

**Western Association of State Highway
and Transportation Officials**

Resolution 8-97

Weigh Station Bypass Interoperability

Whereas, the Western states have long led the country in issues dealing with commercial vehicle operations (CVO); and

Whereas, the Western states have long relied on Weigh Stations/Ports of Entries (WS/POE) to ensure the safe and legal operation of commercial vehicles; and

Whereas, the Western states have taken the national leadership in the development of Intelligent Transportation Systems (ITS) for CVO; and

Whereas, the Western states have shown the ability to operate electronic WS/POE Bypass Systems for safe and legal vehicles to the benefit of both the states and the trucking industry; and

Whereas, the use of WS/POE Bypass Systems is a rapidly growing program in the Western states, and

Whereas, a variety of Bypass Systems have been implemented or are proposed within the Western states; and

Whereas, trucking is largely an interstate activity requiring interstate coordination between states; and

Now, therefore, be it resolved, that the Western Association of State Highway and Transportation Officials (WASHTO) states as its policy, and urges its individual members, to develop interoperability between WS/POE Bypass Systems and Proposals; and

Be it further resolved, that WASHTO adopts, and urges participating states to collectively and individually adopt, the following principles of WS/POE Bypass interoperability:

- 1) Motor carrier enrollment and continuing bypass privileges shall be predicated upon successfully meeting enrollment criteria which include a safety factor, current registration, fuel tax payments, satisfactory payment of highway use tax obligations, and maintenance of acceptable liability insurance. The carriers shall be subject to ongoing review at least quarterly by each State/System to verify that the carriers continue to meet the

enrollment criteria.

- 2) The ability to actually bypass a WS/POE is contingent upon the carrier meeting the enrollment criteria and meeting the legal requirements for that trip and bypass event (e.g., size and weight limits)
- 3) All States/Systems commit to the concept of one transponder. Motor carriers may initially obtain a transponder from the system operator or equipment vendor of their choice. If a motor carrier enrolls in one system and chooses to participate in another State/System, the original enlisting. Jurisdiction will convey the unique transponder ID codes to the second WS/POE Bypass System upon written authorization from the motor carrier to do so. No State/System will read and retain the transponder ID codes from vehicles belonging to any motor carrier who has not voluntarily chosen to participate in their WS/POE Bypass System.
- 4) Each State/System will make their own independent determination of what Specific uses, if any at all, the WS/POE Bypass event data will be used for in terms of initiating regulatory enforcement actions within their state/system. All States/Systems will publish and disclose their individual policies in this regard. Motor carriers will have the option to participate in the WS/POE Bypass Program available to them within each State/System.
- 5) Each State/System will determine those pricing features for the pricing scenario that is applicable WS/POE Bypass program and activities (e.g., enrollment, transponder, event, data exchange, etc.) transpiring within their boundaries. States/Systems will publish and disclose such pricing arrangements. Motor carriers will have the option to choose (or not) to participate in the WS/POE Bypass Program available to them in each State/System; and
- 6) Each State/System commits to work with all other WS/POE Bypass Systems, particularly in regards to principles (3) and (5) so as to create only one needed point of contact for each motor carrier.
- 7) Each State/System supports the CVISN (Commercial Vehicle Information Systems & Networks) concept and its efforts to develop a national information system architecture and data exchange standard.

Be it further resolved, that WASHTO urges its member states, individually and collectively to use all available forums to ensure the necessary details are developed to implement the above seven (7) principles; and

Be it further resolved, that WASHTO urges AASHTO to adopt a similar resolution so

that WS/POE Bypass Systems achieve national interoperability.

Adopted by the WASHTO Policy Committee on July 30, 1997 at the WASHTO annual meeting in Sun Valley, Idaho.

Dwight Bower, President

This Resolution was signed by
Dwight Bower, Date Unknown