

Moving Freight in Wisconsin

Accomplishments and Emerging Issues



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wisconsindot.gov/Pages/doing-bus/freight/default.aspx



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Keeping Freight in Wisconsin Moving Forward

Since 2011, Governor Scott Walker has sponsored an annual freight industry summit which gathers public and private officials with a common interest in our economically-vital freight industry. These summits—along with transportation service and infrastructure improvement programs—have resulted in numerous freight-related successes. This document highlights freight accomplishments along with emerging issues in several key areas:

- » Safety, Regulation and Enforcement
- » System Preservation and Enhancement
- » System Reliability, Efficiency and Connectivity
- » Regional Improvements
- » Making Informed, Integrated Freight Investments
- » Partnerships and Communication
- » Service

<h2>Roads, bridges and trucks</h2>	
<p>11,800 miles of state, federal and Interstate highways that accommodate about 60 percent of overall traffic</p>	
<p>103,000 miles of county highways, town roads and municipal streets</p>	
<p>13,700 state and local bridges</p>	
<p>22,000 trucking companies supporting an estimated 161,000 jobs in Wisconsin</p>	
<p>318 million tons of freight valued at \$395 billion moved by truck from, to or through Wisconsin each year</p>	
<p>68,000 oversize/overweight permits issued annually by the Wisconsin Division of Motor Vehicles</p>	

<h2>Railroads</h2>	
<p>3,300 miles of track</p>	
<p>162 million tons of freight shipped each year valued at over \$122 billion</p>	
<p>13 freight railroads operate in Wisconsin</p>	

<h2>Waterways</h2>	
<p>Wisconsin's unique geography includes commercially-navigable waterways on three sides.</p>	
<p>29 commercial ports/harbors</p>	
<p>Over 30 million tons of cargo handled annually valued at about \$2.4 billion</p>	

<h2>Airways</h2>	
<p>131 public use airports</p>	
<p>105 million pounds of cargo shipped annually</p>	

Safety, Regulation and Enforcement

A framework of policies and practices, education, regulation and enforcement that foster the safe, efficient and reliable movement of freight in all modes.



Accomplishments

- ▶ Since 2011, several legislative initiatives were enacted related to oversize/overweight permits and rules. These bills simplified several vehicle size/weight laws and support “harmonization” or regulatory consistency with neighboring states.
- ▶ New permits were enacted supporting heavier weights for loads in international trade and in trade important to Wisconsin.
 - » To support the forest products industry, additional permitted routes were enacted, expanding the opportunity to use heavier Michigan-configured vehicles to transport raw forest products.
- ▶ Following two years of public meetings and input, the Legislature and Governor created Wisconsin Act 377 which updated laws regarding agricultural equipment or “Implements of Husbandry” (IoH). The measure allows increased weight limits for IoH and ag commercial vehicles operating on roadways, and establishes a free permit system for ag vehicles.

- ▶ Two revised Wisconsin Administrative Rules (TRANS 254 and 255) effective August 1, 2014 expand the times of day oversize vehicles can operate on state highways during weekends (Friday–Sunday). Along with expanding weekend hours of operation, the rules also relax vehicle size limitations to better reflect traffic congestion data and physical improvements to the Milwaukee County Expressway System.
- ▶ To enhance safety for all highway users, the Wisconsin State Patrol conducts about 30,000 large-truck inspections in an average year. While most operators and trucking firms understand and abide with federal and state regulations, some 7,000 unsafe trucks and 2,300 unsafe drivers are placed out of service in Wisconsin each year.

Emerging Issues

- ▶ Permitting related to the transport of overweight mobile homes is not specifically addressed under current state law.
- ▶ In response to public concerns, new federal safety regulations have been proposed regarding the transport of hazardous materials by rail.

System Preservation and Enhancement

Preserving and improving the state's transportation infrastructure to enhance commerce, public mobility and safety, and economic development.

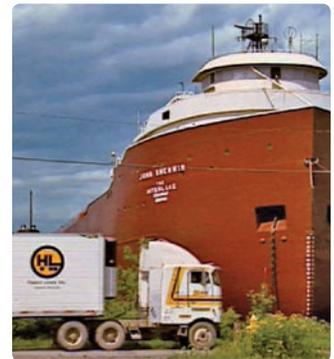
Accomplishments

- ▶ Working with public and private sponsors, WisDOT administers a number of programs to improve transportation facilities, support economic growth, freight movement and public safety. Since 2011:
 - » WisDOT funded the STP-Freight pilot program aimed at funding local projects that support freight mobility.
 - » WisDOT has invested \$32.4 million in Harbor Assistance Program funds into the state's waterways and ports; \$66.2 million in rail freight funds, and \$15.4 million in Transportation Economic Assistance awards.
 - » WisDOT has added 74 miles of track to the state-owned rail system, bringing the total of state-owned track to about 600 miles—giving smaller communities access to regional and national markets.
 - » WisDOT invests about \$1 billion in 350 state highway and bridge improvement projects in a typical construction season.
 - » Between 2012 and 2014, an additional \$109 million was allocated for improvement projects on the Backbone system (Interstates, major state and US highways) to supplement the annual base budget of \$225 million. Over this three year period, this amounts to an investment of more than \$784 million in improvement dollars spent to ensure an efficient freight system.



Emerging Issues

- ▶ Coordination with key stakeholders to leverage limited resources will need to continue.
- ▶ Funding for current and future transportation needs at the local, state and national levels must be adequate. As overall transportation needs grow, motor fuel tax revenues are stagnant or declining due in part to increasingly fuel efficient motor vehicles and hybrids.
- ▶ Funding flexibility is needed to allow local units of government to apply for freight related 'last mile, first mile' improvements on the local highway system when freight dependent business opportunities arise.



System Operations, Reliability, Efficiency and Connectivity

Improving the overall operation of the transportation system through best practices and technological innovations.



Accomplishments

- ▶ WisDOT continues to work with industry to facilitate the safe and efficient movement of oversize/overweight (OSOW) loads on the state's transportation system. Efforts focus on defining the state's OSOW statewide network, improving efficiency relative to permit issuance processes, and addressing law enforcement escort needs.
 - ▶ WisDOT has worked with the wind tower industry to safely and efficiently move components statewide. This includes facilitating multi-state coordination for large volume shipments with carriers, local municipalities, manufacturers, and sister agencies in other state jurisdictions.
 - ▶ Recently, the US DOT's Maritime Administration approved designation of the Upper Mississippi River from St. Louis, MO to St. Paul, MN as the M-35 Marine Highway Corridor. This designation, cosponsored by WisDOT, is a necessary step toward planning for an integrated, multimodal regional transportation system.
 - ▶ Safe, adequate and accessible truck parking is increasingly important due to growth in truck traffic and law changes impacting commercial drivers' hours of service. To address this issue, WisDOT:
 - » Inventoried available truck parking at rest areas, waysides, and at Safety and Weight Enforcement Facilities (SWEFs) along the State Highway System and is evaluating this inventory in conjunction with overall truck parking needs. The department has studied select rest areas along the I-94 corridor to document parking demands which are especially high during evening hours.
 - » Received a \$1 million grant from the Federal Highway Administration to pilot a truck parking availability system in the state. Initial plans are to install changeable message boards and related technology at two Wisconsin rest areas and a private truck stop, with a longer-term goal to expand the system to other locations in the state.
 - » Enhanced the 511 Travel Information System website to benefit commercial motor vehicle operators by including map-based info on weight restrictions, lane restrictions and closures, and roundabout locations.
 - » Expanded the Department's performance improvement program (MAPSS) that tracks progress on established goals to include new measures on highway system reliability, congestion and delays.
- oversize loads would enhance safety and overall operations.
- ▶ Consistency between highway OSOW rules and closed container designs will need to be reviewed and updated so that the freight relationship between railroad service and trucking service is optimized.
 - ▶ Increased traffic on Class 1 railroads has affected freight rail service, including both manifest (mixed cargo) and unit train service. Capacity constraints, equipment availability, and the ability to meet seasonal shipping demands are growing concerns for key sectors such as energy and agriculture, and for lower-volume shippers in all sectors. The physical infrastructure needs on key waterways exceeds available funding.
 - ▶ WisDOT is working with Iowa DOT to assess the current state of river navigation, evaluate ways to increase the efficiency and reliability of the lock and dam system, and identify opportunities to increase utilization of the Upper Mississippi River.
 - ▶ Coordination with other states provides a tremendous opportunity to leverage resources effectively and efficiently. However, this also poses challenges related to differing legislative structures, policies and funding mechanisms.

Emerging Issues

- ▶ Oversize loads operating under special permit must sometimes pause near state borders while awaiting law enforcement escort vehicles from a neighboring state. Development of convenient pull-off locations for such

Regional Improvements

Ensure all areas of the state have adequate access to regional and national markets, evaluate and improve intermodal connections, freight facilities and services.



Accomplishments

- In 2013, WisDOT completed the Northwoods Freight Rail Market Study that focused on assessing opportunities to add rail freight service across a 10 county area in northern Wisconsin (Ashland, Florence, Forest, Langlade, Lincoln, Marinette, Oneida, Price, Rusk and Vilas counties).
- WisDOT continues to mitigate route impediments and make improvements to the highway system to facilitate the movement of freight statewide. WisDOT also cooperates with neighboring states to streamline permitting processes and improve regional freight mobility.
- In conjunction with federal officials, WisDOT is working to convert US 41 to an Interstate—an initiative that will support economic growth and freight transport.
- WisDOT continues to work with municipalities to construct the STP Freight Program local road projects that were approved as part of the 2012 pilot program.

Emerging Issues

- Limited freight-specific funding options limit WisDOT’s ability to facilitate freight infrastructure planning or implementation of desired improvements when freight-related opportunities arise.
- Industry concerns need to be recognized as WisDOT assesses new opportunities in the maintenance and management of the state’s transportation network. Immediate focus areas should include the expanded use of new intersection designs that may impact the trucking industry.



Informed, Integrated Freight Investment Decisions

Ensuring that freight transportation needs, industry input and appropriate data are incorporated into WisDOT's planning, policies, programming and operational decisions.



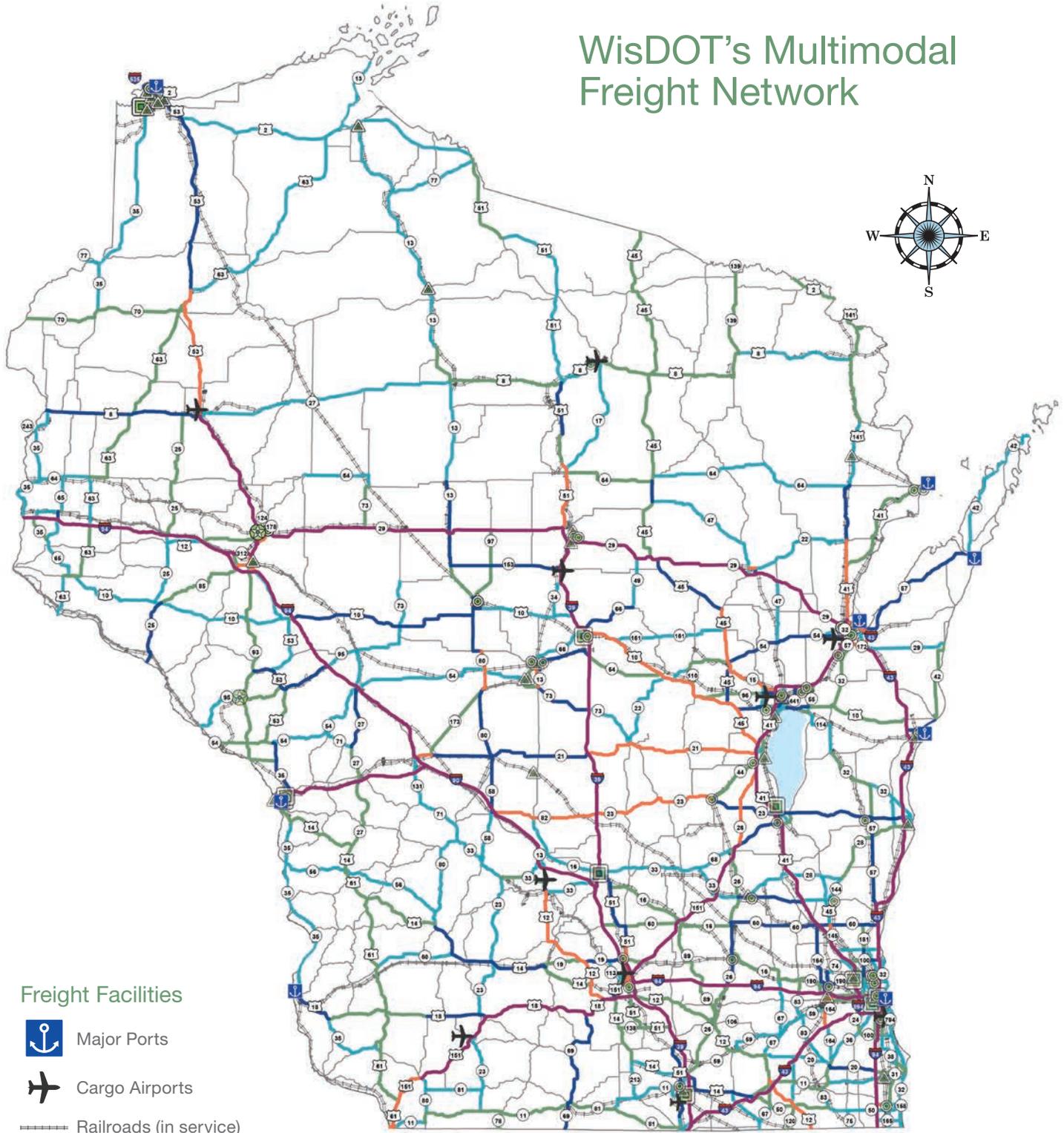
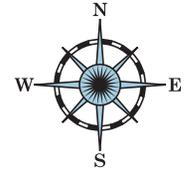
Accomplishments

- ▶ The Department's Multimodal Freight Network developed in partnership with industry, is used to assess the movement of commodities and selected manufactured goods across Wisconsin.
- ▶ WisDOT continues to reach out to and engage industry stakeholders to address corridor level, regional and state freight mobility concerns.
- ▶ In response to heightened freight mobility needs, WisDOT has prioritized investments on the Backbone system (Interstate, major state and US highways) that connect all regions and major economic centers in the state and are tied to the national transportation network. For the state highway system, approximately 90% of freight tonnage and freight value travels on the Backbone system.
- ▶ WisDOT completed the Wisconsin Rail Plan 2030, and is in the final stages of development of the State's Airport System Plan 2030. Wisconsin's long-range plans define policy, system performance, and integrated investment strategies.

Emerging Issues

- ▶ The availability and quality of data remains inconsistent, but improvements can be anticipated through greater use of technology and broader collaboration.
- ▶ Continued efforts will also be needed to link freight data at the state highway system level to the local highway system where most 'last mile, first mile' freight infrastructure occurs.
- ▶ Efforts will also be needed to diversify WisDOT freight data singularly by mode; and more importantly by where commodities exchange between modes.
- ▶ Opportunities should be sought to communicate with other states, to facilitate the seamless movement of freight and coordinate investments in a focused manner. Such outreach may allow WisDOT to leverage work already done by other states, and expedite changes to help facilitate the movement of freight seamlessly with Wisconsin, with other states, and internationally.

WisDOT's Multimodal Freight Network



Freight Facilities



Major Ports



Cargo Airports

----- Railroads (in service)



Intermodal Container Facilities



Transload Facilities



Major Rail Yard



Rail Yard

Highway Freight: Classes of Importance

- | | |
|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
|  Highest |  Medium |
|  High |  Medium-Low |
|  Medium-High |  Low |

Partnerships and Communication

Strengthening partnerships between freight stakeholders and government agencies that support the exchange of information, ideas and opportunities.



Accomplishments

- Now in its fourth year, WisDOT hosts the annual Governor's Freight Industry Summit.
- Numerous department staff participate in national, regional, and state-level groups to address policy, regulatory, safety and enforcement issues impacting the state's ability to develop and maintain an efficient national freight transportation network.
- Since 2009, Wisconsin has participated in a bi-state coordination and harmonization effort related to OSOW permits, routes and allowable hours of movement.
- WisDOT created a "Freight Movement" web page (wisconsindot.gov/Pages/doing-bus/freight/default.aspx) that provides a "one-stop" information source for freight-related issues. Links at the page direct customers to motor carrier rules, permit application forms, freight railroad companies, a directory of state airports, and information on ports/harbors programs and studies.



Emerging Issues

- State and local governments need to work cooperatively to ensure decisions or enforcement of statutory authority on one system does not negatively impact the other, or the consistent flow of freight within the state.
- The department should continue to build stronger partnerships with sectors that rely on heavier and/or larger vehicles, to ensure these sectors are aware of and adhere to motor carrier regulations, and that the department is aware of transportation challenges from those sectors.
- As development projects are proposed and long-range transportation plans are updated, WisDOT staff around the state must continue to routinely coordinate with local governments, metropolitan and regional planning groups, and the private sector.

Service

Provide convenient, supportive, and prompt customer service that benefits freight movement.

Accomplishments

- ▶ The Wisconsin State Patrol employs weigh-in-motion technology at seven Safety and Weight Enforcement Facilities (SWEFs) across the state allowing about 95 percent (some 3.7 million large trucks annually) to be weighed electronically. Virtual SWEFs with weigh-in-motion technology monitor traffic between Michigan and Wisconsin, as well as traffic on the Lake Butte des Morts Bridge along US 41.
- ▶ To minimize time needed for commercial motor vehicle inspections, fixed and portable thermal imaging units are being utilized to more quickly assess vehicle brakes and other mechanical issues.
- ▶ Since 2011, Wisconsin has implemented new federal requirements related to commercial driver licenses (CDLs) and CDL medical cards. This includes an online service allowing commercial drivers to meet the new “FedMed” requirements without visiting a DMV service center, and have free, real-time access to drivers’ FedMed information through the Wisconsin DMV’s employer notification system.
- ▶ Since 2010, Wisconsin has expanded online service related to the International Registration Plan (IRP) and International Fuel Tax Agreement (IFTA) credentials, and for OSOW permits. Online use is voluntary, but has more than doubled from about 14 percent of transactions in 2009, to 32 percent in 2013.



- ▶ Since March of 2014, the “WinnDOT online portal” has allowed applicants for OSOW permits to receive both Wisconsin and Minnesota permits in a single place and with a single charge card payment.
- ▶ In July 2014, DMV added six more service centers to handle heavy truck title, registration and plate processing—excluding IRP registrations. The new offices processing these transactions are in Appleton, Eau Claire, Green Bay, Rhinelander, Rice Lake and Wausau.

Emerging Issues

- ▶ Wisconsin, along with 47 other U.S. states and 10 Canadian provinces, are implementing a simplification of the International Registration Plan heavy truck interstate vehicle registration.