

NJDOT Bureau of Research
QUARTERLY PROGRESS REPORT

Project Title:	Oversize/Overweight Permitting – Phase II		
RFP NUMBER: 7307857, 7308970	NJDOT RESEARCH PROJECT MANAGER: Priscilla Ukpah		
TASK ORDER NUMBER: 19	PRINCIPAL INVESTIGATOR: Christopher Titze, Shelley Feese, and Brandon Rivenburg		
Project Starting Date: 11/01/2011 Project Ending Date: 10/30/2012	Period Starting Date: 07/01/2012 Period Ending Date: 09/30/2012		

Task	% of Total Project Budget	Total Budget	% of Task This Quarter	Cost This Quarter	% of Task to Date	Total Cost to Date
Task 1: Permit Type and Subcategory Definition	15%	\$14,784	0%	\$0	100%	\$14,784
Task 2: Clarification of OS/OW Permitting Activities of Other States	9%	\$9,362	0%	\$0	100%	\$9,362
Task 3: Assist in the Identification of Opportunities to Create New Permit Types in the State of New Jersey	16%	\$15,914	28%	\$4,456	100%	\$15,914
Task 4: Fine/Fee Comparison	22%	\$22,295	35%	\$7,803	100%	\$22,295
Task 5: Examination and Review of Multi-State Compact	12%	\$11,494	28%	\$3,218	100%	\$11,494
Task 6: Examination of the Relationship of Freight Movements and Infrastructure Damage	11%	\$11,426	28%	\$3,199	100%	\$11,426
Task 7: Project Management	15%	\$14,725	22%	\$3,240	100%	\$14,725
TOTAL	100%	\$100,000	22%	\$21,891.91	100%	\$100,000.00

Project Objectives:

The objective of this project is to examine oversize/overweight (OS/OW) permitting practices in the United States, with a focus on “best practices” from other states and agencies, and use the lessons learned and the experiences of other jurisdictions to identify opportunities to support the Department in improving permitting in New Jersey.

Project Abstract:

In addition to the information gathered (catalogued in the national database, regional poster display, and final report) in the first phase of the Oversize/Overweight Permitting Practices

Review a series of topics/issues were identified by agency stakeholders as critical in determining next steps in operational practice.

New Jersey Department of Transportation would like to seek more information regarding how neighboring states, and others utilizing the Bentley system throughout the nation, are addressing the following questions:

1. **Routing** – How do other states handle routing their over-dimensional loads? Do they route them or issue a blanket permit? If route specific, do they use the minimum clearance in one direction or allow the carrier to submit a route and accept the liability that their load can clear the route? If they allow the carrier to accept liability for a route, do they require escort(s)? If route specific, do they allow the carrier to revise the approved route after the permit has been issued but prior to travel dates? Do they allow extensions to the permit end date? What other conditions apply when states allow changes to approved permits prior to travel dates?
2. **Local and County Permitting** – How do other states handle permitting of local/county roads – do other agencies/entities perform this function nationally or within the region? How is revenue accounted for and/or split?
3. **Definition of Permit Types/Categories** – Review neighboring states for availability of and terms(cost/time) for the following permit types:
 - Emergency Permits – how do they handle need for permits in event of emergency?
 - Boat Permits – do other states issue a special permit for transport of boats?
 - Multi-Trip Permits – do other states allow for multi-trip permits to accommodate certain industries, like the movement of construction equipment? How do other states define what is considered multi-trip/annual/blanket (ex.: is frequent movement of a boat in DE considered separate over-dimensional permits for each move or is there a blanket permit)?
 - General Blanket Permit – do other states offer a blanket OW or OD permit?
4. **Creation of New Permits** – how are other states permitting these particular loads, how are they defined, and have other states created new permit types to accommodate particular freight movements?
5. **Relationship of Freight Movements and Infrastructure Damage** – How did Pennsylvania's ton per mile fee system get developed and how does it work? Is it a statute or a regulation? Did this approach provide a means to justify permit fee increase(s)?
6. **Escort Policy and Fees** - How do other states approach the need for and cost of escorting overweight or over-dimensional loads? What are the escort requirements for neighboring states? How do they compare to NJ? Who can provide escorts (State Police; Local Police; Private escort service)? Do these states reimburse police for their escorting services? If so, what is the cost? Is the cost born by the carrier or the state?

7. **Fee Comparison** - How are revenues from permit fees collected and allocated (i.e., what is the money trail)? Where does money collected from permit fees go (General Fund; Highway maintenance; Enforcement)?

Are fees used to manage or encourage certain commodity flows in neighboring states? Examples include the Containerized Permitting in Maryland which has no permit fee; does NJ have anything like this to encourage port traffic (competitive edge) and what are other states (i.e., Virginia) doing in regards to this and are they getting the fee through another mechanism?

8. **Fine Comparison** - How do New Jersey's current fines compare to neighboring states? How do GVW fines and axle weight fines compare to our neighboring states? (Ex.: Anecdotally, New Jersey State Police interpret gross vehicle weight fine as adequate, but axle weight fine as low).

Where does money collected from permit fines go (General Fund; Highway maintenance; Enforcement)?

Tri-axle Weight Compliance – How do other states address axle weight violations when a vehicle is not in excess of the gross vehicle weight limit? New Jersey is particularly interested in how Dump Trucks (Class 7) vehicles and those with weight in excess of 77,000 lbs. for a tri-axle configuration are handled. New Jersey is also interested in reviewing overweight fines for Dump Trucks and Liquid Tankers – how do they compare to our neighboring states?

9. **Exceptional Hauling Permits** – Understanding that New Jersey is not a “Divisible Load” state, questions have arose concerning the potential ability for New Jersey to permit certain types of commodities that are considered “divisible” along non-interstate or non-National Highway System roadways. Maryland created an Exceptional Hauling Permit to accommodate the safe and complaint movement of particular loads. Permitting Compacts – What regional compacts exist, which states participate in each, do they issue permits on behalf of other compact states for envelope vehicles, and how are fees collected and dispersed among states? What are some examples of best practices among compact states and efficiencies (e.g., operationally and carrier recognized) achieved through these arrangements?

10. **E-permitting System Best Practices** – What are practical lessons learned from other Bentley system user states related to streamlining processes and coordinating with neighboring states.

1. Progress this Quarter by Task

Task 1:

- Completed written technical narrative for integration into report.

Task 2:

- Completed written technical narrative for integration into report.

Task 3:

- Completed the identification of opportunities to create new permit types in New Jersey.
- Developed draft new permit types for NJDOT personnel for review and comment.
- Completed written technical narrative for integration into report.

Task 4:

- Completed fine/fee analysis.
- Completed written technical narrative for integration into report.

Task 5:

- Completed examination of multi-state compacts.
- Completed written technical narrative for integration into report.

Task 6:

- Completed examining the best practices and current manner in which agencies (PennDOT) link freight movements and infrastructure damage.
- Explored opportunities to leverage linking freight movements to infrastructure damage.
- Completed written technical narrative for integration into report.

Task 7:

- Project management meetings with freight services staff and research personnel.
- Project management responsibilities including monthly progress reports.
- Submitted and review initial project findings with technical project manager

2. Proposed activities for next quarter by task

Task 1:

- Task Completed

Task 2:

- Task Completed

Task 3:

- Task Completed

Task 4:

- Task Completed

Task 5:

- Task Completed

Task 6:

- Task Completed

Task 7:

- Submit draft final report for review and comment.
- Make requested revision and edits to the draft final report.

- Submit final report for final review and approval.
- Submit final deliverable (Final Report) with all attachment and research documentation.
- Submit draft executive summary for review and approval.
- Submit final executive summary.

3. List of deliverables provided in this quarter by task (product date):

- Submitted initial findings for review and comment.

4. Progress on Implementation and Training Activities:

- No work on implementation or training in this period

5. Problems/Proposed Solutions:

- Not applicable.

Total Project Budget	\$100,000
Contract Amount:	\$100,000
Total Project Expenditure to date	\$100,000
% of Total Project Budget Expended	100%