presented to
WisDOT Freight Issues Committee

presented by
Freight Issues Committee Team Members &
WisDOT TSW Study Team

April 9, 2009
Meeting Agenda

- Organizational Issues
- Regulations Related to Permitting
- Infrastructure/Technology
- Economic Development
- Emerging Issues
Organizational Issues

- **Review of Freight Issues Committee Charter**
  - Updates were made from the last meeting
  - Membership
  - Standing Topics for agenda – Anything missing?
  - Access to Committee membership in between meetings
    - Email requests/Freight Coordinators
  - Standing Committees vs. Task specific groups
Organizational Issues

- Structure of Workgroups and Committee
  - Standing Committees
    - Charter created
    - Scope and direction provided by FIC
    - Members and their roles clearly identified
  - Task Groups
    - Specific assignment with timeline known upfront
    - Mission and Scope clearly defined by FIC
    - Members and their roles clearly identified
DMV

Minnesota – Wisconsin OSOW Initiative

- Goal is to significantly reduce OSOW cross border delay
- Carrier from Minnesota heading to or through Wisconsin and vice versa can get one permit from either state
- Currently looking for common ground
- Meetings between both state OSOW permit staff have already taken place
- This effort is unique to Minnesota and Wisconsin
Permitting Operations

- DTSD
  - Process Improvement for manual OSOW reviews
  - Consultant staff support to help balance Wind Energy, ARRA, and Annual projects
  - Freight Corridor Preservation Approach
  - Transition into incident management role
  - Assist DMV with Minnesota Wisconsin OSOW coordination Effort
  - TS&W remaining tasks Update
Truck Size and Weight Study Timeline

**DRAFT FINAL**
- Executive Summary
- Part A Existing Conditions
- Part B Policy Directions
- Part C Outreach Findings

**REPORT TO LEGISLATURE**
- Executive Summary
- Report (Parts A, B, C)
- Appendices (SAG-submitted Commentary)

**FINAL REPORT**
- Final Report

Additional Research Tasks*: Includes Wisconsin TSW Policy Implementation Guidance and Develop Performance-Based Process for Evaluating and Administering TSW Laws Tasks

- December 8, 2008
- January 1, 2009
- May 31, 2009
Truck Size and Weight Study Tasks

- Task 1. Conduct Stakeholder Outreach
- Task 2. Draft Initial Potential Changes to TSW Laws and Practices
- Task 3. Develop TSW Policy Framework and Evaluation Approach; Conduct Evaluation of Impacts of Potential Changes
- Task 4. Recommend Legislation to Modify/Maintain Wisconsin TSW Laws
- Task 5. Wisconsin TSW Policy Implementation Guidance
- Task 6. Develop Performance-Based Process for Evaluating and Administering TSW Laws
- Task 7. Final Report
- Task 8. Provide Project Oversight and Management
Truck Size and Weight Study Schedule

- Key dates
  - Draft Final Report (April 30)
  - Final Report (May 31)
  - Project Brochure (May 31)
  - Study team maintaining availability for response to Legislative requests through June 15
Three areas of discussion

- **Oversize/Overweight Permitting**
- **SWEF Inspection Technologies**
- **CVISN and Related CV Technologies**

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**Summary**

<table>
<thead>
<tr>
<th>Impact on Freight Issues</th>
<th>Serves industry, protects infrastructure, promotes safety</th>
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<tbody>
<tr>
<td>Best Practices Reviewed</td>
<td>Regional Permitting, Corridor-Based Permitting, Performance-Based Permitting</td>
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<tr>
<td>Opportunities for WisDOT</td>
<td>Regional Permitting, beginning with MN/WI Bi-State Permitting Agreement</td>
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| Implementation Guidance  | Focus on:  
  - Staff Leverage  
  - Seamless Compliance  
  - Customer Partnership  
  - Managing Appropriate Responsiveness |

**Does this match long-range goals for WisDOT? How can the FIC contribute to success in this area?**
Three areas of discussion

- Oversize/Overweight Permitting
- SWEF Inspection Technologies
- CVISN and Related CV Technologies

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<td>Protects infrastructure and promotes safety, Can promote efficiency and compliance</td>
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<th>Best Practices Reviewed</th>
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<tr>
<td>Virtual Weight Station Technologies including Automated Vehicle Identification (AVI) functions such as License Plate Readers (LPR)</td>
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<th>Opportunities for WisDOT</th>
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<tr>
<td>WisDOT is looking into installing LPR functions in SWEFs in Kenosha and Racine</td>
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<th>Implementation Guidance</th>
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<td>Identify funding, find data-sharing applications of LPR that benefit other areas of Agency</td>
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Does this match long-range goals for WisDOT? How can the FIC contribute to success in this area?
Truck Size and Weight Study
Task 5 – Policy Implementation Guidance

Three areas of discussion

- Oversize/Overweight Permitting
- SWEF Inspection Technologies
- CVISN and Related CV Technologies

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<td>Can improve commercial vehicle safety and operational efficiency</td>
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<td>Smart Roadside Technology applications (such as E-Screening and E-Credentialing)</td>
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<th>Opportunities for WisDOT</th>
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<td>Applying for final round of CVISN grant funding, need to “Mainstream” CVISN to utilize its ability to improve enforcement and permitting</td>
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<th>Implementation Guidance</th>
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<tr>
<td>❖ Refocus/redevelop CVISN team</td>
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<td>❖ Develop specific Agency responsibilities for each CVISN area</td>
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<td>❖ Regular attendance in national efforts to coordinate CVISN functions</td>
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Does this match long-range goals for WisDOT? How can the FIC contribute to success in this area?
Truck Size and Weight Study
Task 6

- Performance Measures and Devices for Keeping Rules Current
  - Transportation and inventory/state product
  - Time and variance between major points
  - Variations in rules with neighbors
  - Large truck crashes
  - Number of legislated exceptions
  - Number of violations cited
Truck Size and Weight Study

Task 6

- Listening to Industry
  - Advisory committee
  - One-on-one
  - Other groups
Truck Size and Weight Study
Task 6

Internal Organization

- Integrating freight into operations
- Having a champion
- Web presence
Truck Size and Weight Study

Task 6

- **Performance Based**
  - New Zealand, Australia, Canada, Europe
  - Vehicle performance
  - Not prescriptive

- Static Rollover Threshold
- Rearward Amplification
- Load Transfer Ratio
- High-speed Transient Off-tracking
- High-speed Off-tracking
- Low-speed Off-tracking
Truck Size and Weight Study
Task 6

- Responding to Exceptions
  - Reasonable requests
  - Steering committee
  - Complex implementation
  - Complex enforcement
  - Controversial
  - Statute required
Truck Size and Weight Study
Task 7 – Final Report

- Developing a graphic-oriented brochure to accompany Final Report

- Currently considering questions such as
  - What topic areas does this need to cover?
  - What is the critical audience?

- Targeted for delivery along with Final Report (May 31)

Sample: Kansas City SCOUT ITS Benefits Brochure (2008)
Permitting Operations

- **DTIM**
  - OSOW Workgroup Review
  - Region Review
  - Secretary’s Office Review
  - Next Steps
    - December 12\textsuperscript{th}, 2008 Letter Changes
    - December 12\textsuperscript{th}, 2008 Pending Changes
    - Case by Case Review for routes for DMV
Information Clearinghouse for Freight

- **Purpose:**
  - Review ITS in all 10 member Mississippi Valley states
  - Survey carriers regulators
  - Determine feasibility/develop operations concept
  - Develop web based prototype mock up

- **Initial phase completed**

- **Four proposed alternatives**

- **More Information**
  - [http://www.mississippivalleyfreight.org/clearinghouse/](http://www.mississippivalleyfreight.org/clearinghouse/)
Information Technology

CVISN

- Minnesota currently not a CVISN state
  - Internal discussions pending
- Interest in IFTA and IRP credentialing
- Interest in multi-state routing
- $500,000 (50-50 match with some soft match flexibility)
- Grants have two years in which to be spent - could even obligate to a third year
- Wisconsin intends to apply for - $200K for IFTA/IRP, rest to facilitate multi-state routing (commerce)

IntelliDrive

- Monitoring for opportunities for services and information that could be provided to Motor Carriers in Wisconsin.
Economic Development

**AWEA**
- Governor - Renewable Energy: 25% by 2025
  - Wisconsin ideal for smaller farms
- Fuel sources: 100% imported to Wisconsin
- Convert and attract existing suppliers to Wisconsin
  - Blade plant proposed in Wisconsin Rapids
  - Surrounded by Neighboring States
  - R & D incentives for businesses
- Transportation a key bottleneck for the Wind Industry

**MVFC**
- Meeting April 14th – 16th in Kansas City
New Manufacturing

Over 55 manufacturing facilities opened, expanded or announced in 2008
35,000 wind industry jobs created in one year

Source: AWEA, November 2008
Primary States for Manufacturing
States with five or more major facilities (online or announced):

- California
- Colorado
- Iowa
- Illinois
- Michigan
- Minnesota
- Ohio
- Pennsylvania
- South Carolina
- Texas
Emerging Issues

- Large Truck Safety & Enforcement Study
  - Solicited Freight Master Contract Firms
    - Reviewing responses
  - Submitted for SPR funding

- Highway Corridor Intermodal Operations Alternatives Study
  - Goal is to look into the need to enhance access with in the Greater Milwaukee area to and from the Port of Milwaukee
  - Proposal submitted for SPR funding
Emerging Issues

- **PRISM** (Performance Registration Information Systems Management)
  - DMV/DSP applied for a $500,000 federal grant for implementation. $568,500 was approved.
  - PRISM relates to a motor carriers safety fitness ratings.
  - By implementing PRISM, WI can revoke and/or deny IRP registration to unsafe carriers.
  - Enabling legislation is required to apply registration sanctions, and has been drafted.
  - WI is surrounded by PRISM states. We wanted to avoid becoming a "safe haven" for unsafe carriers.
  - There is no match requirement for the grant funds.
Thank You

http://www.topslab.wisc.edu/workgroups/wtsws.html

Next Meeting
Thursday, June 11, 9:00-12:00
Room 419