

Northwest Passage Permitting Project

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Outline

- The NW Passage
- Project Goals
- Findings
- Options
- Recommendations

The Northwest Passage



Passage Objectives

- Integrate traveler information
- Coordinate of ITS Infrastructure
- Integrate ITS planning and programming

The Project

- Evaluate potential for a regional Oversize/Overweight permitting process for the I-90/I-94 corridor, Wisconsin to Washington
- Tasks:
 - Interview reps from three existing permitting compacts
 - Outreach to NW Passage states & industry
 - Formulate ideas for moving ahead

Regional Permitting Compacts

**WASHTO (Western Regional Permit:
WA, OR, ID, MT, AZ, NM, LA, UT, CO,
OK, NV, TX)**

**Approximately 10,000 permits issued
under the compact annuall**

**WASHTO permitting compact has
been the most successful agreement
to date**

**SASHTO (Multi-State Permit
Agreement: AL, AR, FL, GA, KY, LA,
MS, NC, PR, SC, TN, TX, VA, WV)**

**Rarely used among Southeastern
states**

**Regional permits represent only a
small fraction of each state's overall
permit issuances**

**New England Transportation
Consortium (NETC: CT, MA, ME,
NH, RI, VT)**

**Currently infrequently used by
Northeastern States**

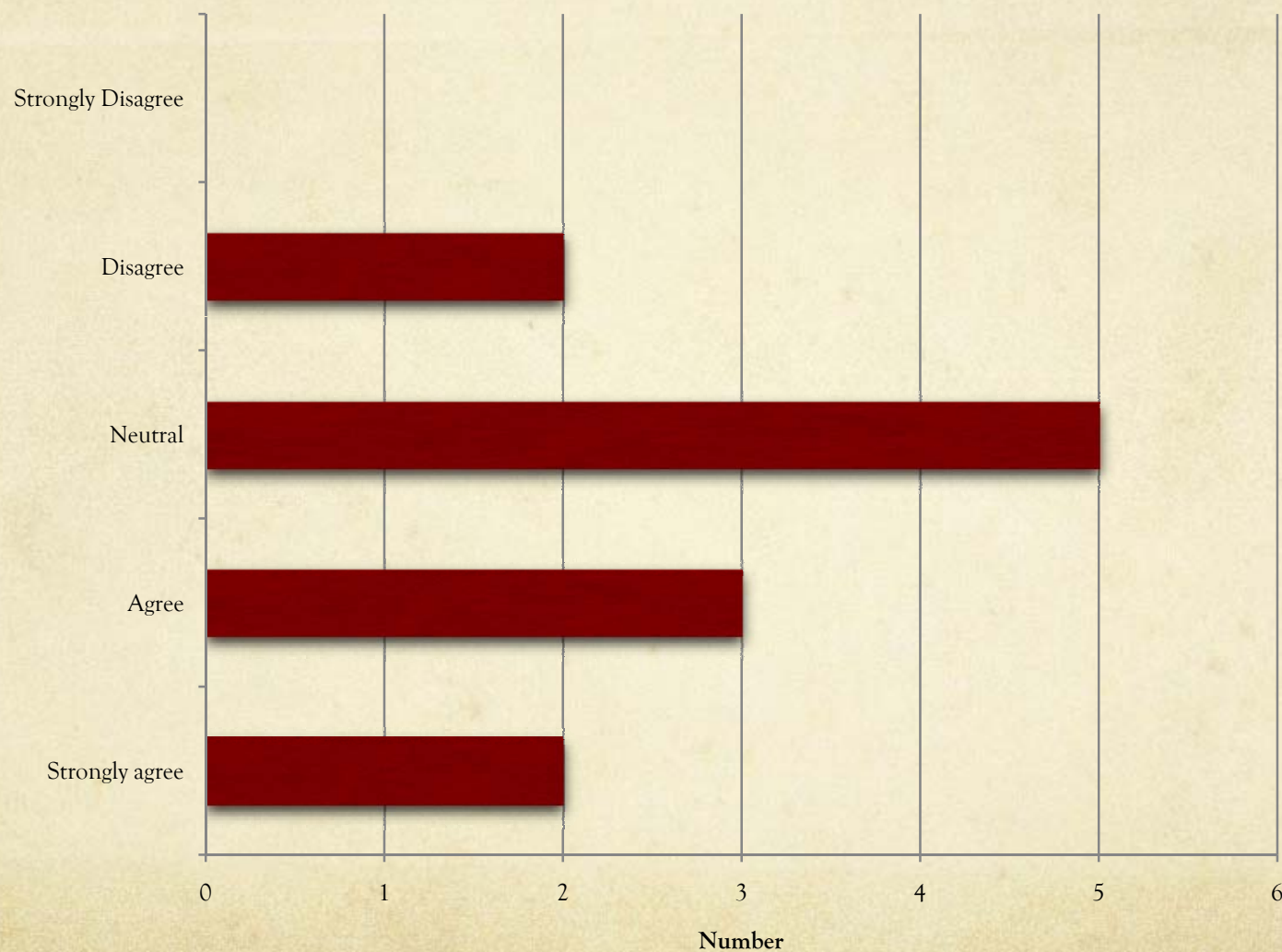
**Never more than 10-20 regional
permits daily**



Compact States Report

- Less than 10% of permits through compact
- Improved customer service
- Reduction in permit workload
- Better communications
- Loss of control
- Greater complexity

Being a Member is Positive



Member Comments

- Not enough states are issuing; many are in the program as pass-through only
- No real drawbacks or costs
- All are drawbacks, but they are minimal
- Have to have an agent to distribute funds
- No way to verify the permit since the issuing state does not fax copies to each state
- Currently the costs are low, but as the use of the WASHTO compact grows, some further drawbacks or costs may arise

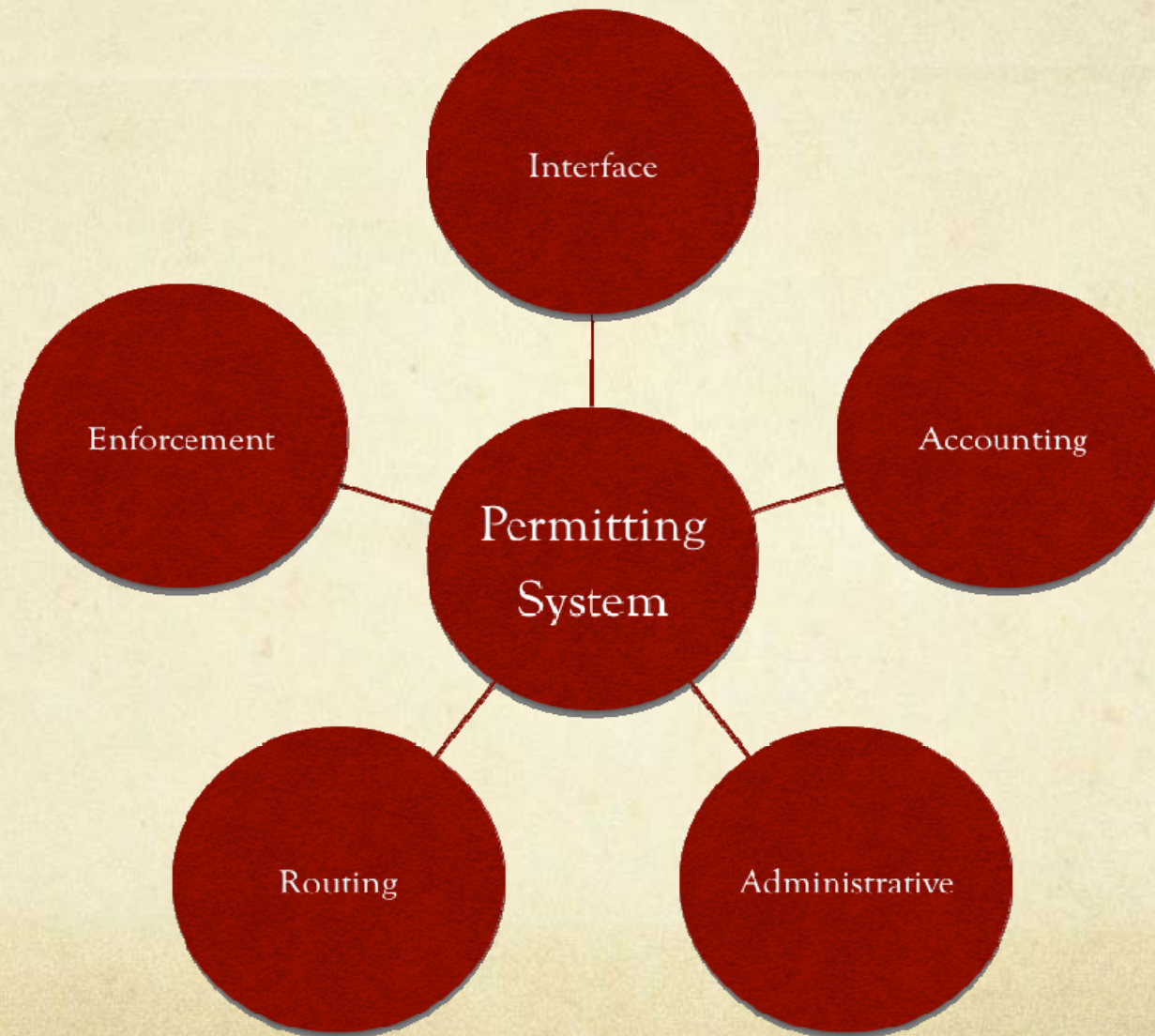
Member Advice

- Be careful not to design a permit system that looks like the way each state already does business. Be careful not to work from a lowest point of uniformity.
- It is a benefit to the trucking industry, if you can overcome the technology issues and banking issues.
- REDUCES ADMIN BURDEN ON STATE PERMITTING AGENCY AND ON CARRIERS.
- The logistics are very lengthy.
- Maintaining all states to current status is imperative.
- The states should do a better job of marketing the compact to get more use of it.
- Each state should have its own credit card system to collect fees.
- Work for more uniform standards across states, define the envelope vehicle for the region, and communicate effectively.

WASHTO Member Insights

- The Western Regional Permit Agreement has proved to be a very successful program. We enjoy our relationship with this group and believe that this is one way to demonstrate and continue to work toward uniformity.
- THIS PROGRAM IS ESSENTIALLY IN PLACE. LOOK INTO WASHTO'S WESTERN REGIONAL PERMIT SYSTEM RATHER THAN REINVENTING THE WHEEL.
- It hasn't hurt or helped much. There could be benefits for the carriers. You need a decent sized envelope vehicle.
- Synergy can be very good, but some states aren't good participants.
- Factors holding the compact back are inadequate cooperation, weak governance, and inconsistent regulations across states.

A Permitting System



Options

- Expand WASHTO: The model is in place
- Common System: Requires common permitting platform
- Virtual permitting: Open portal has not been built

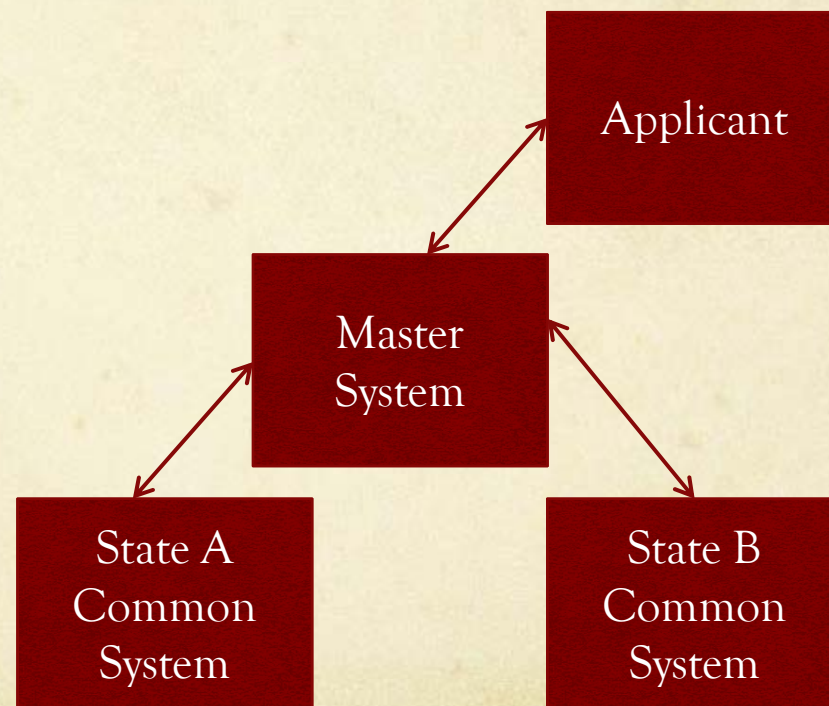
Concerns: WASHTO

- Envelope size
- Workload
 - Change
 - Last mile
 - Route Condition
 - Passive participants
 - Fees
- Technology
- Information
- Enforcement

Dimension	Maximum
Width	14 feet
Height	14 feet
Weight	160,000 pounds gross
Length	110 feet

Concerns: Common System

- Expensive
- Vendor Dependent
- Competition

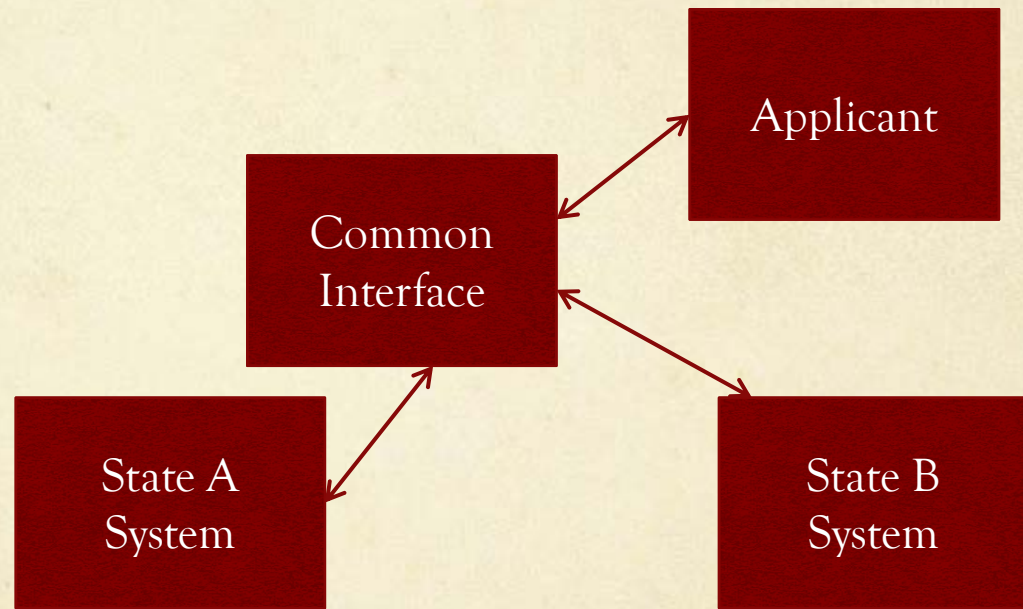


Fees Now Charged for Common System

State	Less than Super load (14' H, 14' W, 110,000 pounds)	Super load
Nebraska	\$10	\$16
South Dakota	\$10 plus \$.002 per ton- mile	\$16 plus \$.002 per ton- mile

Concerns: Virtual System

- System doesn't exist
- Workload
- Routing



Concerns Of States

- Industry interest (or lack of interest)

- Workload

 - Transition

 - Routing

 - Passive participants

 - Fee remittance

- Differences

 - Port-of-entry states

 - Fee structures

 - Enforcement policies

 - Axles, tire width

Concerns Of States

- Range of permits
 - Going beyond the least common denominator
 - Industry desires
- Technological back step
 - Timeliness of permits
 - Degree of analysis
 - Routing
 - Electronic information
- Cost
- Change

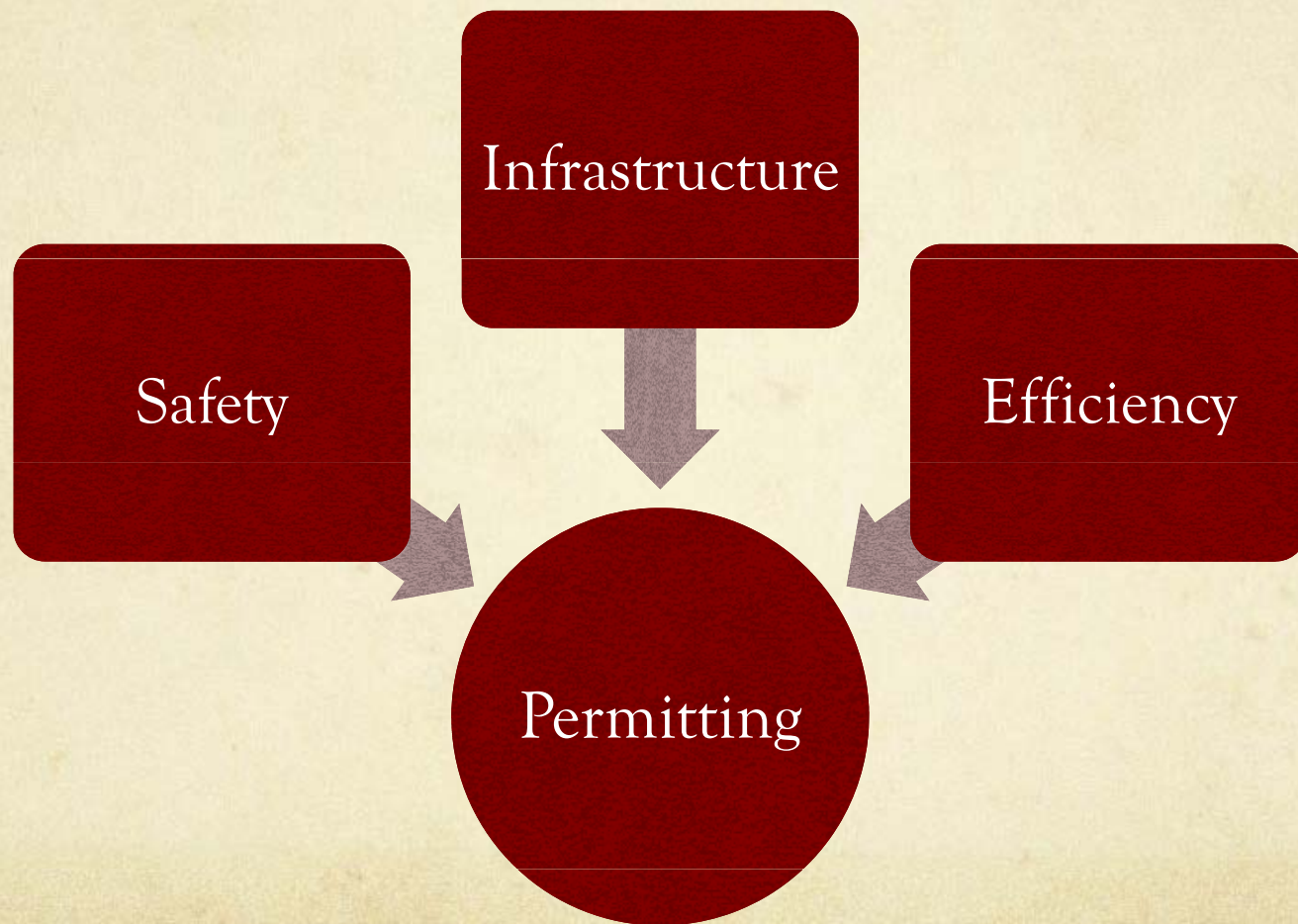
Trucker Comments

- Anything to streamline the process
- Speed and reliability in getting permits
- Consistency
- Routing between states
- Information required
- Look and feel of permit systems
- Lighting
- Flags
- Escorts
- Holidays
- Curfews
- Signing

Conclusions

- Truckers feel strongly that some improvements could be made that would benefit the industry.
- A disconnect between those who issue permits and those who apply for them and use them may exist.
- Permitting has multiple objectives.
- State people have no regular method of staying informed of broader freight-related issues in their agency or state.
- No forum exists for people along the corridor to share ideas and experiences.
- The only approach that is viable in the short-to-medium timeframe is the expansion of WASHTO.
- States recommended an incremental approach to the topic.

Permitting Objectives



Permitting Volume

State	All Permits	Interstate Permits	On I-90/94	Superloads on I-90/I-94
S. Dakota	38,000	Unknown	22,000 (1)	Unknown (2)
N. Dakota	42,772	Unknown	Unknown	4,418 (1)
Wyoming	101,821	61,923	3,779	189
Idaho	19,295	17,365	2,612	120
Washington	71,613	14,538	4,802	135
Wisconsin	37,782	32,330	25,822 (1)	153
Montana	56,294	Unknown	Unknown	1,147 (1)
Minnesota	75,526	3,657	Unknown	630 (1)

1-Intra & interstate

2-Superloads are not defined

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Recommendations

Communication

- State permitting staffs need an opportunity to exchange ideas and experiences with each other.
- Permitting personnel have conflicting roles
- Those freight and operations policy people within the states also require some avenue for communications across state borders
- Both groups would benefit from better-defined, routine, communication links with the motor carrier industry.

Communication

Two-Pronged Approach

Try to Expand WASHTO

- Reduce concerns
- Find leadership
- Basis for communication
- Foundation for improvement

Work on Harmonization

- Define key issues with industry
- Try to find common solutions
- Repeat

Facilitating Communications

- Use the NW Passage umbrella
- Define subcommittees of the three groups
 - State permitting staff
 - State freight policy or operations staff
 - Industry
- Establish regular electronic conferences
- Define agendas
- Identify staff support
- Progress

Issues Moving Forward

- Leadership/champions
- States/industry
- Commitment to change

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