



2015 North Dakota Transportation Committee:

What is WSTA, Western State Compact Request, Twin 33 Foot Trailers, Graduated CDL License

CONCERNING COMMERCIAL VEHICLE UNIFORMITY &
OPTIONS FOR CDL TO IMPROVE DRIVER SHORTAGE

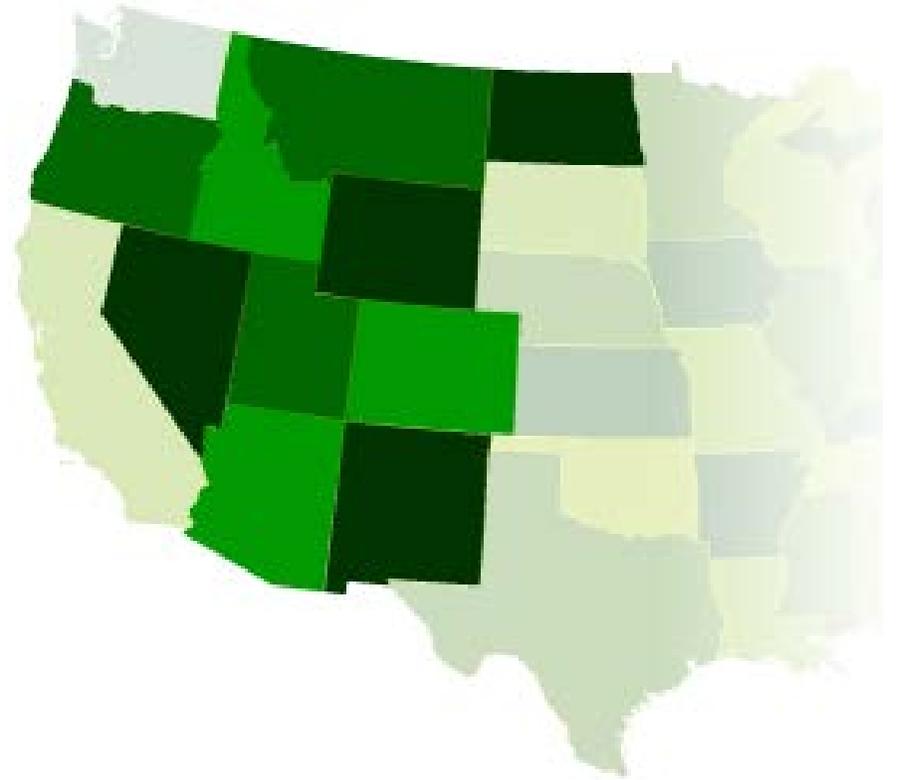
PRESENTER: JAY HICKS- CO-EXECUTIVE DIRECTOR OF WSTA

What is WSTA

WSTA States Involved Currently, 10 states:

Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, Utah and Wyoming – participate in the agreement. States are represented at WSTA meetings by state legislators, state agency personnel, and highway transportation industry representatives.

- WSTA Started in 1988
- 2 Meetings a year



What groups does WSTA work with

State legislators

WGA, ALEC, NCSL, AASHTO, WASHTO, ATA, CVSA

State DOT's

State Trucking groups

National Chamber of Commerce

National Warehouse/Logistics

Western energy groups, Western AG groups & Western fuel suppliers

Canadian Govt Agencies

Transportation Manufacturers, Transportation Corridor Groups

FMCSA

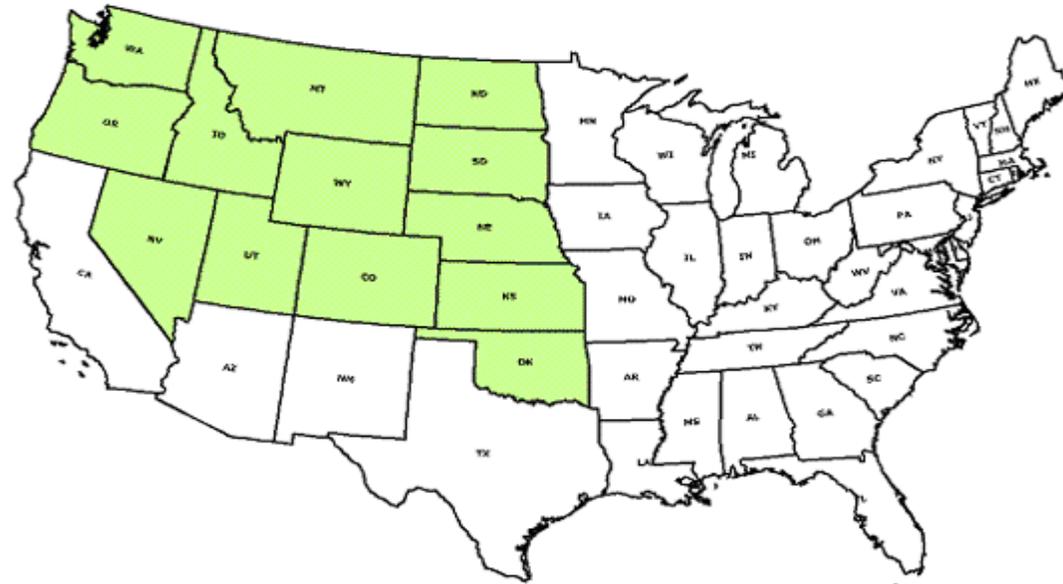
National shipping associations & Private transportation companies

WSTA Policy Goals

1. Funding for Highway Infrastructure
2. Highway Safety
3. Increase System Productivity and Efficiency
4. Achieve uniformity for western states
5. Embrace new technology

Problem 1: Commercial vehicle size and weight limits were frozen by federal legislation in 1991. This caused a mixture of different limits in western states. Because of the freeze, it is now impossible to create a uniform standard for size and weight in the western states for commercial vehicles.

2001- Western Governors requested Western State Analysis of Commercial Vehicle Weights and Length for Longer Combination Vehicles- LCV's. States highlighted below were in study.



Types of Longer Combination Vehicles Operated in Western States

Conventional Combination Vehicles

5-Axle Tractor Semi-Trailer



Twin 28.5-foot Double or STAA Double



Longer Combination Vehicles

7-Axle Double or Rocky Mountain Double (RMD)



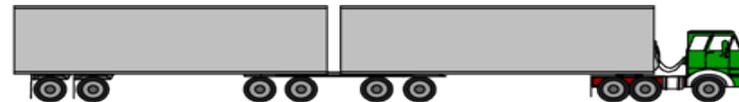
8-Axle B-Train Double



10-Axle Resource Hauling Double



9-Axle Turnpike Double (TPD)



Triple Trailer Combination



Operation of Vehicles Subject to the ISTEA Freeze Maximum Size and Weight Limits for 13 Analyzed States (Length in feet (')/Weight in 1,000 Pounds (K)): Federal Report 2001

State	Truck Tractor and Two Trailing Units		Truck Tractor and Three Trailing Units		Other ²
	Length	Weight	Length	Weight	
Colorado	111'	110K	115.5'	110K	78'
Idaho	95'	105.5K	95'	105.5K	78' - 98'
Kansas	109'	120K	109'	120K	No
Montana	93'	137.8K	100'	131.06K	88' - 103'
Nebraska	95'	95K	95'	(1)	68'
Nevada	95'	129K	95'	129K	98'
North Dakota	103'	105.5K	100'	105.5K	103'
Oklahoma	110'	90K	95'	90K	No
Oregon	68'	105.5K	96'	105.5K	70'5"
South Dakota	100'	129K	100'	129K	73' - 78'
Utah	95'	129K	95'	129K	88' - 105'
Washington	68'	105.5K	No		68'
Wyoming	81'	117K	No		78' - 85'

Solution: Lift Freeze on Western States- Create Compact

WSTA Compact Request to Harmonize Commercial Vehicle Weight and Size Limits for LCV's
2014 Federal Legislative Request | Western Compact Agreement Authorization

The western states that make up the Western States Transportation Alliance (WSTA) respectfully request Congressional authorization for the 14 western states listed below to create a compact agreement to harmonize commercial vehicle combinations weight and size limitations by authorizing these states to:

1. Lift the federal freeze on weight and size enacted by federal legislation in 1991 for these 14 states.
2. Set limits on weight and size to not exceed 129,000 pounds gross vehicle combination weight or no longer than 100 foot cargo carrying length.
3. States in this compact agreement would have the authority to adopt routes, set restrictions on operations and participation by each state in the compact would be voluntary.
 - a. States to included are: Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, South Dakota, Texas, Utah, Washington, Wyoming

Approved by Western States Transportation Alliance- November 17th 2014

Signed by: Utah Senator Kevin Van Tassell - Chairman of WSTA Board Directors
WSTA Executive Director R J Hicks

Compact Request Details

States Included in request- 14 Western States.

*Texas was not in the 2001 Western analysis and Oregon has opted out of the request.

WSTA States	Non-WSTA States
Colorado	Kansas
Idaho	Nebraska
Montana	Oklahoma
Nevada	South Dakota
New Mexico	Texas*
North Dakota	Washington
Utah	
Wyoming	

Benefits of Western States Compact Request.

Identified in USDOT Study and State Reviews:

1. Allows states to meet and review transportation data; freight demands, safety issues, emerging markets and congestion issues in each state. Limits weight to 129,000 and length to 100 feet cargo space. Encourages combination of vehicle adoption by states for uniformity.
2. Allows states to engage in conversation on creating greater productivity for our highway system by establishing a uniform weight and size limits for LCV"s.
3. Allows states to decide what routes can be utilized, operating parameters and other requirements each state would deem necessary for LCV operations.
4. Reduces commercial vehicle traffic by nearly 10-15% thus assists in congestion mitigation and mobile source emissions by like percentage.
5. Due to the establishment of axle weights and bridge formula application, our infrastructure would not be impacted beyond current levels.

This move allows the western states to create productivity while setting the standards and safe guards necessary to our highways.

New Realities in Freight Movement in the West

Freight .Movement in the west is growing- projected totals by 2025 can overwhelm system.

Today in the western states, we have several industrial sectors competing for available freight movement.

Energy Products- Oil, gas, coal will continue to major product of states in the west.

Agricultural Products- The West has long been and will continue to be a major AG product producer. Freight options are becoming more difficult and expensive for these products.

Service Goods and Manufacturing Items- West will see service issues and production operations increase to meet population of the west.

Growth- Freight tonnage will grow beyond the population growth of western states. This will increasingly put pressure on rail and highway systems to move products- we need innovation and a new way of thinking about nation's future freight needs.

Compact Request- New Cooperation/Uniformity for West

WSTA Compact Request Accomplishes Other Policy Issues.

1. Allows the western states, not DC to create new operational formats for our transportation network.
2. Allows states to create both over an overarching uniformity plan for size and weight for all participating states and also allow smaller compacts to be created with connecting states where desirable.
3. For Border states- it may create a means to harmonize US-Canada size and weights for greater uniformity.

Key here is that this state driven, participation is voluntary and we are allowed to let our bright minds unlock new potentials and productivity for the west.

States Support and Groups Support for Request.

Supporting Actions to Date for Compact Request.

State Legislative Support: Colorado, Utah, Wyoming, **North Dakota-HCR-3024**, have passed resolutions supporting compact request.

Cattlemen Associations are now looking at supporting request.

Farm Bureau associations in western states are being approached for support and several have already made support a policy issue for 2015.

Energy industry is looking to support compact request as it assists the long term development of energy products in the west.

Trucking associations from WSTA states and other states support compact request.

Problem 2: CDL Driver Shortage in United States

WSTA seeks to draft Graduated CDL for 18-21 year old Drivers- Intent is allow these drivers to operate on interstate basis as well as intrastate basis.

1. US is suffering from shortage of CDL drivers and the demand will only grow greater in the future due to expected freight demands.
2. Many states now allow 18-21 year old drivers to operate commercial vehicles on intrastate basis. Yet these same drivers cannot operate across state lines. New federal act is being considered to allow states to enter into agreements for licensing compacts with lower age requirements.
3. Many states have passed legislation for graduated licenses for younger populations. These acts have produced clear safety improvements.
4. WSTA is looking to create model legislation for 18-21 CDL drivers who can move through a CDL graduated license process in order to operate on interstate basis.
5. Utilization of this process helps to address safety concerns about younger drivers and could pave the way for Federal approval of process.

CDL Driver Issue Options:

Several ideas have already been received by WSTA staff to include the following:

1. 18 year old drivers can operate certain types of equipment and drive within certain mileage radius. After a determined point of performance, those options can be expanded. Suggestions have offered 2-3 levels for younger drivers and if they perform- they can then qualify for full CDL
2. Use vocational or technical training options to teach basics and recruit younger driver candidates. Allow companies to create apprenticeships that could be supported during training process.

Staff at WSTA sees the solution being a combination of these approaches: Verified training and recruitment utilizing a graduated operational model to gauge driver performance.

Goal is to be able to recruit, train and place into good paying jobs, those who have the talent and interest in commercial driving career.

Twin 33 Foot Trailer Request- Nationally

The US Senate and Congress have passed a stop gap funding measure for transportation. The final reauthorization bill is still being worked on.

Senate Committee has approved an amendment to allow twin 33 foot trailers on national highways to replace the 28 foot standard now in place. Twin 33 foot operations will not be allowed any additional weight and is geared toward LTL- Less than-Truckload operations where cubic feet is needed not more weight.

Coalition for Efficient and Responsible Trucking has stated these facts in support:

1. On average the nation will save 1.3 billion miles traveled and 6.6 million truck trips.
2. Congestion and emissions will be reduced in amount corresponding to mileage/trip reductions.
3. From a safety perspective, about 912 fewer crashes will occur.

WSTA is supporting the Congress to approve twin 33 trailers and our Compact request.

Transportation Funding for the West

WSTA has and will continue to be a strong supporter for transportation funding for our western states. Without such funding, the growing demand for infrastructure repair, maintenance and expansion cannot be realized by western states.

Points of Support:

1. Funding above MAP 21 levels to meet growing revenue demands for systems in the west.
2. Funding has to take into account the states' support of major transportation routes and routes to many national sites.
3. Funding must provide state's flexibility to meet their individual demands.
4. Federal project process has to be improved to reduce costs and timeframes for projects.

WSTA Thanks You for Your Support

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