



Northwest Passage Permitting Project

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The Northwest Passage



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Passage Objectives

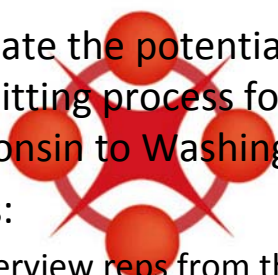
- Integrate traveler information
- Coordination of ITS Infrastructure
- Integration of ITS planning and programming



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The Project

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



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Progress

- Interviewed representatives of WASHTO, SASHTO and New England
- Interviewed non-WASHTO states: MN, WI, WY, ND, SD
- Interviewed WASHTO states: WA, ID, MT
- Interviewed trucking industry reps

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Regional Permitting Compacts

WASHTO (Western Regional Permit- WA, OR, ID, MT, AZ, NM, IA, UT, CO, OK, NV, TX)
Approximately 10,000 permits issued under the compact annually
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 amongst 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



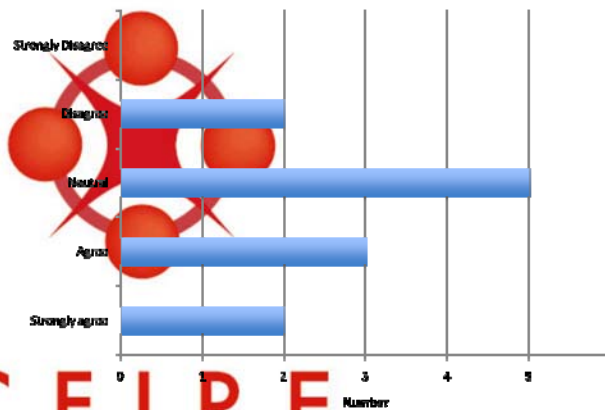
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Compact States Report:

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

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Being a Member is Positive



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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 their 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.

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Options

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

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Concerns: WASHTO

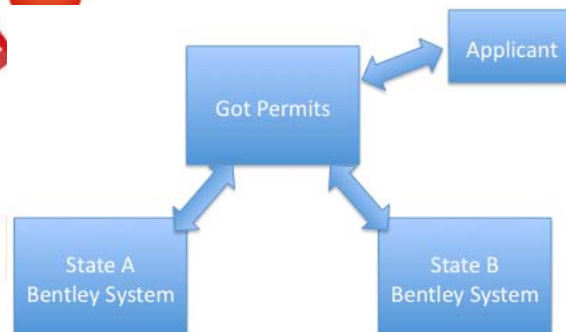
- Envelope size
- Workload
- Technology
- Information
- Enforcement

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Concerns: Bentley

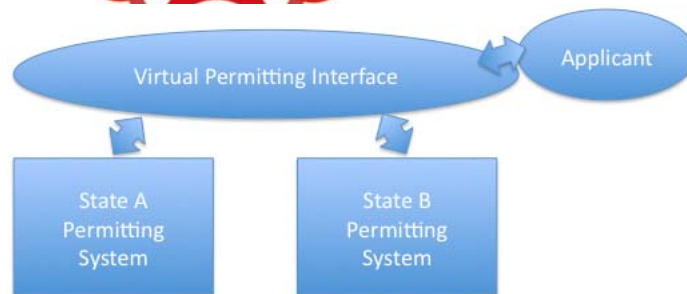
- Expensive
- Vendor Dependent
- Competition

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Concerns: Virtual System

- System Doesn't exist
- Workload
- Routing




Concerns

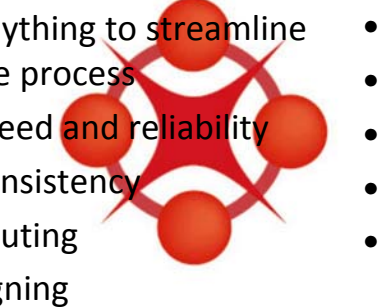
- Industry interest
- Workload
 - Transition
 - Routing
 - Passive participants
 - Fee remittance
- Differences
 - Port-of-entry states
 - Fee structures
 - Enforcement policies
 - Axles, tire width

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Concerns

- 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
 - Consistency
 - Routing
 - Signing
 - Lighting
 - Flags
 - Escorts
 - Holidays
 - Curfews
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Issues Moving Forward

- Leadership/champions
 - States/industry
- Consistency
 - Signing
 - Curfews
 - Holidays
 - Information
 - Look and feel



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