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Oversize/Overweight Permitting Practices Review

FINAL REPORT
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Submitted by

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In cooperation with

New Jersey
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16. Abstract
This study explores the experiences and best practices of oversize/overweight (OS/OW) permitting agencies in the United States and offers insight into potential opportunities available to improve OS/OW permitting in the State of New Jersey. The study provides a cursory review of OS/OW permitting practices for the lead permitting agencies in all 50 states and a detailed review of OS/OW activities within Delaware, Maryland, New York, Pennsylvania, and Virginia, and relates these experiences to New Jersey's existing practices.

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EXECUTIVE SUMMARY

This study explores the experiences and best practices of oversize/overweight (OS/OW) permitting agencies in the United States and offers insight into potential opportunities available to improve OS/OW permitting in the State of New Jersey. The study provides a cursory review of OS/OW permitting practices for the lead permitting agencies within all 50 states and a detailed review of OS/OW activities within Delaware, Maryland, New York, Pennsylvania, and Virginia, and relates these experiences to New Jersey's existing practices.

The study was rooted in a literature review and an interview program that reached out to seven permitting agencies that border or have similar freight characteristics or jurisdictional and/or operational responsibilities to the New Jersey Department of Transportation (NJDOT). The literature review collected and organized information from studies, reports, and web sites that describe the key topics across the United States for oversize and overweight permitting. Focus areas included management responsibilities, categories, and permit types, pricing, performance measures, and utilized software tools. The information was collected through consultation of key resources, such as Specialized Carriers and Rigging Association (2010) Oversize/Overweight Permit Manual, to include key concepts and best practice information that would be useful to compare state permitting systems. All collected information was cataloged within an electronic database.

The literature review was augmented by an interview program; designed to enhance and clarify the OS/OW permitting practices of state agencies within close proximity to New Jersey and/or with similar freight movements and characteristics. State agencies selected for interview and further analysis included:

- Delaware Department of Transportation (DelDOT).
- Maryland State Highway Administration (MDSHA).
- New York State Department of Transportation (NYSDOT).
- Pennsylvania Department of Transportation (PennDOT).
- Virginia Department of Motor Vehicles (VD MVC).

Upon completion of the literature review and interview program, the research team identified key lessons learned that relate to topic areas of particular interest to NJDOT. The study identified national OS/OW permitting issues, notable regional topics that emerged from the synthesis of state findings, and findings that may provide a basis for further investigation by NJDOT as it considers potential enhancements to its existing permitting processes. Additionally, the research team developed an electronic OS/OW Permitting Resource Database that NJDOT personnel can use to query OS/OW best practices.

BACKGROUND

Across the United States, states have implemented oversize/overweight (OS/OW) permitting practices that enable them to address issues such as the growing number of

OS/OW loads, larger load sizes and weights, routing challenges, and road damage. Some practices among states are variable, while some practices are consistent.

Over the years, the New Jersey Department of Transportation (NJDOT) has applied programs, technologies, and processes to improve the movement of vehicles, travelers, and goods on the transportation infrastructure. New Jersey currently is making dramatic changes to its oversize/overweight (OS/OW) program. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system. The new system will allow carriers to apply for, pay for, and receive permits electronically.

In a related change, day-to-day responsibility for permit issuance has moving from the Motor Vehicle Commission to NJDOT. NJDOT has been working with the State's permitting software vendor to implement the permitting system in New Jersey and is administering the permitting process, including permit application, routing, approval, issuance, and reporting. With an organizational focus on operational safety in the transportation system, NJDOT is interested in applying industry practices and experiences related to permitting to any changes which may be implemented to the benefit of New Jersey during this transitional opportunity.

To best understand the experience of other states and provide insight into opportunities to improve permitting in New Jersey, a review of the State's permitting practices and policies was commissioned. The practices and experience of other jurisdictions have been used to inform this examination and highlight opportunities to improve permitting in New Jersey.

OBJECTIVES

The NJDOT Bureau of Freight Services, commissioned Cambridge Systematics to conduct a study of OS/OW permitting practices in the United States.

In its new role as lead permitting agency in the State, NJDOT is interested in developing an efficient and effective set of permitting practices and policies. The practices and experience of other jurisdictions will be evaluated as NJDOT considers modifications to existing processes. Coordinating with other states also may benefit motor carriers operating within the Mid-Atlantic region.

Specifically, the following questions were pursued and results examined:

- Which agency, and which division in that agency, is responsible for OS/OW permitting in other states?
- How is the permitting process conducted in other states? Are application submissions, processing, routing, approval, and issuance performed manually or electronically, or a combination of manual and electronic processes?
- What computer applications are used for OS/OW permitting in other states?
- What fees are charged for permits in other states? What is the fee structure? What is it based on? Is there a connection between pavement wear-and-tear and permit fees (and/or fines)?
- What constitutes an equitable fee structure in view of the damage done to the infrastructure by overweight trucks? Note: a technical, engineering assessment of an "equitable fee structure" was not performed.
- What different types of permits are issued in other states? How many permits are issued?
- Are permits issued for divisible loads in other states?[1]
- What kinds of rules/statutes apply to permitting in other states?
- What performance measures are used to monitor how well a state's objectives are being met and the services are being delivered? The focus is not on the performance of the permitting system, but on the delivery of services such as application, routing, issuance, and permit verification.
- What kinds of strategies are states formulating for addressing the potential implementation of the Safe and Efficient Transportation Act of 2009? The proposed legislation would increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles. States would decide whether to allow trucks as heavy as 97,000 pounds on Interstates within their borders.

SUMMARY OF WORK PERFORMED

At the direction and oversight of NJDOT, the research team investigated national and regional OS/OW permitting practices through the following work plan:

- Literature Review – Identified relevant information in the literature (studies, books, web sites, etc.) on a national basis and described existing knowledge concerning topics pertinent to NJDOT.

- Interview Program – Developed and conducted phone interviews with Delaware, Maryland, New York, Pennsylvania, and Virginia to augment and corroborate information gathered in the literature review.

[1] A divisible load is a load which can be easily divided into smaller parts – like products that are shipped on pallets or automobiles or grains, etc. A nondivisible load is a load which is unable to be divided into smaller parts – like a piece of equipment or a steel beam. All states provide permits for nondivisible loads though the truck may have restricted routing.

- Synthesis of Permitting Practices – Included synthesizing the information collected in the literature review and interview program and performing a comparative analysis of the interview states' permitting practices in relation to the questions of particular interest to NJDOT.

- Findings and Conclusions – Reported on the national practices and trends in OS/OW permitting, described the current permit management and operation systems used by neighboring agencies, and offered findings that may prove of value and the basis for further investigation to New Jersey DOT in the consideration of potential improvements to its permitting processes or system.

Literature Review

The purpose of the literature review was to collect and organize information from studies, reports, and web sites that describe the key topics across the United States regarding OS/OW permitting. Focus areas included management responsibilities, categories and permit types, pricing, performance measures and utilized software tools. The information was collected through consultation of key resources to include key concepts and best practice information that would be useful to compare state permitting systems, and cataloged within a database.

Key References

The study team identified and reviewed documents and materials important to identify key issues and comparisons of national oversize and overweight permitting processes. Key references included the following sources:

- Specialized Carriers and Rigging Association (2010) Oversize/Overweight Permit Manual. Fairfax, Virginia. The Oversize/Overweight Permit Manual summarizes permit structures, legal and permit limits and process automation for all 50 states in the United States. The Manual also includes contact information and detail on administrative rules and statutes.

- Cambridge Systematics, Inc. (2008) Results of the Year 14 Oversize/Overweight Permitting Process. I-95 Corridor Coalition and Federal Highway Administration, Washington, D.C. This report identifies best practices and lessons learned regarding the automation of OS/OW permitting processes. The project analyzed key functional areas of OS/OW permitting and used a series of performance measures to determine the potential for automation to improve operations in these areas. The report provides a complete overview of permitting, identifies limits to implementation, and details case studies for further understanding. The report was useful in framing the information collection effort, comparing program structures, and developing state-specific outreach.

- State Oversize and Overweight Permitting Web Sites. Publicly available information regarding permit programs was used – primarily from state departments of transportation web sites – to validate and supplement information available from other sources. Key web site references in this category include the following:
  - FHWA Model Uniform Oversize/Overweight Permit Program, by Cambridge Systematics, Inc., for FHWA.
  - New York State Department of Transportation (NYSDOT) Best Practices, by Cambridge Systematics, Inc., for NYSDOT (a best practices study of permit issuance procedures in several states).
  - American Association of State Highway and Transportation Officials (AASHTO) Oversize/Overweight Permit Prototype, by Cambridge Systematics, Inc., for AASHTO (based on case studies in multiple states).
  - Specialized Carriers and Riggings Association (SC&RA) Economic Benefits of Uniform Regional Oversize/Overweight Truck Permitting Agreements, by Cambridge Systematics, Inc., for SC&RA.

In addition to the above sources, the research team utilized extensive first-hand knowledge of the OS/OW permitting practices in over 20 states through work supporting the planning and deployment of these states' credentialing, permitting, roadside enforcement, and safety information exchange programs.

Organization of Collected Information

The Specialized Carriers and Rigging Association 2010 Oversize/Overweight Permit Manual's tables and information layout was used as a model for organizing information on state oversize and overweight permitting. Collected information was cataloged and can be accessed from a Microsoft Excel database comprised of a series of worksheets containing information from all 50 states. This format and dynamic nature of the OS/OW Permitting Resource Database provides the ability to quickly compare and contrast permits structures and processes from different states. The permit information categories that make up the database and a description of the type of information collected for each category is presented in Table 1.

Table 1 – Permit information categories

Category	Description
Contact Information	Contains the basic contact information for the agency or department responsible for oversize and overweight permitting in a particular state. Contact names were provided where available, along with direct phone numbers and e-mails. Department web sites were provided, in particular pages with permit layout information.
Organization of Oversize and Overweight Permitting	Displays information on which agency, department, and/or office is responsible for administering the permit program. If responsibilities are delegated between offices, this is noted in this section.
Legal Limits	Provides detail on the maximum legal limits for different size and weight measures. The measures include gross vehicle weight, number of axles, dimensions, and overhang. Where available, different measures for interstate and non-Interstate roadways are provided, as well as vehicle types in the "length" measure.
Permit Limits	Provides detail on the maximum sizes and weights allowed through the permit system. The measures include gross vehicle weight, number of axles, dimensions, and overhang. Where available, different measures for interstate and non-Interstate roadways are provided, as well as vehicle types in the "length" measure.
Permits	Lists the different permit types indicated in the SC&RA Manual (see below). The permits are categorized by fee structure (flat or incremental), price, the unit the price is applied to (i.e., trip, month), and whether a surcharge is applied. The surcharge is categorized in the same way as the base fee. Due to the complexity of some permit programs, this section contains a number of notes regarding the application of the program.
Fee Issues	Describes general issues regarding the application of the permit program, including relationship with highway maintenance performance, software use, divisible loads, and quantitative measures of the program.
Process Automation	Contains information regarding the type and uses of software to administer the permitting program.
Rules and Statutes	Reference information regarding statues or administrative rules that guide the administration of permitting programs.
Other	Other categories include (where available) information on performance measures, increased truck weight limits and other notes.

Information for all states was summarized on a single worksheet for quick viewing and analysis. The summary page includes, the number of permit categories, the number of flat and incremental fees, and what type of automated system was available.

Interview Program

A subset of all states was selected for a detailed follow-up interview to augment the information collected for the OS-OW Permitting Resource Database. States with close proximity to New Jersey and/or with similar characteristics (i.e., port access, turnpike authorities, etc.) were determined to be of highest importance to NJDOT. State agencies selected for interview and further analysis include:

- Delaware Department of Transportation (DelDOT).
- Maryland State Highway Administration (MDSHA).
- New York State Department of Transportation (NYSDOT).
- Pennsylvania Department of Transportation (PennDOT).
- Virginia Department of Motor Vehicles (VD MVC).

Information gathered through the interview process also was collected for the State of New Jersey for purposes of analysis and comparison. The state agencies interviewed, including contact information, are identified in Table 2.

Table 2 – Interviewed agencies and contact

State	Agency	Contact	Address	Phone/E-Mail
DE	Delaware Department of Transportation	Russell Holleger	P.O. Drawer 7065 Dover, DE 19903	(302) 744-2729 RussellD.Holleger@state.de.us
MD	Maryland State Highway Administration	David Czorapinski	7491 Connelley Drive Hanover, MD 21076	(410) 582-5734 dczorapinski@sha.state.md.us
NY	New York State Department of Transportation	Ken Dodge	50 Wolf Road, First Floor Albany, NY 12232	(518) 457-1795 kdodge@dot.state.ny.us
PA	Pennsylvania Department of Transportation	Matt Hedge	Keystone Building P.O. Box 2671 Harrisburg, PA 17105	(717) 772-5462 mhedge@state.pa.us
VA	Virginia Department of Motor Vehicles	Wayne Davis	2300 West Broad Street Richmond, VA 23220	(804) 497-7121 wayne.davis@dmv.state.va.us

Interview Guide Development

A detailed interview guide was developed with the assistance of NJDOT through an iterative process of review to ensure proper emphasis was placed on the themes and areas of interest expressed by NJDOT. The information collected provided an opportunity to analyze key aspects of each state's practice and compare these aspects among other interview states, and ultimately in relation to New Jersey. Detailed information gathered through the interview process and guide focused on the following permitting-related topics of interest to NJDOT:

- Organization of OS/OW Permitting in the State.
- Permit Type, Details, and Volume.
- Permit Fees.
- Automation.
- Performance Measures.
- Legislation.

The final interview guide questions included:

- Organization of OS/OW permitting in your state.
  - What is the lead agency responsible for issuing OS/OW permits in your state?
  - How many personnel are involved in permit processing and issuance?
  - Which types of roadways does your state issue permits for? (ex: Interstates, U.S. highways, state highways, county roads, municipal roads)
  - Do any other entities in your state issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings)
- Permit types and details.
  - What types of oversize and overweight permits does your state offer? (ex: Single Trip, Multi-trip, Annual)
  - Do you break your permit types into permit subcategories? If yes, please list your permit types and the permit subcategories. (ex: Oversize only; Overweight only; Oversize and Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits)
  - What is the time period associated with each permit type?
  - Do you allow for time extensions?
  - Are your permits route-specific, or do they cover the load from point A to point B regardless of route?
  - If route-specific, do you allow carriers to request changes to their original permitted route?
- Permit fees and numbers.
  - What is your permit fee structure? Please indicate the fee for each permit type and/or permit subcategory.
  - Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how.
  - Approximately how many permits are issued annually by your state?
  - What is the approximate annual revenue from permit sales?
- Automation.
  - Applications for permits?
  - Processing of applications?
  - Routing?
  - Permit approval?
  - Permit issuance/delivery?
  - If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone?
  - Was your on-line permitting system developed in-house or by a vendor?
- Performance measures.
  - Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of on-line applications)
  - If yes, please name and briefly describe the measures.

- Legislation.
  - Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.
  - Will your state opt-in (allow the increase)?
  - If yes, would you raise permit fees?
  - If yes, would you create a new permit type?

States were initially contacted via e-mail for introduction and then telephoned to answer any questions or concerns, schedule, and conduct telephone interviews. Agency contacts were then provided the interview guide as part of the introductory e-mail to provide an opportunity for review. Due to time restraints, a number of states opted to complete the interview guides off-line and remit response and related fee tables and/or statute information. An effort to include the New York City Department of Transportation (NYCDOT) was not successful due to time constraints and lack of response. Copies of interview guide responses can be found in the Appendix of the report.

Interview Results

New Jersey

The NJDOT currently issues permits on behalf of the Motor Vehicle Commission (MVC). While the MVC, by rule, is responsible for issuance of OS/OW permitting, the day-to-day responsibility for permit issuance is moving to the NJDOT. NJDOT issues all permits for OS/OW commercial vehicles operating on the State's Interstates, U.S. highways, state highways, but does not have the authority to issue permits on county, municipal, and toll roads; some independent bridge crossing authorities at the state border also issue permits for commercial vehicles crossing their bridges.

In August 2010, NJDOT implemented a web-based, fully automated OS/OW permitting system which allows carriers to apply for, pay for, and receive permits electronically. Three full-time employees (FTE), and two part-time employees on an as-needed basis, are dedicated to permitting operations at the NJDOT. In 2010, New Jersey issued 85,000 OS/OW permits and generated $1.8 million in revenue, exclusive of transaction fees paid to the commercial permit vendor.

New Jersey has five permit types all with a fixed fee associated and three of which have incremental surcharges based on size or weight above legal limits. Additionally, all permits carry a transaction fee of $12 plus credit card service charge of 5 percent of total permit fee for each permit. NJDOT currently employees three performance metrics, all measured by both week and month, for the number of system issued permits; total fees collected; and total number of permits issued (manually as well as system generated).

New Jersey has not yet determined its position on the proposed increase in truck weight limits per the Safe and Efficient Transportation Act of 2009 but will continue to remain informed of the position other states may take.

Table 3 – Summary of OS/OW permitting practice for the New Jersey Department of Transportation

NEW JERSEY					
Organization of OS/OW Permitting in the State					
Agency – Primary	New Jersey Motor Vehicle Commission, by rule. NJDOT issues permits on behalf of Motor Vehicle Commission				
Other Agency	None				
Staff – FTEs	Three full-time NJDOT staff and two part-time NJDOT staff as needed				
Road Types	Interstates, U.S. highways, state highways				
Permit Type, Details, and Volume (annual)					
Permit Types	OS	OW	OS and OW	Oceanborne Containers	Code 23
Subcategories	None				
Volume	85,000				
Divisible Loads	No				
Permit Fees (annual)					
Fee Structure	Flat fee; three permits with surcharges; three incremental surcharges				
Pavement Wear Factor	No				
Revenue	$1,800,000 (*Revenue exclusive of transaction fees paid to permitting site vendor*)				
Automation					
Automated Segments	Application submission	Application processing	Routing	Permit approval	Permit issuance delivery
Permit System	Bentley Superload				
Performance Measures					
Metrics	System issued permits	Percent permits issued by the system, by week and month			
	Total fees collected	Amount of fees collected, by week and month			
	Total permits issued	Number of permits issued, by day, week, and month			
Legislation					
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)					
Opt-In	To be determined				
Raise Permit Fee	To be determined				
Create New Permit Type	To be determined				
Governing Statute(s)	Title 13, Law and Public Safety; Chapter 18, Executive and Administrative Service; Subchapter 1, Permits for Overdimensional or Overweight Vehicles NJSA 39:3-84				

Table 4 – Summary of OS/OW permits for the
New Jersey Department of Transportation

NEW JERSEY			
Extension period allowed?		Yes	
Permit is Route-Specific?		Yes	
Are changes to permit allowed?		No	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	22,400	8-axle	
Single axle	22,400	Width	8'6''
Tandem axle	34,000	Height	13'6''
Tridem axle	56,400	Length – Semi Trailer*	53'
Quad axle		Tire Overhang Front	
5-axle		Tire Overhang Rear	
6-axle			
Permit Limits			
GVW		7-axle	
Steering axle	800 lbs/in. tire	8-axle	
Single axle	800 lbs/in. tire	Width	18'
Tandem axle	800 lbs/in. tire	Height	16'
Tridem axle	800 lbs/in. tire	Length*	120'
Quad axle		Tire Overhang Front	
5-axle		Tire Overhang Rear	
6-axle			
Permit Category			
Single Trip			
Annual Oceanborne Container			

Delaware

The Delaware Department of Transportation's (DelDOT) Division of Motor Vehicles is responsible for permitting activity in addition to registration and licensing activities, as governed by Delaware Code 4504. DelDOT issues permits for over-dimensional commercial vehicles operating on the State's Interstates, U.S. highways, state highways, and county roads.

Delaware's annual permit volume of over 44,000 permits generated over $1.1 million in revenue in 2010. Total permits generated are comprised of five permit types with 12 subcategories based on a flat fee schedule with incremental surcharges if applicable.

As seen in the Table 4, Delaware has only one FTE dedicated to permitting which is possible through automation of many segments of the permitting process.

DelDOT's permitting system, Oversize/Overweight Permit System (OOPS) was developed in-house and is not commercially available. Improvements planned for the OOPS system include coding for automated routing as well as expansion of the auto-approval function of permits (which will be enabled through automated routing). Performance metrics, while not formally in place currently, are anticipated to be recognized in March 2012 through OOPS reporting capabilities.

No determination has been made regarding Delaware's position on the proposed increase in truck weight limits per the Safe and Efficient Transportation Act of 2009.

Table 5 – Summary of OS/OW permitting practice for the Delaware Department of Transportation

DELAWARE						
Organization of OS/OW Permitting in the State						
Agency	DelDOT, Division of Motor Vehicles					
Staff – FTEs	1					
Road Types	Interstates, U.S. highways, state highways, county roads					
Permit Type, Details, and Volume						
Permit Types	Single Trip	Multi-Trip Interstate	Superload	Annual Crane Up to 24,000 lbs	Annual Crane Over 24,000 lbs	
Subcategories	12					
Volume	44,500 (combined total; annually)					
Divisible Loads	No					
Permit Fees						
Fee Structure	Flat fee; four permits with surcharges; two incremental surcharges					
Pavement Wear Factor	No					
Revenue	$1,162,000 (annual, 2010)					
Automation						
Automated Segments	Application submission	Application processing	Permit approval	Permit issuance delivery		
Permit System	Noncommercial system					
Performance Measures						
Metrics	None; anticipated March 2012					
Legislation						
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)						
Opt-In	TBD					
Raise Permit Fee	TBD					
Create New Permit Type	TBD					
Governing Statute(s)	Title 21, Motor Vehicles; Chapter 45, Size and Weight of Vehicles and Loads; Section 4504, Regulations; fees; permits for excessive size and weight					

Table 6 – Summary of OS/OW permits for the Delaware Department of Transportation

DELAWARE			
Extension period allowed?		Conditional	
Permit is Route-Specific?		Yes	
Are changes to permit allowed?		Conditional	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	20,000	Width	8'6''
Tandem axle	40,000	Height	13'6''
Tridem axle	65,000	Length – Semi Trailer*	53'
Quad axle	73,280	Tire Overhang Front	3'
5-axle	80,000	Tire Overhang Rear	6'
6-axle			
Permit Limits			
GVW	120,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	40,000	Width	15'
Tandem axle	60,000	Height	15'
Tridem axle	80,000	Length*	120'
Quad axle		Tire Overhang Front	
5-axle		Tire Overhang Rear	
6-axle			
Permit Categories			
Single Trip			

Maryland

The Maryland State Highway Administration (MDSHA) is the lead agency issuing OS/OW permits for commercial vehicles in the State of Maryland. MDSHA's issues permits for state-maintained roads, plus loads into and out of the Port of Baltimore not exceeding threshold size and weight (as seen in the Table 5). Larger loads are permitted by the City of Baltimore.

MDSHA implemented a commercially available automated permitting system in 2009, issuing 150,000 OS/OW permits and generating annual revenue of $11.8 million with five FTEs, one supervisor and one manager. It should be noted, MDSHA does not charge for permits issued in or out of the Port of Baltimore.

MDSHA has eight permit types (no subcategory types), and utilizes a flat fee structure for pricing with surcharges applicable to three of the permit types and incremental surcharges applicable to two of the permit types. Permits are granted through a fully automated on-line system, with the exception of a routing component which currently is being developed with a GPS component.

MDSHA tracks the performance of their operation by number of permits issued by day and year as well as average turnaround time per permit. Tracking of permit volume by day and year allows the agency to track historic trends, anticipate staffing needs, and consider the impact of seasonal commodity moves.

MDSHA will consider the proposed increase in truck weight limits per the Safe and Efficient Transportation Act of 2009 if the Federal Bridge Formula is addressed, otherwise safety and cost implications are of concern. In the event the Federal Bridge Formula is addressed with new legislation, MDSHA may consider an increase fee for such a permit. However, MDSHA would not consider creating a new permit category in addition to the Exceptional Hauling permit. The Exceptional Hauling permit was created by MDSHA to accommodate specific OS/OW volume commodity moves with consideration of additional axles and associated weight and is anticipated to fulfill the requirements related to the proposed legislation.

Table 7 – Summary of OS/OW permitting practice for the Maryland State Highway Administration

MARYLAND								
Organization of OS/OW Permitting in the State								
Agency – Primary	Maryland State Highway Administration							
Other Agency	City of Baltimore							
Staff – FTEs	Five staff, plus one supervisor and one manager							
Road Types	State-maintained roads, plus loads not exceeding 120,000 lbs, 12 ft wide, 14 ft high, into and out of the Port of Baltimore. Larger loads must be permitted by City of Baltimore							
Permit Type, Details, and Volume								
Permit Types	Blanket Month	Blanket Annual	Book	Special Hauling	Excessive Weight	Containerized Cargo	Exceptional Hauling	Special Vehicle
Subcategories	None							
Volume	150,000 (annually; 2009)							
Divisible Loads	No							
Permit Fees								
Fee Structure	Flat fee; three permits with surcharges; two incremental surcharges							
Pavement Wear Factor	No							
Revenue	$11,800,000 (2009)							
Automation								
Automated Segments	Application submission	Application processing	Permit approval	Permit issuance delivery				
Permit System	Commercial system – Bentley							
Performance Measures								
Metrics	Total permits issued	Number of permits issued, by day and year						
	Turnaround time	Average turnaround time per permit						
Legislation								
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)								
Opt-In	Yes, if Federal Bridge Formula is addressed							
Raise Permit Fee	Possible							
Create New Permit Type	No, modify Exceptional Hauling Permit							
Governing Statute(s)	Title 11, Department of Transportation; Subtitle 04, State Highway Administration; Chapter 1, Permits for Oversize and Overweight Vehicles http://www.sha.maryland.gov/OOTS/comartrainingmanual_upd_tms_final.pdf							

Table 8 – Summary of OS/OW permits for the Maryland State Highway Administration

MARYLAND			
Extension period allowed?		Yes	
Permit is Route-Specific?		Yes	
Are changes to permit allowed?		Yes	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	20,000	Width	8'6''
Tandem axle	40,000	Height	13'6''
Tridem axle	65,000	Length – Semi Trailer*	53'
Quad axle	73,280	Tire Overhang Front	3'
5-axle	80,000	Tire Overhang Rear	6'
6-axle			
Permit Limits			
GVW	120,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	40,000	Width	15'
Tandem axle	60,000	Height	15'
Tridem axle	80,000	Length*	120'
Quad axle		Tire Overhang Front	
5-axle		Tire Overhang Rear	
6-axle			
Permit Category	**Time**	**Cost**	
Blanket	30 d or 1 yr	$50 (30 d); $500 (yr)	
Book	3 d, single trip	$300 for 10 trips	
Containerized Cargo	1 yr	Free	
Exceptional Hauling	1 yr	500	
Special Hauling Single Trip	5 d	$30 + $5 each ton over 45 tons	
Special Vehicle Single Trip	5 d	$30 + $5 each ton over 45 tons	

New York

The New York State Department of Transportation (NYSDOT), Central Permits Bureau, is the lead permitting agency in the State of New York and issues over-dimensional permits for commercial vehicles operating on all highways under the jurisdiction of the Commissioner. Additionally, permits are issued by the following jurisdictions for their roadways, including the New York City Department of Transportation (NYCDOT), the New York State Thruway Authority (NYSTA), the New York State Bridge Authority (NYSBA), the Metropolitan Transportation Authority (MTA), the Port Authority of New York and New Jersey (PA NY/NJ), in addition to some municipalities and several counties also issuing permits.

NYSDOT employees 24 FTEs in the central office comprised of 18 state staff and 6 consultant staff. NYSDOT also has nine Regional Offices which employ part-time staff.

New York State is grandfathered to develop and maintain divisible load permits as a component of the comprehensive OS/OW permitting program. When the Federal limits were imposed in 1956, 33 states had laws in effect that allowed higher weights on some highways. Those higher weight limits were "grandfathered" and states were permitted to allow those higher weights on their Interstate highways.[2] Since 1956, many state-specific exemptions, higher than Federal weight limits on the Interstate System, have been enacted. These often pertain only to individual commodities or specific highways. NYSDOT has five permit types, all with a fixed fee associated, and one of which has a flat surcharge per trailer for divisible load permits.

In 2010, NYSDOT issued 122,200 total permits, 27,600 of which were divisible load permits, and generated $20.8 million in revenue, $15 million of which is attributable to divisible load permits. While the Department can include other fees within the Permit fee, such as an Administrative fee, it does not. The fees for special hauling were developed and included within the governing New York Code and a study has been initiated to determine if these fees should be modified.

Performance of the permitting unit is measured with metrics for both manual and on-line issuance (by day, week, month, year) and is tracked for revenue summary, turnaround time, error rate, and permit agent performance. These measures provide valuable data for analysis of and insight to the manual and on-line permits issued, staffing needs throughout the year, and individual staff performance for use in annual reviews.

New York anticipates being impacted by the proposed legislation to increase truck weight limits per the Safe and Efficient Transportation Act of 2009 as New York is grandfathered to develop and maintain a divisible load permitting program. The divisible load program has been improved over the years to ensure the safety of the

[2] Designated divisible load permits may be issued by the State based upon historic state "grandfather" rights or Congressional authorization for a state-specific commodity or route movement at a greater size or weight. State grandfathered rights regarding longer-combination vehicles can be found in Appendix C to 23 CFR Part 658-Trucks Over 80,000 Pounds on the Interstate System and Trucks Over STAA Lengths on the National Network (http://www.ops.fhwa.dot.gov/freight/sw/index.htm).

motoring public and maintain the State's infrastructure. These improvements include reducing grouping weights, reducing gross weights, requiring additional axles and increasing minimum wheel bases for its permit types. Thus, NYSDOT is provided a controlled approach to better manage use and operation of overweight vehicles.

Table 9 – Summary of OS/OW permitting practice for the New York State Department of Transportation

NEW YORK						
Organization of OS/OW Permitting in the State						
Agency – Primary	New York State Department of Transportation					
Other Agency	New York City Department of Transportation; New York State Thruway Authority; New York State Bridge Authority; Metropolitan Transportation Authority; Port Authority of New York and New Jersey. Some municipalities (such as Buffalo) and several counties (such as Albany, Monroe, and Erie) also issue permits					
Staff – FTEs	24 full-time in central office – 18 state staff and 6 consultant staff 16 part-time in nine regional offices – all state staff					
Road Types	Highways under the jurisdiction of the Commissioner					
Permit Type, Details, and Volume						
Permit Types	Single Trip	Superload Trip	Monthly	Annual	Divisible Load Overweight	
Subcategories	20					
Volume	122,200					
Divisible Loads	Yes					
Permit Fees						
Fee Structure	Flat fee; one permit with surcharges; no incremental surcharges					
Pavement Wear Factor	No					
Revenue	$20,800,000					
Automation						
Automated Segments	Application submission	Application processing	Routing – *One auto-approved through route (Interstate 84) for envelope vehicles*	Permit approval – *One auto-approved through route (Interstate 84) for envelope vehicles*	Permit issuance delivery	
Permit System	Noncommercial system					
Performance Measures						
Metrics	Revenue summary	Manual or on-line issuance, by day, week, month, year				
	Turnaround time	Manual or on-line issuance, by day, week, month, year				
	Error rate	Manual or on-line issuance, by day, week, month, year				
	Permit agent performance	Tracked manually				
Legislation						
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)						
Opt-In	No					
Raise Permit Fee	N/A					
Create New Permit Type	N/A					
Governing Statute(s)	Title 3, Safety Responsibility; Financial Security; Equipment; Inspection; Size and Weight; and Other Provisions; Article 10, Dimensions and Weights of Vehicles https://www.nysdot.gov/nypermits/repository/vlt-section-385.html					

Table 10 – Summary of OS/OW permits for the
New York State Department of Transportation

NEW YORK			
Extension period allowed?		No	
Permit is Route-Specific?		Conditional	
Are changes to permit allowed?		No	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	22,400	8-axle	
Single axle	22,400	Width	8'6''
Tandem axle	36,000	Height	13'6''
Tridem axle	42,000	Length – Semi Trailer*	53'
Quad axle		Tire Overhang Front	15'
5-axle		Tire Overhang Rear	
6-axle			
Permit Limits			
GVW	200,000	7-axle	
Steering axle		8-axle	
Single axle		Width	16'
Tandem axle		Height	15'11''
Tridem axle		Length*	160'
Quad axle		Tire Overhang Front	
5-axle		Tire Overhang Rear	
6-axle			
Permit Category			
Single Trip			
Superload			
Multi Trip			
Annual			
Divisible Load Overweight			

Pennsylvania

The Pennsylvania Department of Transportation (PennDOT), Bureau of Highway Safety and Traffic Engineering, Central Permit Office, is the lead agency responsible for OS/OW permitting for all roads in the State, except those within the City of Philadelphia and local jurisdictions, and on the Pennsylvania Turnpike. Pennsylvania is grandfathered to develop and maintain divisible load permits as a component of the State's comprehensive OS/OW permitting program.

PennDOT has three permit types (and 23 subcategories), all with an incremental fee associated and one of which has an additional incremental surcharge. In 2010, PennDOT issued 365,000 total permits and generated $20 million in revenue. All permit fees are related to infrastructure damage cost associated with heavy loads and structured to include a base permit fee and incremental fee assessed per ton/mile fee for loads over 80,000 pounds.

In total, the permitting program in Pennsylvania is supported by 50 FTEs; with 6 in the Central Permit Office and 4 FTEs in each of the 11 districts.

All segments of the permitting process are automated through a custom on-line system that was developed by a vendor for PennDOT and is not commercially available. Comprehensive system performance tracks both monthly and annual volume of permits issued by type; revenue generated and distribution of income by type; monthly processing time per manual review and superload applications (preliminary and final); monthly and annual construction restrictions by District; and preliminary and final superload application results, including status of issued, denied, and withdrawn by both month and year.

At this time, PennDOT does not anticipate participating in the legislation regarding proposed increase in truck weight limits per the Safe and Efficient Transportation Act of 2009.

Table 11 – Summary of OS/OW permitting practice for the Pennsylvania Department of Transportation

PENNSYLVANIA					
Organization of OS/OW Permitting in the State					
Agency – Primary	Pennsylvania Department of Transportation				
Other Agency	City of Philadelphia; Pennsylvania Turnpike Commission; other local jurisdictions may require approval				
Staff – FTEs	50 – 6 in Central Permit Office, 4 in each of 11 Districts				
Road Types	All except within City of Philadelphia and local jurisdictions, and on Pennsylvania Turnpike				
Permit Type, Details, and Volume					
Permit Types	OS/OW Single Trip	Commodity Seasonal	Commodity Annual		
Subcategories	23				
Volume	365,000				
Divisible Loads	Yes				
Permit Fees					
Fee Structure	Incremental fee; one permit with surcharges; three incremental fees; one incremental surcharge				
Pavement Wear Factor	Yes				
Revenue	$20,000,000				
Automation					
Automated Segments	Application submission	Application processing	Routing	Permit approval	Permit issuance delivery
Permit System	Noncommercial system				
Performance Measures					
Metrics	Total Income from Permits (Yearly); Total Number of Permits (Yearly); Total Number of Permits (Monthly); Total Number of Superloads (Yearly); Total Number of Issued Superload Applications; Total Number of Auto Issued Permits (Monthly); Manual Review Processing Times (Monthly); Final Superload Processing Time (Monthly); Preliminary Superload Processing Time (Monthly); Construction Restrictions by District (Monthly; Yearly); Distribution of income from permits (How much from S.T., S.L. and Annuals) (Monthly; Yearly); Final/Preliminary Superload Application results (Issued, Denied, Withdrawn) (Monthly, Yearly)				
Legislation					
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)					
Opt-In	No				
Raise Permit Fee	N/A				
Create New Permit Type	N/A				
Governing Statute(s)	Title 67, Transportation; Chapter 179, Oversize and Overweight Loads and Vehicles http://www.pacode.com/secure/data/067/chapter179/chap179toc.html				

Table 12 – Summary of OS/OW permits for the
Pennsylvania Department of Transportation

PENNSYLVANIA			
Extension period allowed?		Yes	
Permit is Route-Specific?		Conditional	
Are changes to permit allowed?		No	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	20,000	Width	8'6"
Tandem axle	34,000	Height	13'6"
Tridem axle	42,000	Length – Semi Trailer*	53'
Quad axle		Tire Overhang Front	3'
5-axle		Tire Overhang Rear	6'
6-axle			
Permit Limits			
GVW	201,000	7-axle	136,000
Steering axle		8-axle	201,000
Single axle	27,000	Width	16'
Tandem axle	52,000	Height	14'6"
Tridem axle	63,000	Length*	160'
Quad axle	72,000	Tire Overhang Front	
5-axle	116,000	Tire Overhang Rear	
6-axle	127,000		
Permit Category			
Single Trip			
Annual			
Seasonal			

Virginia

The Virginia Department of Motor Vehicles (VA DMV), Hauling Permit Section, is the lead agency issuing OS/OW permits in the State of Virginia for all roads maintained by the Department of Transportation. There also are 10 additional municipalities which issue OS/OW permits for the roads they maintain, primarily city streets. In instances when a municipality allows VA DMV to issue permits on roads maintained by the municipality, the VA DMV becomes the permitting agency.

VA DMV has 14 FTEs staffing their permit operations. The Hauling Permit Section has a fully automated permitting system, Automated Routing Solution (ARS), which was customized for their needs and includes a routing component; ARS is not commercially available to other states.

VA DMV has four permit types, seven subcategory permits, and utilizes a flat fee structure for pricing with surcharges applicable to three of the permit types and incremental surcharges applicable to two of the permit types. Fees and surcharges in the State of Virginia are not related to infrastructure damage cost associated with heavy loads. Combined, the annual volume is reported at 85,000 permits which generate $2 million in revenue.

VA DMV measures system performance through monitoring turnaround time. A Single Trip permit should be issued on the same day as application was received and Superload permits are monitored for a turnaround time of two to three days, as these are more complex moves and require engineering review.

VA DMV is interested in participating in the optional state program which may be born of the proposed increase in truck weight limits per the Safe and Efficient Transportation Act of 2009. No determination will be made regarding an increase in permit fees or creation of a new permit type in Virginia until the legislation is adopted.

Table 13 – Summary of OS/OW permitting practice for the Virginia Department of Motor Vehicles

VIRGINIA					
Organization of OS/OW Permitting in the State					
Agency – Primary	Virginia Department of Motor Vehicles				
Other Agency	10 municipalities				
Staff – FTEs	14				
Road Types	All roads maintained by the Department of Transportation. Sometimes includes municipal roads, when a municipality allows DMV to issue permits on roads they maintain				
Permit Type, Details, and Volume					
Permit Types	OS/OW Single Trip	OS/OW Superload	OS/OW Blanket	Exempt	
Subcategories	None				
Volume	85,000				
Divisible Loads	No				
Permit Fees					
Fee Structure	Flat fee; three permits with surcharges; two incremental surcharges				
Pavement Wear Factor	No				
Revenue	$2,000,000				
Automation					
Automated Segments	Application submission	Application processing	Routing	Permit approval	Permit issuance delivery
Permit System	Noncommercial system				
Performance Measures					
Metrics	Turnaround time on same day		Single trip permit		
	Turnaround time in two to three days		Superload permit		
Legislation					
Strategies for addressing proposed legislation increasing truck weight limit on Interstate highways from 80,000 to 97,000 lbs (trucks equipped with at least six axles)					
Opt-In	Yes				
Raise Permit Fee	TBD				
Create New Permit Type	TBD				
Governing Statute(s)	Title 46.2, Motor Vehicles; Chapter 10, Motor Vehicle and Equipment Safety; Section 46.2-1139, Permits for excessive size and weight generally; penalty http://law.justia.com/virginia/codes/2006/toc4602000/46.2-1139.html				

Table 14 – Summary of OS/OW permits for the Virginia Department of Motor Vehicles

VIRGINIA			
Extension period allowed?		No	
Permit is Route-Specific?		Conditional	
Are changes to permit allowed?		No	
Legal Limits			
GVW	80,000	7-axle	
Steering axle	20,000	8-axle	
Single axle	20,000	Width	8'6"
Tandem axle	34,000	Height	13'6"
Tridem axle		Length – Semi Trailer*	53'
Quad axle		Tire Overhang Front	3'
5-axle		Tire Overhang Rear	4'
6-axle			
Permit Limits	*(Interstate values listed – see catalog for detail)*		
GVW	150,000	7-axle	150,000
Steering axle		8-axle	150,000
Single axle	20,000	Width	14'
Tandem axle	50,000	Height	15'
Tridem axle	75,000	Length*	150'
Quad axle	100,000	Tire Overhang Front	
5-axle	110,000	Tire Overhang Rear	
6-axle	135,000		
Permit Category			
Single Trip			
Annual			
Exempt Annual			
Route-Specific Annual			

Synthesis of Permitting Practices

Permitting practices from the interview states were analyzed for several topic areas of particular interest to NJDOT. The analysis was performed utilizing the full suite of project deliverables, including the OS/OW Permitting Resource Database and the findings from state interviews. Notable practices, approaches, and statistics of each state's permitting operations are highlighted and compared and/or contrasted by topic area to those of New Jersey. Each topic area is addressed in table format followed by summary narrative.

Organization of OS/OW Permitting in State Agencies

All state agencies included in this analysis are within close proximity to New Jersey and found within the Mid-Atlantic region. Collectively, the interviewed agencies' states are home to over 200,000 of the U.S. International Registration Plan (IRP) vehicle power units, or approximately one eighth of the Nation's commercial vehicles weighing 26,000 pounds or more gross vehicle weight (GVW). While IRP does not necessarily indicate OS/OW permit needs, it is a reasonable measure by which to view the presence of the commercial vehicle population in the United States.

Each lead agency has authority to issue OS/OW permits for roads maintained by the state or governance (e.g., jurisdiction of the Commissioner), including interstate roads, and U.S. and state highways. With the exception of Delaware and New Jersey, each of the states recognize other entities within their respective state which have authority to issue OS/OW permits on roadways (i.e., turnpike, city, port, or municipal jurisdictions). While some information was gathered about these other permitting agencies, for purposes of this analysis permit operations for these entities were not included.

Each state has one lead agency, by statute, assigned to issue OS/OW permits on behalf of the state. Four of the six lead permit agencies (including the transition of authority in New Jersey) are housed in the state's department of transportation. The remaining two reside in the State Highway Administration and the Department of Motor Vehicles. Maryland is a unique state in that the State Highway Administration is a separate agency under the Maryland DOT umbrella. State highway functions in other states typically fall within the state DOT. Two states are unique in organizational structure. Pennsylvania has a Central Permit Office and 11 District Offices, all operating on behalf of PennDOT, and NYSDOT has a Central Permit Office and nine Regional Offices employing part-time staff. NYSDOT staffing is comprised of both full and part-time state employees augmented by six on-site consultant staff support. New Jersey is the only other state of the six analyzed which utilizes part-time staff, but on an as-needed basis.

Staffing levels among the six lead permitting agencies range from one to 50 FTEs (Table 9). DelDOT has one full-time employee dedicated to processing and approval of hauling permits but following initial review and approval certain permits are forwarded to other sections of DelDOT for additional review by additional staff resources. PennDOT employs 50 FTEs yet staffs 11 District locations in addition to the Central Permit Office across the 45,000-square-mile state (33rd largest). NYSDOT (New York is the 30th

largest state), has less than half the total staff of PennDOT, but other entities within New York State (NYCDOT, NYSTA, NYSBA) issue a significant number of OS/OW permits. In contrast, New Jersey is the 46th largest state, has almost 60,000 IRP vehicles, and employs just three FTEs and two part-time staff on an as-needed basis.

Table 15 – Summary of the organization of OS/OW permitting for interviewed agencies

State	Agency	Contact	Address	Phone/E-mail	Number of Personnel	Roadway Types Permitted	Other Permitting Entity(ies)
DE	Delaware Department of Transportation	Russell Holleger	P.O. Drawer 7065, Dover, DE 19903-7064	(302) 744-2729 RussellD.Holleger @state.de.us	1	Interstates, U.S. highways, state highways, county roads	None
MD	Maryland State Highway Administration	David Czorapinski	7491 Connelley Drive, Hanover, MD 21076	(410) 582-5734 dczorapinski@sha.state.md.us	5 staff, plus 1 supervisor and 1 manager	State-maintained roads, plus loads not exceeding 120,000 lbs, 12 ft wide, 14 ft high, into and out of the Port of Baltimore; Larger loads permitted by City of Baltimore	City of Baltimore
NY	New York State Department of Transportation	Ken Dodge	50 Wolf Road, First Floor, Albany, NY 12232	(518) 457-1795 kdodge@dot.state.ny.us	24 full-time in central office – 18 state staff and 6 consultant staff	Highways under the jurisdiction of the Commissioner	New York City Department of Transportation; New York State Thruway Authority; New York State Bridge Authority; Metropolitan Transportation Authority; Port Authority of New York and New Jersey. Some municipalities and several counties also issue permits
PA	Pennsylvania Department of Transportation	Matt Hedge	Keystone Building, P.O. Box 2671, Harrisburg, PA 17105-2671	(717) 772-5462 mhedge@state.pa.us	50: 6 in Central Permit Office, 4 in each of 11 Districts	All except within City of Philadelphia and local jurisdictions, and on Pennsylvania Turnpike	City of Philadelphia; Pennsylvania Turnpike Commission; other local jurisdictions may require approval

Table 15 – Summary of the organization of OS/OW permitting for interviewed agencies (continued)

VA	Virginia Department of Motor Vehicles	Wayne Davis	2300 West Broad Street, Richmond, VA 23220	(804) 497-7121 wayne.davis@dmv.state.va.us	14	All roads maintained by the Department of Transportation. Sometimes includes municipal roads, when a municipality allows DMV to issue permits on roads they maintain	10 municipalities
NJ	New Jersey Department of Transportation	Paul Truban	1035 Parkway Avenue, P.O. Box 600	(609) 530-3521 Paul.Truban@dot.state.nj.us	Three full-time NJDOT staff and 2 part-time NJDOT staff as needed	Interstates, U.S. highways, state highways	None

Permit Type, Detail, and Volume

The interview states ranged from three to eight permits, but each state's subcategories reveal significant differences. Subcategories, as well as legal and permit limits, can be viewed in detail in the OS/OW Permitting Resource Database.

New York and Pennsylvania, which are grandfathered divisible load states, have 21 and 23 subcategory permit types respectively. By and large these subcategories represent load or commodity types being hauled within a specific time period. In light of the divisible load program, states often reduce grouping weights, reduce gross weights, and require additional axles and increased minimum wheel bases for permit types to ensure safety and infrastructure preservation. These considerations per load type establish the parameters of the subcategory permit types and lead to more specific conditions for height, length, weight, vehicle configuration, and associated time period for hauling of a particular commodity.

PennDOT does not have a superload permit type, but rather considers any load over the legal permit GVW of 201,000 pounds; 16 feet wide; and or 160 feet in length a superload. PennDOT issues 18 subcategory permits with annual time horizons, which suggest less seasonal fluctuation in the load types permitted in the State (PennDOT's permit types are Single Trip, Annual, and Seasonal). Additionally, PennDOT allows extensions to the time period from the original permit. In contrast, NYSDOT subcategory permits range of time periods, including one or more days, a month, or annually, but with no extensions allowed.

In contrast to the other interviewed states, MDSHA has no permit subcategory types and issues all permits under one of eight permit types. Among these eight permit types, the Exceptional Hauling permit was created to accommodate the lumber industry in a specific, frequent move required on a non-Interstate roadway. The creation of this permit type has since been expanded to other industries, including milk haulers, with safe and efficient moves that take infrastructure preservation into consideration.

There is broad consistency among the states' legal limits, with some states having more detailed limits per axle configuration. All states have either nine or 10 permit limits but the specific permit limits (thresholds) vary from state to state, ranging from 120,000 to 201,000 pounds. Routing assigned to permits is specific for the states of New Jersey, Maryland, and Delaware, but conditional for the states of New York, Pennsylvania, and Virginia. Change requests are not allowed in New Jersey, New York, Virginia, or Pennsylvania but are possible in Maryland and Delaware. Maryland will allow changes in a permit route as long as the origin, destination, and load remain constant. Delaware recognizes changes in beginning and ending route if approved by bordering state.

While this effort did not include an analysis of permit types by definition of commodity hauled or of number of permits issued by permit type/subcategory type, it did include collection of volume and revenue per state (Table 10). The annual ranges vary from 44,500 to 150,000 permits, with revenue varying between $1.1 million and $20 million. All states have seen a decline in volume in the past several years as the economy has faltered, but none have perceived the decline as a reflection of noncompliance or poor safety practice by carriers as a trend.

Table 16 – Summary of OS/OW permit types, details, and volumes for interviewed agencies

State	Agency	Number of Permit Limits	Number of Permit Types	Permit Name	Average Number of Permits Issued Annually	Average Annual Revenue from Permit Sales
DE	Delaware Department of Transportation	9	5	Single Trip; Multi-Trip Interstate; Superload; Annual Crane up to 24,000 lbs; Annual Crane over 24,000 lbs	44,500	$1,162,000
MD	Maryland State Highway Administration	10	8	Blanket Month; Blanket Annual; Book; Special Hauling; Excessive Weight; Containerized Cargo; Exceptional Hauling; Special Vehicle	150,000 (*2009*)	$11,800,000 (*2009*)
NY	New York State Department of Transportation	9	5	Single Trip; Superload Trip; Monthly; Annual; Divisible Load Overweight	122,200	$20,800,000
PA	Pennsylvania Department of Transportation	10	3	Oversize and Overweight Single Trip; Commodity Seasonal; Commodity Annual	365,000	$20,000,000
VA	Virginia Department of Motor Vehicles	9	4	Oversize and Overweight Single Trip; Oversize and Overweight Superload; Oversize and Overweight Blanket; Exempt	85,000	$2,000,000
NJ	New Jersey Department of Transportation	10	5	Oversize; Overweight; Oversize and Overweight; Oceanborne Containers; Code 23	85,000	$1,800,000 (*Revenue exclusive of transaction fees paid to permitting site vendor*)

Permit Fees

Permit fee structures within all interviewed agencies, with the exception of PennDOT, are based on a flat fee and some combination of surcharge, and/or incremental surcharge. PennDOT is the only interviewed agency that utilizes an incremental fee base structure and applies incremental surcharge based on ton/mile for OS/OW Single Trip permits. Additionally, PennDOT is the only agency which currently relates permit fees directly to infrastructure damage cost associated with heavy loads through calculations of the base permit fee plus the ton/mile fee for loads over 80,000 pounds. Two of PennDOT's permit types are calculated based on weight, distance, and/or time by commodity but without surcharge calculations. VA DMV does apply a surcharge based on mileage on loads exceeding a certain weight threshold by permit type. MDSHA is working toward a direct correlation between permit fee and infrastructure damage and the creation of their Exceptional Hauling permit (previously described) provides a basis for applying these calculations.

All states reflect base permit costs per subcategory, or by category in Maryland, with conditional charges applied to include such things as variations in height, length, transaction fees, credit card service charges, toll charges; time/commodity, and mileage.

While PennDOT and NYSDOT actively support an increase in permit fees, regardless of Federal legislation being proposed, none of the state agencies have raised permit fees in years. State agencies interested in modifying permit fees, types, and legal limits must obtain approval from the States' legislative bodies.

As previously mentioned, annual revenues generated per interview agency report a range from $1.1 million to over $20 million. This effort did not consider the percentage contribution of each permit type to overall fees, carrier costs per permit, administrative costs per permit; or a breakdown of service fees, transaction fees, or system maintenance that may impact the net revenue of each agency. A quick comparison of NYSDOT (122,000 permits; $20.8 million) and PennDOT (365,000 permits; $20 million) suggests that NYSDOT issues high-value permits that generate a similar yield as PennDOT, while issuing only one-third of the permit volume. Absent a micro-level analysis by permit type and costs, it is difficult to compare the effectiveness of the fee structure employed by various state agencies. A comparative summary of permit fees for interviewed agencies is provided in Table 11.

Table 17 – Summary of OS/OW permit fees for interviewed agencies

State	Agency	Number of Permits W/ Surcharge	Number of Incremental Fees	Number of Incremental Surcharges	Permit Fees Related to Infrastructure Damage Cost Associated with Heavy Loads	Average Annual Revenue From Permit Sales
DE	Delaware Department of Transportation	4	0	2	No	$1,162,000
MD	Maryland State Highway Administration	3	0	2	No	$11,800,000 (*2009*)
NY	New York State Department of Transportation	1	0	0	No	$20,800,000
PA	Pennsylvania Department of Transportation	1	3	1	Yes; Base permit fee and ton/mile fee for loads over 80,000 lbs	$20,000,000
VA	Virginia Department of Motor Vehicles	3	0	2	No	$2,000,000
NJ	New Jersey Department of Transportation	3	0	3	No	$1,800,000 (*Revenue exclusive of transaction fees paid to permitting site vendor*)

Automation

Viewed as one of the most attractive carrier benefits offered by permitting agencies, automation of all, or part, of the permitting processes has been deployed in each of the interview agencies. Of the six agencies interviewed, four had opted for in-house or custom software applications to be developed while the remaining two, MDSHA and NJDOT, both have commercially available systems from the same vendor.

Each agency has a publically accessible web site with full permitting information and links to related commercial vehicle services/resources, easy access to carrier account information, and often end-to-end permitting service from application to delivery of credential. As members, carriers enjoy the ability to apply for a permit on-line from anywhere they have Internet access and are saved added trips and delay associated with acquiring a permit in person. In some cases the carrier can print the hard copy permit credential to carry in the vehicle, saving the carrier both time and money attributed to mailing or visiting agencies in person. Anecdotal information suggests that permit compliance increases, as seen through increased volume generated upon automating, with the convenience in which a carrier may obtain a permit.

Table 18 – Summary of OS/OW automated permitting practices for interviewed agencies

State	Agency	Application Submission – Automated	Application Processing – Automated	Routing – Automated	Permit Approval – Automated	Permit Issuance Delivery – Automated	Commercially Available Computer Application
DE	Delaware Department of Transportation	Yes	Yes	No	Yes	Yes	No
MD	Maryland State Highway Administration	Yes	Yes	No	Yes	Yes	Yes
NY	New York State Department of Transportation	Yes	Yes	No; One auto-approved through route (Interstate 84) for envelope vehicles	No; One auto-approved through route (Interstate 84) for envelope vehicles	Yes	No
PA	Pennsylvania Department of Transportation	Yes	Yes	Yes	Yes	Yes	No
VA	Virginia Department of Motor Vehicles	Yes	Yes	Yes	Yes	Yes	No
NJ	New Jersey Department of Transportation	Yes	Yes	Yes	Yes	Yes	Yes

OS/OW permitting agencies also recognize great benefits through automation; many of which are related to reduce staffing needs and allowing staff to specialize in the more complex segments of permitting, including routing, superloads, and process of engineering reviews. Additionally, operational cost savings are accrued by state agencies through volume paperwork reduction and mailing costs.

One important component of automation as recognized by each agency, fully deployed end-to-end or not yet, is that of routing. The routing element is critical in execution of the auto-issue segment of the final permit; otherwise a route needs to be evaluated manually or through a manually executed process. Often the term ‘‘envelope vehicle’’ is used to define a predetermined and/or precleared size and weight configuration of a vehicle, which may pass particular common routes. Absent an envelope analysis of routes, or integration of application vehicles against such a schematic, an agency must perform a vehicle-route check on each trip requiring additional manpower and time to complete the issuance task. In Delaware, only a specific Single Trip Interstate permit is auto-issued with routing. Auto-Routing software has been designed and currently is awaiting coding to interface directly with the OS/OW Permit System; automated approval, with exception, is planned when the Auto-Routing software is fully integrated. NYSDOT currently auto-issues one permit for envelope vehicles traveling on I-84.

The establishment of envelope vehicles can be difficult and presents complexity for bordering states interested in coordinating interstate permits as done by regional

compacts such as NASTO, SASHTO, and WASHTO. In these compacts state agencies are able to issue permits on behalf of other state agencies in the compact providing a carrier a more seamless interstate move while simultaneously reducing the administrative burden on the other compact states. To further assist carriers and permit agents, route restrictions are often maintained on an OS/OW Routing Map available from an agency's web site to include construction, maintenance, or incident closures.

MDSHA currently is working to finalize and deploy a routing component to their on-line system which includes a Global Positioning System (GPS) element applied against route parameters and will allow auto-issue for a significant number of permits taking into account such features as bridge height.

Performance Measures

Performance measures are applied to the permit operations of all state agencies included in the analysis with the exception of DelDOT, which anticipates applying system-generated measures in March 2012. Generally the deployment of automation provides the added benefit of reporting and tracking capabilities which can be customized to meet the needs of each agency. Reports can be generated to run regularly and management has the option to run manual queries on an as-needed basis for customized reporting needs. Agencies apply permit data to other commercial vehicle activity data to complete Federal reporting requirements for safety programs such as Motor Carrier Safety Assurance Program (MCSAP) and Commercial Vehicle Safety Plans (CVSP). Additionally, analysis of weight, load, and configuration data may be used in state planning exercises and applications for road maintenance and safety performance models.

Consistently state agencies are measuring volume of permits generated by permit type, but with a range of frequency monitoring, including volume by day, month, and year. Similarly, agencies track the revenue generated by permit type, again with variations in the frequency tracked and reviewed (daily, monthly, and/or annually). System performance also is easily tracked and reported by timing segments of the permit process (application submission, application processing, routing, approval, issuance, etc.) for turnaround time data and analysis of manual processes related to complex routing and escort scenarios associated with superloads. System performance analysis also provides valuable insights into error events which often lead to refinement of system processes; but at very least illuminate potential scenarios requiring added customer service for assistance with an application and/or failure to meet standard turnaround time. PennDOT has the most comprehensive tracking and reporting metrics which includes additional breakdown of distribution of income by permit type monthly and yearly as well as tracking of construction delays by District.

Table 19 – Summary of OS/OW permitting performance measures utilized by interviewed agencies

State	Agency	Total Number of Permits Issued	Total of System Issued Permits	Turnaround Time	Total Fees Collected	Revenue Summary	Error Rate	Permit Agency Performance
DE	Delaware Department of Transportation			None; anticipated start in March 2012				
MD	Maryland State Highway Administration	Number of permits issued, by day and year	Number of permits issued, by day and year	Average turnaround time per permit				
NY	New York State Department of Transportation			Manual or on-line issuance, by day, week, month, year		Manual or on-line issuance, by day, week, month, year	Manual or on-line issuance, by day, week, month, year	Tracked manually
PA	Pennsylvania Department of Transportation	Yearly; Monthly by type	Auto-issued monthly; Number of issued Superload permit applications	Manual review monthly; preliminary and final Superload monthly	Distribution of income by permit type	Annual total income	Final/Preliminary Superload Application results (Issued, Denied, Withdrawn) (Monthly, Yearly)	
VA	Virginia Department of Motor Vehicles			Single trip permit: Turnaround time on same day: Super Load: Turnaround time in two to three days				
NJ	New Jersey Department of Transportation	Number of permits issued, by day, week, and month	Percent permits issued by the system, by week and month		Amount of fees collected, by week and month			

In some cases agencies have historical data on permit operations performance which was manually tracked and can be compared to performance data once automation is adopted; it is this available data which has provided the basis for insight toward increased compliance as a result of convenience recognized through on-line permitting systems. Permit agencies may choose to apply performance measures to staffing data and incorporate personnel performance analysis to the annual staff review process. This data can be valuable to agency managers proposing and defending additional part-time, seasonal-only, or contract staff changes to better accommodate permit volume based on historical data. As previously stated, automation often leads to reductions in administrative staff but provides opportunity for attrition of employees to further specialize in more complex segments of the permitting process such as routing.

Finally, agencies may use performance measures data for analysis of their permit types and fee structure applied against volume/frequency of carrier permit applications. This information can reveal a need for additional permit types and/or fee structures based on the industries and loads moving in or through the state. Such was the case in MDSHA and the Exceptional Hauling Permit was created to accommodate the safe and efficient movement of lumber over particular non-Interstate roadway. The custom permit proves a service to the carrier and industry while providing safe and legal transport of goods without undue wear to the infrastructure and at a fair fee to the state.

Legislation

States were asked to consider whether they would support the Federal legislation being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles. At this time, the response was evenly split in support of the proposed legislation, against the legislation and "to be determined." All states currently apply the Federal Bridge Formula to routing for safety and infrastructure preservation and consistently prioritize these factors in consideration of new legislation or permit types in their respective states; fee revenue was not a driving a factor in consideration of participation and creation of a new permit type was premature in most cases.

MDSHA's creation of the Exceptional Hauling Permit is anticipated to be able to accommodate safe moves under the proposed legislation but the state is not willing to consider opting-in unless continuation of application of the Federal Bridge Formula is incorporated into the analysis of these heavier moves; to date the conversation surrounding the proposed legislation is void of this detail.

Both Pennsylvania and New York are grandfathered to develop and maintain a divisible load permitting program and as a result are not necessarily impacted by the proposed legislation, although Pennsylvania does not support participation regardless. The divisible load program has been improved over the years to ensure safety of the motoring public and maintain the states infrastructure. Improvements include reducing grouping weights, reducing gross weights, and requiring additional axles and increasing minimum wheel bases for permit types. Both states support permit fee increases with New York recently initiating a study to determine if special hauling fees should be modified.

In the event the legislation passes, the implications on interstate operations and permitting between states which do and do not participate in the program will have to be addressed. The following table summarizes the responses provided by interviewed agencies regarding the Federal legislation being proposed through to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

Table 20 – Summary of responses from interviewed agencies regarding Federal potential weight increase legislation

State	Agency	Opt-In	Raise Permit Fee	Create New Permit Type	Governing Statute(s)
DE	Delaware Department of Transportation	TBD	TBD	TBD	Title 21, Motor Vehicles; Chapter 45, Size and Weight of Vehicles and Loads; Section 4504, Regulations; fees; permits for excessive size and weight
MD	Maryland State Highway Administration	Yes, if Federal Bridge Formula is addressed	Possibly	No	Title 11, Department of Transportation; Subtitle 04, State Highway Administration; Chapter 1, Permits for Oversize and Overweight Vehicles http://www.sha.maryland.gov/OOTS/comartrainingmanual_upd_tms_final.pdf
NY	New York State Department of Transportation	No	N/A	N/A	Title 3, Safety Responsibility; Financial Security; Equipment; Inspection; Size and Weight; and Other Provisions; Article 10, Dimensions and Weights of Vehicles https://www.nysdot.gov/nypermits/repository/vlt-section-385.html
PA	Pennsylvania Department of Transportation	No	N/A	N/A	Title 67, Transportation; Chapter 179, Oversize and Overweight Loads and Vehicleshttp://www.pacode.com/secure/data/067/chapter179/chap179toc.html
VA	Virginia Department of Motor Vehicles	Yes	TBD	TBD	Title 46.2, Motor Vehicles; Chapter 10, Motor Vehicle and Equipment Safety; Section 46.2-1139, Permits for excessive size and weight generally; penalty http://law.justia.com/virginia/codes/2006/toc4602000/46.2-1139.html
NJ	New Jersey Department of Transportation	TBD	TBD	TBD	Title 13, Law and Public Safety; Chapter 18, Executive and Administrative Service; Subchapter 1, Permits for Overdimensional or Overweight Vehicles

CONCLUSIONS AND RECOMMENDATIONS

This section identifies key national over-dimensional permitting issues as well as notable regional topics which emerged from the synthesis of state findings. These findings may prove of value and the basis for further investigation to New Jersey DOT in consideration of potential improvements to its permitting processes or system.

National Perspective

Results of the literature review conducted combined with CS' exposure to the permitting activities of many states provide interesting insight to trends in automation of permitting practices nationally. As seen in the OS/OW Permitting Resource Database, almost every state in the Nation has automated some aspect of their permitting practice. For discussion purposes automation is defined as a web-based feature allowing, at a minimum, a carrier to enter and submit permitting applications. Efficiencies gained through automation are recognized by both state agencies and carriers. Agencies save staffing resources and can dedicate staff to more specialized functions, such as routing, and also save money through paper reduction and mailing cost savings. Carriers save valuable time, which can be spent on the road instead of going to an agency to apply for and wait for a permit.

Anecdotal information from states employing end-to-end processing of over-dimensional permits indicates an increase in compliance by carriers when the credential is made easily and quickly available. Many of the states participating in the Federal Commercial Vehicle Information Systems and Networks (CVISN) program have opted to deploy automated permitting as part of their priority initiatives for the proven benefit to motor carriers. A larger percentage of states have chosen to deploy noncommercially available permitting systems and enjoy truly customized software, often which is built on a platform which supported other state systems and has evolved over time.

A number of commercially available systems are available and operating in about 15 state agencies. These systems can usually be customized to some degree and integrated with other state systems if a state so desires. As automation has progressed rapidly the trends most often noted as the "next steps" for state agencies include:

- Development and deployment of robust routing components to expand the capability of auto-issuing more permits.
- Providing law enforcement access to e-permitting information at the roadside.

With increased projections for freight volume and related vehicle-miles traveled (VMT), enforcement personnel need as many tools available to them to save time and focus attentions to high-risk carriers. Safety and inspection records are available to the roadside and provide means by which vehicles and carriers can be electronically screened. Added e-permit data to this existing data set offers another tool with which to apply in making enforcement decisions. Permit data can be used to identify repeat offenders allowing states to collect violation fees or put a carrier out of service (OOS) if the violation is egregious.

The ability to further share permit data over state lines would assist more seamless interstate travel for carriers permitted through a regional compact for travel in multiple states.

The implications are yet to be seen regarding whether the Federal legislation being proposed through the Safe and Efficient Transportation Act of 2009 passes to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles. States would have the option to opt-in or opt-out of participating in the program which may complicate interstate permitting for carriers traversing through states which do and do not recognize the increased weight limits. States utilize the Federal Bridge Formula in calculating moves to ensure safety. Some states have safety concerns about adopting the new legislation for weight limit increase and would like to see the Federal Bridge Formula addressed in formal legislation prior to enactment. Pavement wear is another concern states have regarding increased weight limits. Many states currently struggle to properly correlate the cost of pavement wear to permitting fee structure and further coordinate these predictive values with maintenance cost and planning activities, often conducted in separate state agencies than that of the permitting lead.

While there are variations on permit limits and permit types among the states, New Jersey falls in line with the Nation's median with both 10 permit limits and 5 permit types. A national comparison shows permit limits beyond the legal limits to be predominantly defined by weight distribution by axle, axle spacing/wheelbase, configuration, and/or by route (as height becomes a prevalent factor); superloads are defined with the most variance among states. These definitions base the limits on safety considerations, also noted as New Jersey's primary concern in proper overdimensional routing. This coupled with the generally static nature of the permit fees across the country may imply that safety is the basis of the states' permitting practices, not revenue. All states are recorded to use the Federal Bridge Formula but few are known to consider pavement wear in their permitting practice. A further analysis would be required to determine the validity of the safety inference as well as any relationship to fee structure and infrastructure wear.

Regional Perspective

Proper permitting and routing enhances safety, preserves infrastructure and can potentially limit the impact of OS/OW movements on the mobility of other vehicles. Regardless of whether truck size and weight regulations are harmonized on a multistate or national level, there remains value in understanding, and even coordinating, the permit practices of neighboring states.

New Jersey is bordered on the North and Northeast by New York State (with the boundary formed partly by the Hudson River, New York Bay, and Arthur Kill, and passing through Raritan Bay); on the East by the Atlantic Ocean; on the South and Southwest by Delaware (with the line passing through Delaware Bay); and on the West by Pennsylvania (separated by the Delaware River). Two of these states, New York and Pennsylvania, are divisible load states with very different permitting and legal limits

than New Jersey. All of these states share water access and may be impacted by the recent Maritime Administration (MARAD) Marine Highway Corridor Designations and associated project and initiatives grants. As the Marine Highway initiatives seek to off-load freight from roadways to waterways, many of which are inland waterways, states will need to plan cooperatively for these intermodal shifts. The types of commodities to be off-loaded to/from the inland waterways will influence the throughput of these commodities.

Analyses of the load types, once identified as viable off-load commodities, and respective permit needs may reveal potential changes to streamline these movements in the intermodal supply chain. One such project of interest to watch is the East Coast Marine Highway Initiative which includes New Jersey.

Lessons learned and best practices may be transportable among states and may foster continued improvement of operations at the agency level and for carriers. Better understanding key issues identified as impediments to consistent regional solutions, including institutional (administrative and organizational); variety of permitting policies and processes exist among the jurisdictions; and disparity in implementation (and plans) of automating permitting systems among and within the jurisdictions, may assist in identifying discrete areas for improvement. Notable areas which may be of interest for further investigation by NJDOT are provided below.

Staffing

Identifying and maintaining the appropriate staffing mix in a permit operation is critical to maximizing performance both monetarily and in terms of customer service. A combination of staffing solutions is observed among the interview agencies and includes:

- Full-time state employees.
- Full-time state employees augmented with part-time state employees.
- Full-time state employees augmented by contract service personnel.

The use of part-time staff can be most beneficial in state agencies recognizing seasonal demands for permits while not incurring departmental salary expense throughout the year. Often part-time employees are on-loan staff from another department. The use of contract staffing is beneficial to agencies experiencing budgetary issues who are unable to add full-time state staff with benefits but need on-site assistance. Contracted employees are competitively bid and work at negotiated contract terms, including duration of service and with specific performance measures which must be met. An analysis of historic permit volumes can be performed to predict fluctuations which may warrant a shift in staffing levels and provide management with data to substantiate requested changes.

Permit Type and Fees

A micro-level analysis by permit type and costs to compare the effectiveness of fee structures employed by selected states may yield valuable insight toward maximizing permit revenue and recouping fair value for pavement wear associated with heavy loads. While this effort did not include such an analysis, a detailed review may include the following information:

- Permit types by definition of commodity hauled.
- Number of permits issued by permit type/subcategory and fee structure to consider percentage volume of each permit type.
- Associated carrier costs per permit.
- Associated administrative costs per permit.
- Breakdown of service fees, transaction fees, or system maintenance which may impact the net revenue of each state.

Furthermore, sharing best practices among states regarding similar commodity moves and pricing structure may prove valuable.

Performance Measures

The application of metrics is a valuable management tool in measuring performance. Performance measures can range from sheer volume tracking to meeting customer service expectations. Some states employ very robust performance measures and look daily, weekly, monthly, and annually at data related to specific segments of system performance. Automation has made performance tracking at this level possible and often provides ability to customize queries for particular data of interest (e.g., permit types issued by route which may be analyzed against safety/accident data). Adoption of best practices in performance monitoring from neighboring states may provide basis for improved reporting capabilities to aid permit agency managers.

Automation

As states expand their on-line routing capabilities they also can expand the number of permits which may be auto-issued through their web-based services. Auto-issue not only provides the carrier with a faster turnaround time and thus improved customer service but also offers the agency an opportunity reduce manual processing time (and cost); often staff may be reassigned to a specialized function such as process of superload permits. Some states utilize systems which query against programmed map coordinates, others are incorporating GPS data into their routing analysis, and some states link their routing applications with their state maintenance and closure reports.

Review robust routing applications, developed in-house or purchased commercially, of other states for potential adoption and consider ability to coordinate interstate moves with bordering states. Additional functionality to consider may include sharing of e-permit data with roadside enforcement personnel. Real-time access to electronic permit data can provide law enforcement streamlined validation and may provide a tool

by which to identify habitual offenders. Working closely with roadside enforcement personnel may provide additional opportunities to collaborate on safety issues related. Some states include cross-check of carrier credentials and safety records prior to issuing an over-dimensional permit.

Legislation

While on-line permitting applications are not mandated by law, only six states do not offer the service. On-line permitting is an invaluable service to motor carriers as they apply, pay for, and receive credentials without the costly delay associated with going o a state agency building for credentials. Some states must develop policy and gain legislative support for processing on-line payments if they already have not established a method for other state agency payment processing (e.g., customer versus state payment of fees associated with a payment processing). Additionally, some states recognize legislation which requires state seal or watermark paper for the printing of a permit which precludes a state from allowing an end user to print their own credential. If a state wishes to expand their on-line permitting services to allow end users to print credentials for convenience, this would require a legislative change to allow the new policy as well as how enforcement personnel interact with carriers.

For both the addition of permit types and changes in fee structure states must develop policy and secure legislative support. Such changes would include exceptions made for particular commodities or industries. Permit fee changes are seemingly rare indicating a potential difficulty in either the legislative change/acceptance process or in the required analysis to justify proposed change(s).

Finally, as previously mentioned, interview states were asked to consider whether they would support the Federal legislation being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles. In the event the legislation passes, the implications on interstate operations and permitting between states which do and do not participate in the program will have to be addressed and may result in need for legislative changes in affected states.

Legislative issues require planning and consideration of the legislative calendar as well as any preliminary research, testimony, and stakeholder outreach/buy-in which may be needed prior to the active legislative session.

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APPENDIX A – DelDOT COMPLETED INTERVIEW GUIDE

Oversize/Overweight Permitting Practices in the U.S. Interview Guide

State: **Delaware**

Agency or Organization: **Department of Transportation**

Contact: **Dennis Blades - Permit Agent (302) 744-2700 F: (302) 739-7808**

Jeff Kohel – HP Supervisor (302) 744-2700 F: (302) 739-7808

Russell Holleger – Chief of Transportation Services (302) 744-2729 F: (302) 739-2143

Title/Position: **See above**

Phone/Fax: T: **See above; F: See above**

Email: haulpermit@state.de.us

DelDOT OSOW web site: www.osow.deldot.gov

Date: **03/01/2011**

Call-back information/follow-up action/s:

Project Purpose

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, commissioned Cambridge Systematics to conduct a six-month study of oversize/overweight (OS/OW) permitting practices in the United States. New Jersey has made dramatic changes in its OS/OW program in the past year. Day-to-day responsibility for permit issuance moved from the Motor Vehicle Commission to NJDOT. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system that allows carriers to apply for, pay for, and receive permits electronically.

Corresponding to its new role, NJDOT is reviewing the State's permitting practices and policies. The practices and experience of other jurisdictions will be used to inform this examination and highlight opportunities to improve permitting in New Jersey.

We have completed the literature review portion of the study, in which information was collected from various sources (including states' OS/OW permitting websites) concerning legal limits, permit limits, permit types and fees, online permit applications, and statutory or code references to permitting.

Brief phone interviews with selected jurisdictions will enhance the information already collected. The Department has chosen your jurisdiction because of your proximity to New Jersey, similarities in permitting operations, and/or similar freight movement environment.

Our goal for this interview is to obtain answers to the following questions. We thank you for your willingness to participate.

Questions

1. Organization of OS/OW permitting in your state

    a. What is the lead agency responsible for issuing OS/OW permits in your state?

    A. Department of Transportation

    Division of Motor Vehicles

    Transportation Services

    Hauling Permit Section

    b. How many personnel are involved in permit processing and issuance?

    A. One full time employee is dedicated to processing and approval of hauling permits. After initial review and approval by Permit Agent certain permits[1] are forwarded to other sections of DelDOT for additional review as follows:

    - **If a load is 15' or greater in height, a permit is electronically transmitted to Signal Department for additional route review to determine impact of signal heads and other DelDOT equipment.**
    - **If a load is over 120k lbs, or if an individual axle is 24k lbs or greater, the permit is electronically transmitted to Bridge Management for analysis of structures load will impact along route.**
    - **If a request is for an after hours move and/or extreme dimensions, a permit is electronically transmitted to Traffic Department for analysis of impact load will impact along route.**

    [1]Load Code 9 permits (see ATTACHMENT 1) are system approved.

    c. Which types of roadways does your state issue permits for? (ex: Interstates, U.S. highways, State highways, county roads, municipal roads)

    A. Interstates, U.S. highways, State highways, county roads

    d. Do any other entities in your state issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings)

    A. No

2. Permit types and details

    a. What types of oversize and overweight permits does your state offer? (ex: Single Trip, Multi-Trip, Annual)

A. Single Trip One-Way (with exception – Please refer to ATTACHMENT 1)

b. Do you break your permit types into permit sub-categories? If yes, please list your permit types and the permit sub-categories. (ex: Oversize only; Overweight only; Oversize & Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits)

A. Yes. Please refer to ATTACHMENT 1

c. What is the time period associated with each permit type?

A. Please refer to ATTACHMENT 2

d. Do you allow for time extensions?

A. Under the following conditions a Validated (purchased) permit may be extended:

- **Due to breakdown – The expiration date may be amended to the next business day after date of expiration.**
- **Weather conditions or other natural causes – The expiration date may be amended to the next business day after expiration date that roadways are clear of weather conditions or other natural causes as determined by DelDOT Highway Officials.**

e. Are your permits route specific? Or do they cover the load from point A to point B regardless of route?

A. Yes, with some exceptions.

f. If route specific, do you allow carriers to request changes to their original permitted route?

A. Normally No, however:

- **A route may be amended due to limitations of roadways as determined by DelDOT Highway Officials.**
- **Beginning and ending route (other than a beginning or terminal point within Delaware) may be amended if confirmed by bordering state DOT Highway Official.**

3. Permit fees and numbers

a. What is your permit fee structure? Please indicate the fee for each permit type and/or permit sub-category. You may attach a separate sheet at your discretion.

A. Please refer to ATTACHMENT 3

b. Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how.

A. No

c. Approximately how many permits are issued annually by your state?

A. Permits issued by year are as follows:

Year	Number of Permits
2010	44,514
2009	42,794
2008	51,687
2007	57,998
2006	61,945
2005	52,266

d. What is the approximate annual revenue from permit sales?

A. Permit revenue is as follows:

Year	Number of Permits
2010	1,161,842
2009	1,150,501
2008	1,485,974
2007	1,637,176
2006	1,733,080
2005	1,417,481

4. Do you support automated:

a. Applications for permits?

A. Yes

b. Processing of applications?

A. Yes

c. Routing?

A. Auto-Routing software has been designed and currently awaiting software coding to interface with OSOW Permit System.

d. Permit approval?

A. Currently only Load Code 9 Single Trip Interstate permit. Automated approval (with exception) is planned when Auto-Routing software is introduced.

e. Permit issuance/delivery?

A. Yes

f. If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone?

A. Permits may also be obtained as counter walk-in, by mail (limited to Mult-Trip Interstate permit as a watermark paper is used) and via Permit Service.

5. Was your online permitting system developed in-house or by a vendor?

A. In house using DelDOT IT personnel

6. Performance measures

a. Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of online applications)

There are currently no performance measures in place. The metrics are expected to be developed for deployment within the next twelve months.

b. If yes, please name and briefly describe the measures.

7. Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

a. Will your state opt-in (allow the increase)?

No determination has been made at this time with respect to participation. Further evaluation of the impact this legislation would have on the State's infrastructure and economy will be forthcoming.

If yes, would you raise permit fees? **N/A**

b. If yes, would you create a new permit type? **N/A**

ATTACHMENT 1

LOAD CODES

Load Code (LC)	Definition
1	A load that is **oversize** but legal weight. Exception – Certain types of vehicles may have over legal limit individual axle weight(s) but meet GVW. These vehicles will be entered as Load Code 1 with overweight axle data noted in the individual axle data fields.
2	A load that is **over legal weight**: 2 axles = 40K lbs.; 3 axles = 65K lbs.; 4 axles = 73280 lbs.; 5 or more axles = 80K lbs. **(NOTE: GVW over 120000 lbs should be entered as Load Code 3).** Load may be oversize but under limits of Load Code 3 – Superload.
3	Referred to as a **SUPERLOAD**. A load that is at 120' long **or** at 15'wide **or** at 15' high **or** over 120,000 lbs.
4	Manufactured Housing or Office Trailer unless it meets Superload criteria.
5	Sealed Container. Containerized cargo sealed with a custom seal normally moving from or to a port. Maximum GVW is 90000 lbs.
6	Ship permit used for unloading a ship within a two-mile radius of the Port of Wilmington.
7	Pole/Piling/Millstock. Also concrete/steel beams/columns, etc
8	Annual Weight Registration Fee. For 3 axle single vehicle w/GVW of 65K lbs
9	Single Trip Interstate. Used for 3 or 4 axle single vehicles exceed the Federal Bridge Formula when on the Interstate road system.
10	Multi Trip Interstate (Can only be created by DelDOT HPO)
11	Crane (Blanket Permit) See paragraph 13 in the DelDOT Policy and Procedures Manual for details
12	Mulit-Trip Twin Trailer

ATTACHMENT 2

Permit Load Code	**Duration (Business days available for movement)**
LC 1 (Oversize)	3 days
LC 2 (Overweight)	3 days
LC 3 (Superload)	3 days
LC 4 (Manufactured Housing)	3 days
LC 5 (Sealed Container)	3 days
LC 6 (Ship)	5 days
LC 7 (Pole & Piling)	30 days
LC 8 (Weight Registration)	Annual
LC 9 (Single Trip Interstate	1 trip in a 10 day period
LC 10 (Muli Trip Interstate)	150 trip in a I year period (Which ever comes first)
LC 11 (Blanket Crane)	Annual
LC 12 (Twin Trailer)	30 days

ATTACHMENT 3

Current cost associated with a DelDOT Hauling Permit.

LC 1 $10
LC 2 $10 plus weight fee of $5 for each 8000 pounds or portion thereof over legal GVW
LC 3 $30 plus weight fee of $5 for each 8000 pounds or portion thereof over legal GVW
LC 4 $10
LC 5 $10 plus weight fee of $5 for each 8000 pounds or portion thereof over legal GVW
LC 6 $900
LC 7 $30
LC 8 $100
LC 9 $1
LC 10 $150
LC 11 Varies – See paragraph 13 of the DelDOT Policy and Procedures Manual
LC 12 $300

In addition to cost above toll fee are collected and displayed on the hauling permit. A flat fee of $11 is charged per toll encounter

LOAD CODE 2
WEIGHT

A Load Code 2 permit is a load that is **over legal weight**: 2 axles = 40K lbs.; 3 axles = 65K lbs.; 4 axles = 73280 lbs.; 5 or more axles = 80K lbs. **(NOTE: GVW over 120000 lbs should be entered as Load Code 3).**

Load may be oversize but under limits of Load Code 3 – SUPERLOAD.

LOAD CODE 3
Load Desc OTHER

A Load Code 3 permit is a load referred to as a **SUPERLOAD**. A load that is at 120' long **or**

at 15' wide **or** at 15' high **or** over 120,000 lbs.

When this code is selected the screen will refresh and display a **Load Desc** drop down box, which further details the load as a **Manufactured Home**, **Office Trailer** or **Other** load having Superload criteria.

Load Desc **OTHER** will be used for all loads not a **Manufactured Home or Office Trailer.**

LOAD CODE 3
Load Desc MANUFACTURED HOME

A Load Code 3 permit is a load referred to as a **SUPERLOAD**. A load that is at 120' long **or**

at 15' wide **or** at 15' high **or** over 120,000 lbs.

When this code is selected the screen will refresh and display a **Load Desc** drop down box, which further details the load as a **Manufactured Home**, **Office Trailer** or **Other** load having Superload criteria.

Load Desc **MANUFACTURED HOME** will be used only for Manufactured Homes.

LOAD CODE 3
Load Desc OFFICE TRAILER

A Load Code 3 permit is a load referred to as a **SUPERLOAD**. A load that is at 120' long **or**

at 15' wide **or** at 15' high **or** over 120,000 lbs.

When this code is selected the screen will refresh and display a **Load Desc** drop down box, which further details the load as a **Manufactured Home**, **Office Trailer** or **Other** load having Superload criteria.

Load Desc **OFFICE TRAILER** will be used only for Office Trailers.

LOAD CODE 4
MANUFACTURED HOME

A Load Code 4 permit is for Manufactured Housing (Mobile Home) or Office Trailer unless it meets Superload criteria.

LOAD CODE 5
SEALED CONTAINER

A Load Code 5 permit is a Sealed Container move. A divisible load of containerized cargo sealed with a custom seal moving from or to a Port. Maximum GVW is 90000 lbs.

LOAD CODE 6
SHIP

A Load Code 6 permit is a Ship permit used for unloading a ship within a two-mile radius of the Port of Wilmington.

Permit is not truck / trailer specific, however, a copy of permit is to be carried with load.

LOAD CODE 7

POLE

A Load Code 7 permit is a load of Pole/Piling/Millstock. Also concrete/steel beams/columns, etc.

LOAD CODE 8

ANNUAL WEIGHT REGISTRATION

A Load Code 8 permit is an Annual Weight Registration Fee. Permit will allow a 3 axle single vehicle w/GVW of 65K lbs to move with 70K GWV when hauling construction or agricultural loads.

LOAD CODE 9
SINGLE TRIP INTERSTATE

A Load Code 9 permit is a Single Trip Interstate permit. Used for 3 or 4 axle single vehicles that exceed the Federal Bridge Formula when on the Interstate road system.

Power Unit Axles data field on first screen can be left blank as system will default to 3.

Trailer Axles data field on first screen should be left blank.

LOAD CODE 10
MULT TRIP INTERSTATE

A Load Code 10 permit is a Multi Trip (150 trips) Interstate permit (Can only be created by DelDOT HPO)

Power Unit Axles data field on first screen can be left blank as system will default to 3.

Trailer Axles data field on first screen should be left blank.

LOAD CODE 11
BLANKET CRANE

A Load Code 11 permit is an annual Crane (Blanket Permit) See paragraph 13 in the DelDOT Policy and Procedures Manual for details

LOAD CODE 12
MULT TRIP TWIN BOTTM TRAILER

A Load Code 12 permit is a load Mulit-Trip Twin Trailer

As load is not Oversize or Overweight Power Unit Axles and Trailer Axles data field can be left blank.

Enter Start Date and Route.

APPENDIX B – MDSHA COMPLETED INTERVIEW GUIDE

Oversize/Overweight Permitting Practices in the U.S. Interview Guide

State: Maryland

Agency or Organization: State Highway Administration (SHA)

Contact: Dave Czorapinski (Sharon Brundick <SBrundick@sha.state.md.us>, Tina Sanders TSanders@sha.state.md.us)

Title/Position: Chief of Motor Carrier Division

Phone/Fax: T: (410-582-5734); F: (xxx) xxx-xxxx

Email: **DCzorapinski@sha.state.md.us**

Date: March 3, 2011 10:00 AM

Call-back information/follow-up action/s: Let MDSHA know if the findings will be shared

Project Purpose

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, commissioned Cambridge Systematics to conduct a six-month study of oversize/overweight (OS/OW) permitting practices in the United States. New Jersey has made dramatic changes in its OS/OW program in the past year. Day-to-day responsibility for permit issuance moved from the Motor Vehicle Commission to NJDOT. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system that allows carriers to apply for, pay for, and receive permits electronically.

Corresponding to its new role, NJDOT is reviewing the State's permitting practices and policies. The practices and experience of other jurisdictions will be used to inform this examination and highlight opportunities to improve permitting in New Jersey.

We have completed the literature review portion of the study, in which information was collected from various sources (including states' OS/OW permitting websites) concerning legal limits, permit limits, permit types and fees, online permit applications, and statutory or code references to permitting.

Brief phone interviews with selected jurisdictions will enhance the information already collected. The Department has chosen your jurisdiction because of your proximity to New Jersey, similarities in permitting operations, and/or similar freight movement environment.

Our goal for this interview is to obtain answers to the following questions. We thank you for your willingness to participate.

Questions

1. Organization of OS/OW permitting in your state

    a. What is the lead agency responsible for issuing OS/OW permits in your state?

    MDSHA

    b. How many personnel are involved in permit processing and issuance?

    1 mananger; 1 supervisor, 5 staff processors, 2 in-house technical support staff for the system (additional staff resources utilized during legislative audits for financial review)

    c. Which types of roadways does your state issue permits for? (ex: Interstates, U.S. highways, State highways, county roads, municipal roads)

    State maintained roads only with exception made for Baltimore City for permitted loads into/out of the port which do not exceed 120,000#; 12'W; 14'H (Bigger than this, must go to the City of Baltimore)

    d. Do any other entities in your state issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings)

    See above – City of Baltimore

2. Permit types and details

    a. What types of oversize and overweight permits does your state offer? (ex: Single Trip, Multi-Trip, Annual)

Special Hauling – over 80,000# - 2M#

Blanket Permits – up to 90,000#

Containerized Cargo – up to 90,000#

Book Permits – up to 90,000#

Special Vehicle Permit – Controlled movement of a special vehicle; single one-way trip between points of origin and destination, only over routes designated on the permit. Does not allow regular, continuous movement.

Exceptional Hauling Permit – no interstate roads; load that <u>can</u> be broken down; up to 88,000# on a 6 axle combo vehicle with 50' wheel base and a CVSA Level One Safety inspection with no OOS w/I 180 days of the haul

b. Do you break your permit types into permit sub-categories? If yes, please list your permit types and the permit sub-categories. (ex: Oversize only; Overweight only; Oversize & Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits)

No

<120,000# - normal permit

120,000# - 499,000# - super

>500,000# - mega

c. What is the time period associated with each permit type?

Special Hauling – 5 days, single trip

Blanket Permits – 1 year

Containerized Cargo – 1 year

Book Permits – (like a coupon book) 2 years valid; 3 days, single trip per each use

Exceptional Hauling Permit –1 year

Special Vehicle Permit – 5 days, single trip

d. Do you allow for time extensions?

Yes, 3 – 5 days for a $5 charge

e. Are your permits route specific? Or do they cover the load from point A to point B regardless of route?

Yes except for Blanket Permits

f. If route specific, do you allow carriers to request changes to their original permitted route?

Yes, if "to/from" does not change the route can

3. Permit fees and numbers (Reference marylandroads.com>business center>commercial vehicle operations>regulations, hauling permits, fees)

    a. What is your permit fee structure? Please indicate the fee for each permit type and/or permit sub-category. You may attach a separate sheet at your discretion.

    Set by Statute: $30/per for first 45 tons (90,000#) + additional $5.00 for each ton (*see table at end of document*) – applies to Special Hauling Permit and Special Vehicle Permit

    Containerized Cargo – free! Courtesy to the Port

    Book Permits – (like a coupon book) $300 for 10 permits

    Exceptional Hauling Permit –$500

    Blanket Permit – 30-day is $50, Annual is $500

    b. Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how.

    Not really but working toward this with the Exceptional Hauling Permit

    c. Approximately how many permits are issued annually by your state?

2008 = 175,000 permits issued; 2009 = 150,000 (due to the economy)

    d. What is the approximate annual revenue from permit sales?

    2008 = $11.8 M

4. Do you support automated:

    a. Applications for permits? Yes

    b. Processing of applications? Yes

    c. Routing? No (but planning to integrate a GIS application)

    d. Permit approval? Yes

    e. Permit issuance/delivery? Yes (original no longer required but e-copies have not approved just yet – customer must print it out and carry in cab)

    f. If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone? Yes, but 90% are on-line transactions

5. Was your online permitting system developed in-house or by a vendor?

Vendor - Bentley

6. Performance measures

    a. Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of online applications)

        Reports generated on activity of the system; specific inquiries require a Query be written and run

    b. If yes, please name and briefly describe the measures.

# of permits/day and annually

Average 6 minute turn-around time per permit

7. Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

    a. Will your state opt-in (allow the increase)?

Not unless the Federal Bridge Formula is addressed

    b. If yes, would you raise permit fees?

    possibly

    c. If yes, would you create a new permit type?

        Would likely continue the Exceptional Hauling permits and modify

TRUCK OVERDIMENSIONAL PERMIT LIMITATIONS

WEIGHT: Single-27,000; Tandem-34,000; Tridum-42,500; **WEIGHT:** 120,000 to 150,000 interstate only; 30,000 lbs, per axle is the maximum - **Super Loads. LENGTH: 120' WIDTH: 16' HEIGHT: 16' POLECAR: 14'6"**

TRUCKS SIGNING & FLAGS

"Wide Load" or "Oversize Load" signs are required if the vehicle and load exceeds 9' in width, front and rear. The sign shall appear in black letters not less than 10" high, with a brush stroke not less than 1 5/8" wide. The letters shall appear on a yellow background, 18" high and 7' wide on the front and rear of vehicle load. Red or orange fluorescent flags during daylight hours at least 18" square fastened by at least one corner on a staff placed at the widest extremities instead of flags, 2 red lights shall be displayed on a rear overhang exceeding 4' and 1 on each side of the load.

ESCORT REQUIREMENTS

One escort shall be provided for a permit move on any highway in the State if the permit move is: More than 13' wide, unless the load is a manufactured housing unit; more than 85' long; **14'6" high or more (pole vehicle required);** More than 60 tons gross weight; construction equip. over 12' wide traveling off the I-System or traveling when weather or road conditions justify the requirement of one escort vehicle. **Two escorts.** The permittee shall provide two escort vehicles for a permit move if the permit move is: 14' wide or more including a load that is a manufactured housing unit; 140' long or more. The permittee shall provide for police escort for any permit move which is 16' wide or more in excess of 65 tons gross weight or the road condition or weather condition or road to narrow or traveling against traffic it may require 2 cars. (see COMAR 11.04.02)

ESCORT VEHICLE SIGNING AND LIGHTING REQUIREMENTS

Must have two-way radio contact and maintain constant communication. A private **escort** must have at least one oscillating or rotating roof light, yellow in color, at least 3" in diameter and visible from the front and rear. Headlights shall be on while conducting the move. Escort vehicle shall display a sign on the roof of the vehicle at least 5' long, 12" high, letters 8" high. (see COMAR title 11.04.01)

TRAVEL TIME

One-half hour after sunrise and one-half hour before sunset. Saturday until 12:00 noon . No Sunday travel. **CURFEW:** The Permittee or user may move any vehicle and load that together exceeds 45 tons gross weight or is 100' or more in length or 12' or more in width over I-495 and I-95 (Capital Beltway) or I-695 (Baltimore Beltway) from 9:00 a.m. to 3:30 p.m. If 14' wide or more, 9:00 a.m. to 3:30 p.m. on any highway. Maryland has many toll, bridge, and tunnel restrictions make sure you contact the toll facility before you make your move. For further information call Permit Office 1-800-846-6435 . Curfew restrictions will be noted on your permit.

SUPER LOADS

Day moves 9:00am – 3:30 pm; Night moves can be 7:00pm to 6:00am (see COMAR Title 11.04.02.06.) Travel is prohibited on the following: New Year's Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. The State Permit Office will be closed on the above-mentioned holidays as well as Martin Luther King Day, Columbus Day, Election Day, and the day after Thanksgiving, but travel will not be restricted on these additional days. (see Holiday Restrictions)

PERMIT PROVISIONS

If your dimensions exceed any of these limits, a permit is required.

WEIGHT

Single-27,000; Tandem-34,000; Tridum-42,500; **WEIGHT:** 120,000 to 150,000 interstate only; 30,000 lbs, per axle is the maximum –

No more than 30,000 lbs on any one axle **Up** to 110,000 lbs gvw;

No more than 27,000 lbs on any one axle **From** 110,001 lbs gvw and over;

Super Loads. LENGTH: 120' WIDTH: 16' HEIGHT: 16' POLECAR: 14'6."

WIDTH

The maximum allowable vehicle width in Maryland is 102 inches except when prohibited by posted signs. The width of a vehicle includes any load that it carries and shall be exclusive of safety and energy conservation devices, such as side mirrors, turn signal lamps, marker lamps, steps and handholds for entry and egress. For a detailed description of the Maryland vehicle width law, refer to Title 24, Subsection 102 of the Maryland Vehicle Law.

9' ft and over requires permit;

Super Loads- 16' ft.

HEIGHT

The vehicle and load height limit in Maryland is 13 feet 6 inches.

14'6" in height requires a pole vehicle.

LENGTH

The length of a vehicle includes its front and rear bumpers and any part of its load that extends beyond the vehicle, but is exclusive of non-load bearing safety and energy conservation devices, such as marker lamps, steps and handhold for entry and egress, front-mounted refrigeration units, and front-mounted air compressors. Refer to the Maryland Vehicle Law Title 24, subsection 104.1 for a list of the different vehicle length limits in Maryland.

53‘ ft trailers allowed on all interstate / truck route access.

Overhang allowed 3’ ft in front, 6’ ft in rear.

One mile allowed off for food, fuel, rest or shortest practical route to destination.

PERMIT FEES

90,000 LBS.	45 TONS	$ 30.00
92,000 LBS.	46 TONS	$ 35.00
94,000 LBS.	47 TONS	$ 40.00
96,000 LBS.	48 TONS	$ 45.00
98,000 LBS.	49 TONS	$ 50.00
100,000LBS.	50 TONS	$ 55.00
102,000LBS.	51 TONS	$ 60.00
104,000LBS.	52 TONS	$ 65.00
106,000LBS.	53 TONS	$ 70.00
108,000LBS.	54 TONS	$ 75.00
110,000LBS.	55 TONS	$ 80.00
112,000LBS.	56 TONS	$ 85.00
114,000LBS.	57 TONS	$ 90.00
116,000LBS.	58 TONS	$ 95.00
118,000LBS.	59 TONS	$100.00
120,000LBS.	60 TONS	$105.00
122,000LBS.	61 TONS	$110.00
124,000LBS.	62 TONS	$115.00
126,000LBS.	63 TONS	$120.00
128,000LBS.	64 TONS	$125.00
130,000LBS.	65 TONS	$130.00
132,000LBS.	66 TONS	$135.00
134,000LBS.	67 TONS	$140.00
136,000LBS.	68 TONS	$145.00
138,000LBS.	69 TONS	$150.00
140,000LBS.	70 TONS	$155.00
142,000LBS.	71 TONS	$160.00
144,000LBS.	72 TONS	$165.00
146,000LBS.	73 TONS	$170.00
148,000LBS.	74 TONS	$175.00
150,000LBS.	75 TONS	$180.00

APPENDIX C – NYSDOT COMPLETED INTERVIEW GUIDE

Oversize/Overweight Permitting Practices in the U.S. Interview Guide

State: New York

Agency or Organization: New York State Department of Transportation (NYSDOT)

Contact: Kenneth (Ken) Dodge

Title/Position: OS/OW Permits Program Manager

Phone/Fax: T: (518) 457-1795; F: (xxx) xxx-xxxx

Email: kdodge@dot.state.ny.us

Date: 2-24-2011

Project Purpose

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, commissioned Cambridge Systematics to conduct a six-month study of oversize/overweight (OS/OW) permitting practices in the United States. New Jersey has made dramatic changes in its OS/OW program in the past year. Day-to-day responsibility for permit issuance moved from the Motor Vehicle Commission to NJDOT. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system that allows carriers to apply for, pay for, and receive permits electronically.

Corresponding to its new role, NJDOT is reviewing the State's permitting practices and policies. The practices and experience of other jurisdictions will be used to inform this examination and highlight opportunities to improve permitting in New Jersey.

We have completed the literature review portion of the study, in which information was collected from various sources (including states' OS/OW permitting websites) concerning legal limits, permit limits, permit types and fees, online permit applications, and statutory or code references to permitting.

Brief interviews with selected jurisdictions will enhance the information already collected. The Department has chosen your jurisdiction because of your proximity to New Jersey, similarities in permitting operations, and/or similar freight movement environment. Our goal for this interview is to obtain answers to the following questions. We thank you for your willingness to participate.

Questions

1) Organization of OS/OW permitting in NYSDOT

   a) What is the lead agency responsible for issuing OS/OW permits in NYSDOT?

      The current area responsible for issuing OS/OW permits within NYSDOT is the Central Permits Bureau. Please note that the Bureau issues both special hauling permits for oversized and superload moves and divisible load overweight permits for overweight moves using legally dimensioned vehicle combinations.

   b) How many personnel are involved in permit processing and issuance?

      The Central Permits Bureau uses the following staffing to process and issue permits.

      i) Central Permit Office [24]: full time staff.

         (1) State Staff – 18.

         (2) Consultant Staff – 6.

      ii) Regional Permit Offices [9] – 16 part time state staff.

   c) Which types of roadways does NYSDOT issue permits for? (ex: Interstates, U.S. highways, State highways, county roads, municipal roads)

      Per NYS Vehicle and Traffic Law Section §385 – The OS/OW Permit Program can only issue permits for highways under the jurisdiction of the Commissioner.

   d) Do any other entities in NYSDOT issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings)

      There are several permitting agencies operating with New York. Some are the New York City Department of Transportation, Metropolitan Transportation Authority [TBTA], New York State Thruway Authority, Bridge Authority, Port Authority of New York and New Jersey, and several counties [such as Albany, Monroe and Erie] and some cities such as Buffalo.

2) Permit types and details

   a) What types of oversize and overweight permits does NYSDOT offer? (ex: Single Trip, Multi-Trip, Annual) The CPB issues single trip, multi-trip and annual special hauling permits. All divisible load overweight permits are annuals.

   b) Do you break your permit types into permit sub-categories? If yes, please list your permit types and the permit sub-categories. (ex: Oversize only; Overweight only; Oversize & Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits) .

A listing of these permits is contained in the document found with this link to our website. https://www.nysdot.gov/nypermits/repository/PERM30.pdf

c) What is the time period associated with each permit type?

Trip permits are provided with a 5 day period with which to complete their move across the state. A trip permit covers only one trip. Some of the annual special hauling permits can be issued by the month. Divisible load permits are only for the full year.

d) Do you allow for time extensions?

The Bureau does not issue time extensions for Trip Permits. A new permit must be ordered to amend a trip permit.

e) Are your permits route specific? Or do they cover the load from point A to point B regardless of route?

Special hauling trip and multi-trip permits do require a specific route to be included with their application. Special hauling radius permits are specified for a specific distance from the jurisdiction for the place of business.

f) If route specific, do you allow carriers to request changes to their original permitted route?

As noted previously, carriers must apply for a new permit in order to change their route.

3) Permit fees and numbers

a) What is your permit fee structure? Please indicate the fee for each permit type and/or permit sub-category. You may attach a separate sheet at your discretion.

i) Special Hauling – Please refer to the following link:

https://www.nysdot.gov/nypermits/repository/PERM30.pdf

ii) Divisible Load – Please refer to the following link:

https://www.nysdot.gov/nypermits/repository/perm69.pdf

b) Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how.

The Bureau does not have any documentation as to the origination of its fees. The current fees for divisible load permits are contained with the Vehicle and Traffic Law Section 385. These fees are noted within the law to be "Vehicle" fees. While the Department can include other fees within the "Permit" fee such as an "Administrative" fee, it does not. The fees for special hauling were developed and included within the New York Code of Rules and Regulation Section §154-1. A study has been initiated to determine if these fees should be modified.

c) Approximately how many permits are issued annually by NYSDOT?

i) Special Hauling:

(1) Trip – 90,000.

(2) Annual - 4,600.

ii) Divisible Load – 27600.

d) What is the approximate annual revenue from permit sales? [Total about $20,800,000]

i) Special Hauling:

(1) Trip - $4,000,000.

(2) Annual - $1,800,000.

ii) Divisible Load – $15,000,000

4) Do you support automated:

a) Applications for permits?

i) Special hauling – A permit application system has been developed that allows carriers to apply on-line, permit agents to review their application and issue a permit back to the carrier via email.

ii) Divisible load – A permit application system exists that requires permit agents to fill in information provided by carriers on an application submitted by mail or email. Permits can be sent back to the carrier via email. This is a legacy system with numerous limitations. The Bureau is leveraging all it can.

b) Processing of applications?

i) Special hauling – Applications are submitted electronically to allow the permit application system to track carriers permits. Thus, the vast majority of processing is managed via the permit system.

ii) Divisible load – Applications are managed manually by a processing staff.

iii) Account Maintenance – All accounts [including divisible load] are set up in the special hauling permit application system. This ensures better tracking of customers for consistence and improves management of account funds.

c) Routing?

Special haul routing is almost entirely managed manually by our permit agents. If vehicles exceed specified limits, a formal route survey must be completed by a NY

certified escort. This allows permit agents to ensure carriers can use the chosen routes safely. Currently only one approved through route exists [I-84] that allows auto-issuance of a permit for vehicles meeting envelop specifications. To assist carriers and permit agents, route restrictions are maintained on a OS/OW Routing Map available from the Bureau's website – www.nypermits.org ,

Specifically at https://www.nysdot.gov/gisapps/osowscreen

d) Permit approval?

Permit approval is primarily performed by a permit agent. Auto-issue is only available for one approved through route – I-84 provided the vehicle and load conform to envelop specifications.

e) Permit issuance/delivery?

As noted previously, the Bureau has begun reliance on emailing the issued permit directly to the carrier.

f) If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone?

Yes.

5) Was your online permitting system developed in-house or by a vendor?

The Bureau's on-line permitting system was developed in-house by our IT Division.

6) Performance measures

a) Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of online applications)

Yes. Numerous performance measures are available to support management of the OS/OW Permit Program.

b) If yes, please name and briefly describe the measures.

i) Special Hauling – The Bureau has several performance measures available via the permit application system to support management of the Program. These measures can be presented by day, week, month, and year and include revenue summaries, turn around times and error rates. The Bureau can pull out data on permit types, revenues, and numbers issued manually or with the permit application system. Additional manual systems have been developed to track permit agent performance.

ii) Divisible load – The Bureau has several performance measures available via the divisible load legacy system to support management of the Program. These

measures can be presented by day, week, month and year and include revenue summaries, turn around times and error rates. Additional manual systems have been developed to track permit agent performance.

7) Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

   (1) Will NYSDOT opt-in (allow the increase)?

   (2) If yes, would you raise permit fees?

   (3) If yes, would you create a new permit type?

New York does not need to be included in this proposed legislation. New York was grandfathered to develop and maintain a divisible load permitting program. This program has been improved over the years to ensure safety of the motoring public and maintain the states infrastructure. These improvements include reducing grouping weights, reducing gross weights, requiring additional axles and increasing minimum wheel bases for its permit types. This process provides the Department with a controlled approach to better manage use and operation of overweight vehicles.

APPENDIX D – PennDOT COMPLETED INTERVIEW GUIDE

Oversize/Overweight Permitting Practices in the U.S. Interview Guide

State: PA

Agency or Organization: PennDOT Bureau of Highway Safety and Traffic Engineering

Contact: Matt Hedge

Title/Position: Hauling Section Administrator

Phone/Fax: T: (717) 772-5462; F: (717) 705-4102

Email: mhedge@state.pa.us

Date: 3-2-11

Call-back information/follow-up action/s:

Project Purpose

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, commissioned Cambridge Systematics to conduct a six-month study of oversize/overweight (OS/OW) permitting practices in the United States. New Jersey has made dramatic changes in its OS/OW program in the past year. Day-to-day responsibility for permit issuance moved from the Motor Vehicle Commission to NJDOT. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system that allows carriers to apply for, pay for, and receive permits electronically.

Corresponding to its new role, NJDOT is reviewing the State's permitting practices and policies. The practices and experience of other jurisdictions will be used to inform this examination and highlight opportunities to improve permitting in New Jersey.

We have completed the literature review portion of the study, in which information was collected from various sources (including states' OS/OW permitting websites) concerning legal limits, permit limits, permit types and fees, online permit applications, and statutory or code references to permitting.

Brief phone interviews with selected jurisdictions will enhance the information already collected. The Department has chosen your jurisdiction because of your proximity to New Jersey, similarities in permitting operations, and/or similar freight movement environment. Our goal for this interview is to obtain answers to the following questions. We thank you for your willingness to participate.

Questions

1. Organization of OS/OW permitting in your state

    a. What is the lead agency responsible for issuing OS/OW permits in your state?

    PennDOT Bureau of Highway Safety and Traffic Engineering (BHSTE)

    b. How many personnel are involved in permit processing and issuance?

    Currently we have 50. Generally, 4 employees per District (11 districts) and 6 at the Central Permit Office (CPO) in Harrisburg. The CPO is responsible for Superloads.

    c. Which types of roadways does your state issue permits for? (ex: Interstates, U.S. highways, State highways, county roads, municipal roads) All

    d. Do any other entities in your state issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings) Yes

    The turnpike commission handles OS/OW loads traveling on the turnpike

    The hauler may need to enter into an excess maintenance agreement to travel on a posted road.

2. Permit types and details

    a. What types of oversize and overweight permits does your state offer? (ex: Single Trip, Multi-Trip, Annual) Single trip, Annual, Seasonal and Superload

    b. Do you break your permit types into permit sub-categories? If yes, please list your permit types and the permit sub-categories. (ex: Oversize only; Overweight only; Oversize & Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits) See "Load Types" attachment

    c. What is the time period associated with each permit type? Annual permits are good for a year, Single trip permits are good for 5 days. Annual permits may be terminated in less than a year in certain circumstances. Seasonal permits vary.

    d. Do you allow for time extensions? Yes

    e. Are your permits route specific? Or do they cover the load from point A to point B regardless of route? They are route specific in most cases

    f. If route specific, do you allow carriers to request changes to their original permitted route? They are required to get a new permit.

3. Permit fees and numbers

a. What is your permit fee structure? Please indicate the fee for each permit type and/or permit sub-category. You may attach a separate sheet at your discretion.

http://www.dmv.state.pa.us/pdotforms/vehicle_code/chapter19.pdf See section 1942 **Special hauling permits as to weight and size** and 1943 **Annual hauling permits**

b. Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how. There is a base permit fee and a ton/mile fee for loads over 80,000lbs.

c. Approximately how many permits are issued annually by your state?

Approx 365,000 and rising

d. What is the approximate annual revenue from permit sales? Approx $20 million

4. Do you support automated:

We have the Automated Permit Routing Analysis System (APRAS)

a. Applications for permits? Yes

b. Processing of applications? Yes

c. Routing? Yes

d. Permit approval? Yes

e. Permit issuance/delivery? Yes

f. If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone? Yes. Annual permits must be obtained in person or mail through the District office where the load is originating.

5. Was your online permitting system developed in-house or by a vendor? Vendor

6. Performance measures

a. Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of online applications) Yes

7. If yes, please name and briefly describe the measures. See "Metrics List" attachment

8. Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

a. Will your state opt-in (allow the increase)? We do not support the proposed increase

b. If yes, would you raise permit fees? We proposed raising permit fees anyway.

c. If yes, would you create a new permit type? It may not be necessary.

APPENDIX E – VA MVC COMPLETED INTERVIEW GUIDE

Oversize/Overweight Permitting Practices in the U.S. Interview Guide

State: Virginia

Agency or Organization: Department of Motor Vehicles

Contact: Wayne Davis

Title/Position: Hauling Permit Program Manager

Phone/Fax: T: (804) 497-7121; F: (804) 367-0063

Email: wayne.davis@dmv.virginia.gov

Date: 03-01-11

Call-back information/follow-up action/s:

Project Purpose

The New Jersey Department of Transportation (NJDOT), Bureau of Freight Services, commissioned Cambridge Systematics to conduct a six-month study of oversize/overweight (OS/OW) permitting practices in the United States. New Jersey has made dramatic changes in its OS/OW program in the past year. Day-to-day responsibility for permit issuance moved from the Motor Vehicle Commission to NJDOT. In mid-August 2010, NJDOT rolled out a new web-based, end-to-end automated OS/OW permitting system that allows carriers to apply for, pay for, and receive permits electronically.

Corresponding to its new role, NJDOT is reviewing the State's permitting practices and policies. The practices and experience of other jurisdictions will be used to inform this examination and highlight opportunities to improve permitting in New Jersey.

We have completed the literature review portion of the study, in which information was collected from various sources (including states' OS/OW permitting websites) concerning legal limits, permit limits, permit types and fees, online permit applications, and statutory or code references to permitting.

Brief phone interviews with selected jurisdictions will enhance the information already collected. The Department has chosen your jurisdiction because of your proximity to New Jersey, similarities in permitting operations, and/or similar freight movement environment. Our goal for this interview is to obtain answers to the following questions. We thank you for your willingness to participate.

Questions

1. Organization of OS/OW permitting in your state

    a. What is the lead agency responsible for issuing OS/OW permits in your state? Department of Motor Vehicles

    b. How many personnel are involved in permit processing and issuance? 14

    c. Which types of roadways does your state issue permits for? (ex: Interstates, U.S. highways, State highways, county roads, municipal roads) All roads that are maintained by the Department of Transportation. This sometimes includes municipal roads. Some issuing municipalities grant us to permit on roads that they maintain.

    d. Do any other entities in your state issue permits, and for which types of roadways? (ex: county roads, municipal roads, toll roads, bridge crossings) Yes. Ten municipalities issue permits to traverse on roads that they maintain. (Primarily city streets)

2. Permit types and details

    a. What types of oversize and overweight permits does your state offer? (ex: Single Trip, Multi-Trip, Annual) Single Trip, Annuals, Exempt annual, Route specific annuals

    b. Do you break your permit types into permit sub-categories? If yes, please list your permit types and the permit sub-categories. (ex: Oversize only; Overweight only; Oversize & Overweight; Heavy Construction Permits; Container Permits; Boat Permits; Emergency Permits) Yes. All single trips and superload are put into one category. We have a separate category specifically for exempt permits.

    c. What is the time period associated with each permit type? 13 days single trips. Superloads can vary 2 days to 13 days. 6 month superload annuals. 1 or 2 year annual and exempt

    d. Do you allow for time extensions? No extensions are granted. If the permit expires, the customer is to purchase another permit.

    e. Are your permits route specific? Or do they cover the load from point A to point B regardless of route? We have both route specifics and all un-restricted route permits. For our annual permits granted travel on un-restricted route, the permit holder is provided with a list of structures is not to cross.

    f. If route specific, do you allow carriers to request changes to their original permitted route? No changes are allowed. If so, a new permit is produced with another fee.

3. Permit fees and numbers

a. What is your permit fee structure? Please indicate the fee for each permit type and/or permit sub-category. You may attach a separate sheet at your discretion.

24VAC20-81-140. Hauling permit administrative fees and other fees required by law; escort driver certification fees.

Hauling Permits:	
Single Trip Permit	$20
Superload Single Trip Permit	$30
General Blanket Permit – 1 year	$100
General Blanket Permit – 2 years	$200
Superload Blanket Permit – 1 year or less	$100
Exempt Blanket Permit	Determined by Code of Virginia

Plus 10 cent per mile when weight exceeds statutory weight limits for all single trips or a flat fee of $40.00 per year for annual permits.

b. Is your permit fee structure related to the cost of infrastructure damage associated with heavier loads? If yes, please explain how. No

c. Approximately how many permits are issued annually by your state? 85,000

d. What is the approximate annual revenue from permit sales? $2 million

4. Do you support automated:

a. Applications for permits? yes

b. Processing of applications? yes

c. Routing? yes

d. Permit approval? yes

e. Permit issuance/delivery? yes

f. If yes to any of the above, do you also allow permits to be requested in person, by mail, fax, and/or phone? In person, mail, fax, phone, and internet

5. Was your online permitting system developed in-house or by a vendor? In house

6. Performance measures

    a. Do you use performance measures to track how well your permitting objectives are being met and the services are being delivered? (ex: average turnaround time for a permit, percentage of online applications) yes

    b. If yes, please name and briefly describe the measures. Single trips = same day. Super loads = 2 to 3 days

7. Federal legislation is being proposed through the Safe and Efficient Transportation Act of 2009 to allow states to increase the truck weight limit on Interstate highways from 80,000 to 97,000 pounds for trucks equipped with at least six axles.

    a. Will your state opt-in (allow the increase)? If this Federal legislation passes, Virginia will grant on Interstate travel

    b. If yes, would you raise permit fees? unknown

    c. If yes, would you create a new permit type? unknown

APPENDIX F – OS/OW PERMITTING RESOURCE DATABASE

(REFERENCE ELECTRONIC FILE)