<td>Richard Stewart</td>
<td>UW-Superior TLRC</td>
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<td>Rep. Mark Gottlieb</td>
<td>State Assembly</td>
<td>Randy Halvorson</td>
<td>Cambridge Systematics</td>
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<td>Paula Vanderhey</td>
<td>Alliance of Cities</td>
<td>Donald Ludlow</td>
<td>Cambridge Systematics</td>
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<tr>
<td>Tony Driessen</td>
<td>AAA - Wisconsin</td>
<td>Sam Van Hecke</td>
<td>Cambridge Systematics</td>
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<tr>
<td>Daniel Fedderly</td>
<td>WI County Highway Assoc.</td>
<td>Teresa Adams</td>
<td>UW-Madison C-FIRE</td>
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<td>Sen. Dave Hansen</td>
<td>State Senate</td>
<td>John Corbin</td>
<td>WisDOT</td>
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<tr>
<td>Tom Howells</td>
<td>WI Motor Carriers Assoc.</td>
<td>Matt Moroney</td>
<td>Dewitt, Ross &amp; Stevens</td>
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<td>John Petty</td>
<td>WI Agri-Service Assoc.</td>
<td>Todd Szymkowski</td>
<td>UW-Madison TOPS Lab</td>
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<td>Mike Kretz</td>
<td>Great Lakes Timber Assoc.</td>
<td>Gunnar Bergersen</td>
<td>Great Lakes Timber Assoc.</td>
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<td>David Veith</td>
<td>WisDOT</td>
<td>Jay Wadd</td>
<td>Senator Hansen's Office</td>
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Key Points

The following items are available at [http://www.topslab.wisc.edu/workgroups/wtsws.html](http://www.topslab.wisc.edu/workgroups/wtsws.html).

- Meeting Agenda and Study Advisory Group Membership List
- Study Outline Presentation
- Project Schedule
- Outreach Plan Summary
- Existing Truck Size and Weight Laws Summary Handout

Additional meetings of the Study Advisory Group will occur at Hill Farms on:

- **Tuesday, October 21 (10/21) from 1 p.m. - 3 p.m.**
- **Friday, November 14 (11/14) from 9 a.m. - 11 a.m.**
- **Wednesday, December 17 (12/17) from 9 a.m. - 11 a.m.**
  - Meeting backup date is Friday, December 19 (12/19) from 9 a.m. - 11 a.m.

Discussion Items

Introduction

This inaugural meeting of the Wisconsin Truck Size and Weight Study Advisory Group was chaired by Rory Rhinesmith. He welcomed the group and thanked them all for contributing their valuable time.

The history behind the truck size and weight (TSW) study was explained. Members of Wisconsin’s legislature were looking for a more logical and scientific approach to reviewing TSW laws and determining exemptions and exceptions. Inspired in part by the Minnesota Truck Size and Weight Study (available on project website), they pushed for Wisconsin to perform a similar statewide study of the impacts of TSW laws and potential changes which would promote increased economic efficiency and growth without negatively impacting roadway safety and performance, and administrative, maintenance, and enforcement costs. Assembly Bill 238 was drafted and led to Wisconsin Act 167, and the Wisconsin TSW study was included in 2007.
Wisconsin Act 20 to be completed by the Wisconsin Department of Transportation (WisDOT) with final recommendations due no later than January 1, 2009. The study is intended to analyze the current laws with a focus on six factors:
- Economic Impacts
- Truck Configurations
- Expected Compliance Levels and Enforcement Constraints
- Impacts on Public Infrastructure
- Operational Issues
- Safety Issues

The question was advanced of whether the Advisory Group’s membership was sufficient or if there were additional stakeholders who should be included. WisDOT acknowledged that invitation to the Wisconsin Towns Association (Rick Stottleman) had been late but they expect to see the organization involved in future meetings.

The question was raised of whether the timeliness of the oversize/overweight (OS/OW) permitting process would be reviewed during the study, as this is an issue of major importance among the trucking community and represents a significant obstacle to economic efficiency. The study team replied that the permitting process is part of the study area and, given the highlighted importance, will be reviewed in detail. In addition, there are members of the Division of Motor Vehicles (DMV) on the Trucking Issues Group (TIG), the WisDOT internal advisory group for this study and additional freight issues.

**Wisconsin Truck Size and Weight Study Outline**

The study team (led by Cambridge Systematics) presented on the study’s history, purpose and goals, WI’s existing TSW laws, the study approach, and the project schedule. Donald Ludlow, the study team’s Project Manager, and Randy Halvorson, the study team’s Deputy Project Manager, were the presenters. Donald Ludlow was the DPM for the Minnesota TSW Study and Randy Halvorson was the Chair of Minnesota’s Freight Advisory Committee during the Minnesota TSW Study.

Several questions arose during the presentation. Interest was expressed in the results of the Minnesota TSW Study and whether the recommendations were enacted into law. The answer was that they have been partially enacted in stages. Greater detail on these changes will be presented at the next meeting of the Advisory Group. Some of the Minnesota TSW law changes are not reflected in the presentation’s tables (slide 5). The tables will be updated.

The question was raised of whether legislators foresee the results of the study being incorporated into an executive budget bill. Members of the Advisory Group indicated that they had hopes that it would be a stand-alone bill.

The question was raised of whether the net impacts of TSW changes in Minnesota was ever reviewed. They have not, as changes have been incremental and fairly recent.

Additional items to be factored into the methodology include:
- Pavement and structures maintenance responsibilities being more reliant on local units of government/management
- Non-compliance factors (it cannot be assumed, especially for bridge impact analysis, that all trucks will comply with TSW laws, perhaps State Patrol non-compliance data could be used for analysis)
Wisconsin Truck Size and Weight Study

• Rail diversion (study needs to consider the important issue of rail abandonment, the issue of not just modal shift, but modal collapse should be considered)

The question was raised regarding the roles and membership of the WisDOT TIG. WisDOT highlighted that, while Minnesota DOT has Freight Office which was in place at the time of their TSW study, WisDOT does not have a dedicated freight office. The TIG is intended to provide and develop cross-departmental expertise on freight issues and carry on beyond the TSW study to coordinate WisDOT's response to issues of freight and commercial vehicle operations. On the TSW study, the TIG is intended to serve as technical advisors and review material prior to its presentation to the Advisory Group, which is seen as the primary decision-making body.

The study’s schedule was highlighted, drawing attention to the accelerated pace that will need to be maintained in order to finalize recommendations by the mandated January 1, 2009 deadline. WisDOT is committed to reaching that deadline, but acknowledges that it may be found that further study is needed in regards to particular issues.

General Discussion on Truck Size and Weight Study
The question was raised of who the winners and losers of this study might be and whether the study has any bias in its approach or preconceived assumptions about the outcome. Representative Mark Gottlieb added some details to the project history. He chaired a Special Committee on Highway Weight Limits to look into the possibilities of conducting an analysis similar to the Minnesota TSW study. The Committee recommended that such a study be conducted by Wisconsin. Rep. Gottlieb believes that the WI TSW study can provide the State Legislature with a better method of determining TSW laws in order to grow the economy without sacrificing safety or efficiency. He thinks that there is no preconceived outcome and hopes for an unbiased review.

Randy Halvorson then led a conversation on some of the central questions to be considered at the inception of this study. Questions and responses are below.

What are the major issues with the current study approach?
• Needs to recognize that Wisconsin is not an isolated system
  o Need to address Federal barriers to change
  o Identify relevant national trends
• Needs to create an ongoing rational process to make TSW decisions into the future

What are the major concerns about the study?
• Need to recognize interaction between state and local governments, avoid overburdening local governments, but recognize the need for some local control
• Need to understand and appreciate the importance of the relationships between the trucking industry and local units of government (often contentious)
• Need to address the issue of rail diversion, recognize the complicated nature of the issue

What are the criteria for success?
• Balance
• Consensus/Informed Consent
• Institutionalized Process with an Ongoing Process
• Cost-Benefit Transparency
Topics for Next Meeting
It was urged that the Advisory Group consider the principles behind their final decisions at the next meeting, perhaps developing a short list.

The permitting process should represent an important strain of thought and conversation for the group. It was urged that next meeting the Group receive an overview of OS/OW concerns and issues, possibly followed by a review of how other states effectively address OS/OW issues.

A recap of the Minnesota TSW study results and subsequent changes to TSW laws was requested.

A brief “primer” on freight vocabulary will be offered to ensure the Advisory Group has a common language to address these complicated issues.

Schedule for Upcoming Meetings
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Rory Rhinesmith thanked everyone for their time and contribution to a successful meeting.

The meeting was adjourned at 2:35 p.m.