Wisconsin Truck Size and Weight Study
Trucking Issues Group Meeting #5
Tuesday, December 16, 2008 | 1:00 p.m. – 3:00 p.m.
HFSTB, Waukesha Room (7th floor)

MINUTES

Attending:
Todd Szymkowski, UW TOPS Lab
Rory Rhinesmith, WisDOT
David Vieth, WisDOT
Peter Lynch, UW TOPS Lab
Jason Bittner, CFIRE
Beth Cannestra, WisDOT
Phil DeCabooter, WisDOT
Dennis Leong, WisDOT
John Kinar, WisDOT
Steven Krebs, WisDOT
Greg Niva, WisDOT
Sandy Beaulieu, WisDOT
Charles Lorentz, WisDOT
Anna Biermeier, WisDOT
Allen Radloff, FHWA
John Corbin, WisDOT
Donald Ludlow, Cambridge Systematics
Jim Lucht, Earth Tech
Emily Silverson, TranSmart Technologies

Discussion Items:

Project Scope and Schedule Update
This is the last scheduled meeting for the Trucking Issues Group pertaining to the Truck Size & Weight Study prior to the submittal of the Report to Legislature.

Study Progress
Reviewed final report timeline in which the comments on the final report will be appended to the report. December 22nd is the date the final report is due to DOT prior to the final submission to the Legislature. The Department will document what there was not enough time to complete or further investigate. Reviewed draft addendum document, which summarizes ongoing edits to the TSW Study draft final report originally submitted for review on December 8th. Such items include changing “recommendation” language, including an economic emphasis, adding infrastructure costs, separating cost summaries between public and private, and including incremental and baseline bridge replacement costs, showing transport cost savings by cost component, addressing diversion from rail potential in great detail, adding detail on components of operating costs, and expanding on bridge explanation and frozen road declaration. Will check with John Woodruff on the status of his truck analysis. May try the configurations with AutoTurn software to see how the geometric designs would be affected. Jim Lucht described some of the bridge results that were included in the report and some comments were shared but will be shared in more detail with the consultant team.

Outreach Conclusions
A summary handout was provided of the Stakeholders meeting and David Vieth and Rory Rhinesmith offered their thoughts and comments. A summary handout was provided of the Peer Review Panel meeting. The consultant team provided a summary on some of the key public agency and private sector outreach conclusions. Private sector conclusions included:

- **INTERSTATE HARMONIZATION** - Any TSW changes (including OS/OW permitting) should be harmonized across state boundaries
- **REVENUE RETENTION** - Revenue from permitting should be reinvested in bridge and other freight truck-related improvements along key routes
- **EQUITABLE CHANGES** - TSW changes should be equitable across industry sectors (level playing field for exemptions)
• INTERSTATE HIGHWAY ACCESS - More productive truck configurations should be allowed on the Interstate system, which can accommodate the heavier loads
• GREEN POLICY - The State should promote TSW changes as “green” policy (reduced carbon, lower fuel consumption, and less congestion due to lower numbers of trucks)
• WINTER ALLOWANCES - TSW laws should allow greater weight tolerances in winter for snow and ice accumulation. Addressed in ss. 348.15 to not take into consideration snow and ice.
• IMPROVED INFORMATION - Information about roads, safe (wordsmith, perhaps “adequate”) bridges, and related information should be increased and available on the WisDOT website

Final Benefit-Cost Analysis Findings
The two 98,000 pound configurations do not meet the federal bridge formula, which will be highlighted in the final report and separated out from the existing tables. May need to separate out interstate and state highway baseline costs, similar to the split done with the new configuration costs. Donald explained Harry Cohen’s explanation in determining the “private sector benefits” column title, which may need to be reworded (“user benefits” for private sector benefits and “public impacts” for “public agency impacts”) or the columns regrouped. Any changes to the bridge section should be run past Beth Canestrata.

Final Informational Report
Reviewed a list of policies for consideration, which include:
• Administer performance-based permit program
• Develop a comprehensive truck crash study
• Working with FHWA to explore the potential for TSW changes on the Interstate System
• Review OS/OW permit process.
• Increase fines for commercial vehicle size/weight violations
• Increase resources for TSW enforcement
• Extend Frozen Road Declaration’s allowable overweight operations (remove at the recommendation of Dave Vieth)
• Review non-permitted weight exceptions

Study Advisory Group Role and Possible Continuation
SAG will be asked at the December 17th meeting of their willingness to serve on a continuing group to address future trucking issues, especially relating to OSOW permitting.

OSOW Working Group Proposal
Peter Lynch from the UW TOPS Lab is the new Freight Operations Program Manager and he provided an overview and proposal to form the OSOW working group.

  • Overview of wind industry permitting in DOT
    o Custom and unique needs of OSOW permit requests
    o Multiple agencies and interagency business units – “No one stop shop”
    o Wind towers – different components need different accommodations
    o Streamline approvals and increase permissible activities
  • Efforts to date
    o Statewide traffic analysis underway
    o Initial agreements with industry and senior department officials
    o Short term goal: Mapped preferred corridors for spring 2009
    o Long term goal: Interactive GIS map – enhanced Super load capabilities – to plot future routes
- Work Plan update/review
  - Review Draft work plan of OSOW Coordination Working Group
    - Continue to form OSOW Work Group (include BOS)
    - Stay together for emerging issues in the Wind Industry as well as other OSOW manual permitting issues and challenges.
    - Preserve the Trucking Issues Work Group for Peer review of OSOW output December 2008.
    - Finalize team members of OSOW work group by January 2009.
    - Develop preferred route map for wind tower/components movement by March 2009.
    - Develop GIS application or improve Super load capabilities to map and track future loads for use by March 2010.
    - Continually streamline permit review/approval time frames.
  - Trucking Issues Group’s role
    - Peer Review
    - Keep tabs on emerging issues and needs with OSOW loads
    - Forum for discussions on OSOW and Multi-modal freight issues and challenges

**Future Trucking Issues Group Actions and Next Steps**
- Continue to meet monthly for the first quarter (early to mid-February 2009 – Tuesday afternoons) and schedule tentative dates then on.
- Other emerging truck related issues and studies
- Transition from Trucking Issues to Freight Operations Group.