The Wisconsin Truck Size and Weight Peer Panel met on September 29, 2008 in Madison. Members of the Peer Panel include John Berg, Federal Highway Administration-Wisconsin; Mark Berndt, Wilbur Smith Associates; Michael Bronzini, George Mason University; Greg Hayes, Northland College; Dan Murray American Transportation Research Institute; Cecil Selness, Minnesota Department of Transportation; and Dale Tabat, Washington State Department of Transportation. The panel is chaired by Dr. Teresa Adams of the University of Wisconsin-Madison’s National Center for Freight and Infrastructure Research and Education. Also attending the panel meeting were representatives from the Wisconsin Department of Transportation Division of Transportation Investment Management, Division of Motor Vehicles, Division of Transportation Systems Development, and the Wisconsin State Patrol.

The panel’s objectives were to understand the role of the Peer Review Panel, discuss TS&W issues and trends from national perspectives and review outreach materials and draft document deliverables. The panel also provided general input for the consultant and university research team members. General observations included: suggestions to include specific trends in the analysis such as the impact of increased exports due the depreciating dollar. Panel members noted that all of the developed national economies worldwide have heavier weight limits than Wisconsin currently does and that other modes have been increasing productivity of their operating assets. Ships, rail, and aircraft are carrying heavier loads. The panel encouraged the study team to consider how trucking is affected by these changes.

**Key Recommendations to the Study Team:**

- **Engage** safety related organizations and advocates early in the process of legislative modifications as safety concerns are paramount.
- **Develop** strategies for addressing safety-related concerns of increases in truck size and weight.
- **Focus** Safety Workshop on generating widespread support for considered modifications.
- **Involve** the members of state patrol and other enforcement organizations to address safety related concerns.
- **Use** heavy truck crash data available for Wisconsin to reflect the outcomes experienced by states that have altered size and weight limits.
- **Prepare** case studies for industries that are dependent upon modified trucking size and/or weight regulations to remain competitive.
- **Add** Michigan’s current allowable configurations and a 97k pound, six-axle configuration to potential configurations list.
- **Recommend** routes that have specific configurations and weights – over height, over width, over length, etc.
- **Consider** technology and emerging equipment, including lane departure systems and super single tires.
- **Include** possible issues related to rail diversion and its impacts on truck size and weight requests.

The peer panel will meet again on December 10, 2008.