Aligning Oversize and Overweight Truck (OSOW) Permit Fees and Policies with Agency Costs

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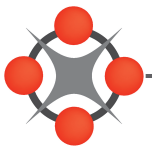
National Center for Freight & Infrastructure Research & Education

Presentation Overview

- CFIRE/MAFC
- Project Objectives & Tasks
- Trends
- Current Practices
- Review Fees and Financial Implications
- Thresholds
- Next Steps and Project Schedule



CFIRE

- VISION:

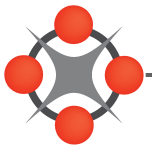
  The National University Transportation Center at the University of Wisconsin-Madison will be **an internationally recognized authority and resource** that creates knowledge, advances understanding, develops technologies, and prepares leaders to meet the nation's need for safe, efficient and sustainable infrastructure for the movement of goods.

- MISSION:

  To **advance technology, knowledge, and expertise** in the planning, design, construction and operation of sustainable freight transportation infrastructure through education, research, outreach, training and technology transfer at the University of Wisconsin-Madison and its partner institutions.

- THEME:

  Sustainable Freight Transportation Infrastructure and Systems



National Responsibility

- **National Transportation Centers:**

  The role of each center shall be to advance significant transportation research on critical national transportation issues and to expand the workforce of transportation professionals (from SAFETEA-LU)

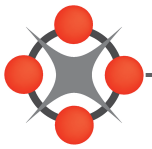
- **Transformational Change:**
  - Sustainable Freight Transportation Infrastructure and Systems
    - Economic
    - Environmental
    - Social

Our Message

Freight drives the economy and we must meet the challenges of congestion, rising fuel costs, global climate change, and economic competition to preserve our standard of living.

CFIRE is a significant national resource to advance freight transportation in our state, region, and nation.

CFIRE leverages federal, state, and other funds to help us meet this goal.

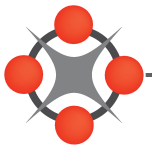


Mid-America Freight Coalition

- General capacity building
- Facilities studies
- Policy Studies
- Informational efforts
- Commonalities
- Service to States

Overview of Project

- Objectives
  - What are current national and regional trends in truck oversize/overweight shipping?
  - How do oversize/overweight demands vary by region?
  - What are reasonable means to calculate the broad impacts of oversize/overweight shipments at a state and local level?
  - How can relative costs be determined for truck oversize/overweight permits?
  - What are the economic thresholds at which certain impacts are financially mitigated?



Primary Issues:

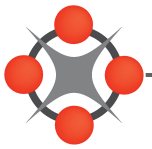
- Jobs and Exports
- Industry costs
- Agency costs
- Damage to infrastructure

Trends

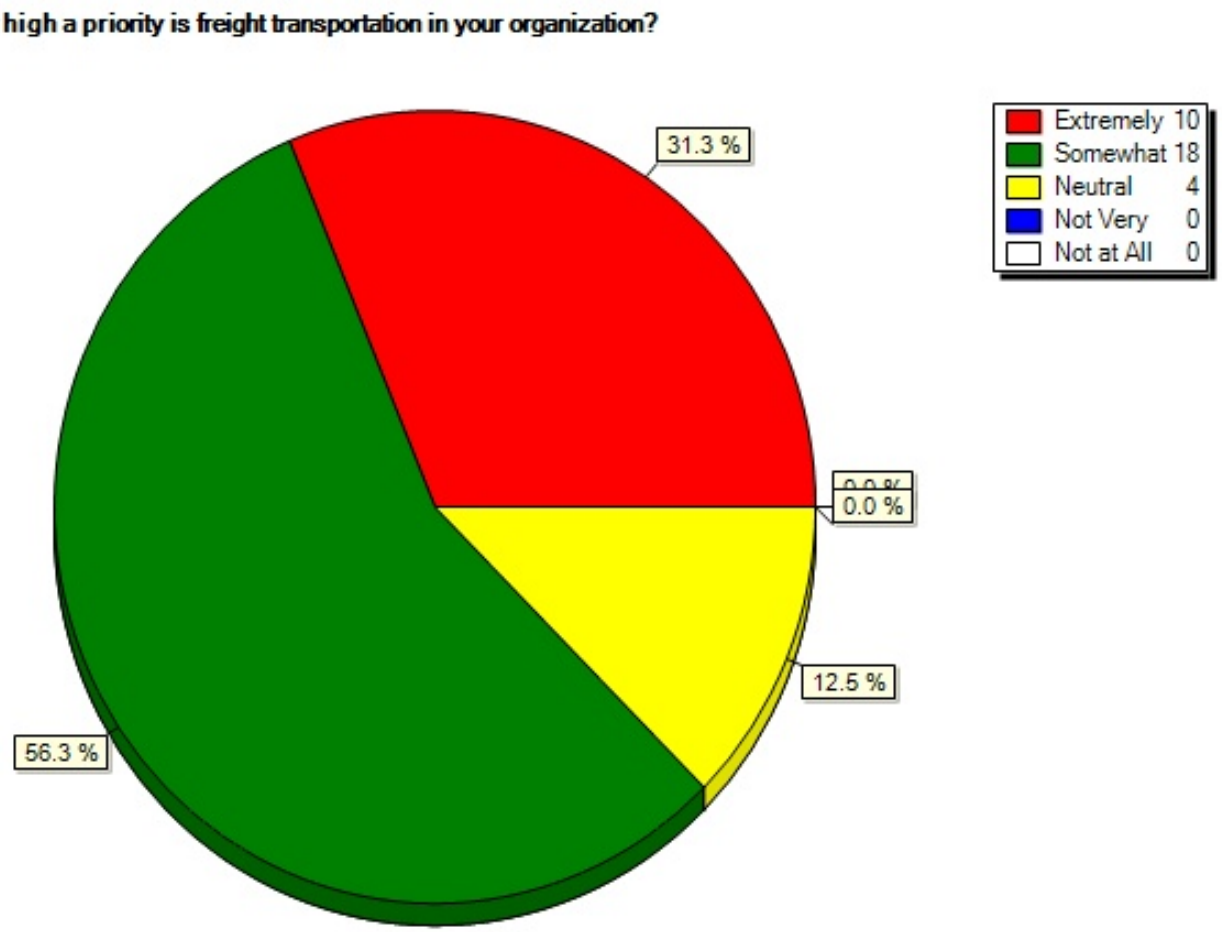
- Wind Energy
  - Size/Lighter materials

- Heavy Machinery
- Agriculture
  - Agriculture accounts for 31% of all US ton-miles

- Fraccing Operations
- Road/Bridge Construction

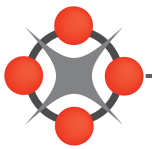


States are starting to get it



Regional Variations

- Midwest
  - Agriculture
  - Wind
  - Heavy Machinery
- Plains
  - Energy
- Coasts
  - Containerized Movements

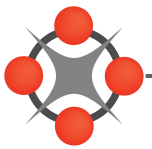


Current Practices

- State Surveys
- Interviews with 16 states
  - Outside of MAASTO / NWP

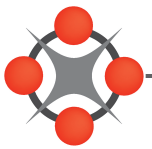
Enforcement Priorities

- From Interviews
  - 9 of 16 rated this as a high priority
  - FY 2009
    - High in Georgia: 38,844
    - Idaho: 211



Review of Permits

- Staffing for Permit Reviews
  - 1-2 people (some auto-permitting)
  - Up to 6 people sign-off in Vermont for certain loads
  - Average 3-4 for superloads
- Superloads
  - Most reported 2-3 days
  - Up to 8 weeks (Texas/Louisiana)



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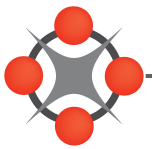
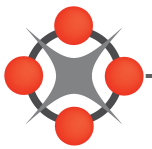


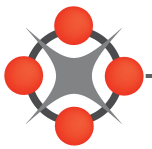
Legislative Changes

- Most states reported that changes have been more supportive of the industry
- One state indicated that legislature was more punitive for OSOW loads
- Balance indicated neutrality



Reasonable Means

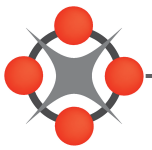
- Impacts vary
  - State and Local Level
- How much overweight occurs?
  - Only 8 states would estimate how much the average overweight is



Financial Implications

Truck	Pounds (000)		Len (Ft)	Dist (Mi)	Permit Fee	
	Permit	Legal			Current	Potential
5 Axle Tractor Truck	100	80	54	50000	$165	$3408
5 Axle Tractor Truck	92	80	48	50000	$165	$1896
3 Axle Dump Truck	60	46	22	10000	$45	$796
4 Axle Concrete Truck	70	58	25	10000	$0	$1158
7 Axle Tractor Truck	122	80	64	20	$14	$54
7 Axle Tractor Truck	132	80	78	335	$46	$150
7 Axle Tractor Truck	132	80	57	335	$36	$161
9 Axle Tractor Truck	168	80	92	335	$50	$217

Figure: Results of Proposed Virginia Calculations for Damage to Infrastructure and Associated Permit Fees (2008)



Financial Implications: Infrastructure

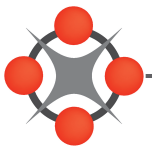
	Traffic Load →	Infrastructure Impact →	Cost Estimation
List of items	• Truck configuration • Traffic volume • Number of traffic (VMT) • Trip route (State highway and above)	• Pavement • Bridge • Safety/congestion/environment (out of study scope)	• Agency cost - Construction cost - Rehabilitation cost • User cost - Delay cost - Vehicle operation cost - (Accident cost)
Data / tool	• Highway Performance Monitoring System (HPMS) • Vehicle Travel Information Systems (VTRIS)	• Pavement - Mechanistic Empirical Pavement Design Guide (MEPDG) - Highway Cost Allocation Study (HCAS) - National Pavement Cost Model (NAPCOM) • Bridge - Federal bridge formula	• Pavement - National Pavement Cost Model (NAPCOM) - Highway Cost Allocation Study (HCAS) - Highway Economic Required System (HERS-ST) • Bridge - The Bridge Analysis and Structural Improvement Cost (BASIC)
Comment	We need to categorize the truck configuration such as # of axles, gross vehicle weight etc.	MEPGD tool may be for project level analysis. We may need impact analysis tool for network level analysis.	We may show agency cost and user cost separately so that readers can understand costs associated with them.

Thresholds

- Balance Economic Development and Public Costs
- Relative Costs
- Assign values

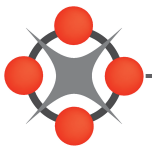
Next Steps and Schedule

- MAASTO State Interviews and reaction
- Develop recommendations
- Expect to have finalized by December 2011



Conclusion

- Industry outreach critical
  - Recognition of costs to business
  - Cannot overburden carrier
- Some reasonableness to processes
  - Understanding of agency costs versus permit fees



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