



7/19/12



**Western States  
Transportation Alliance**

WSTA Presentation to Colorado General Assembly  
Transportation Legislative Review Committee

## WSTA Mission

- + Bring legislators- state agencies-industry together to address highway transportation issues.
- + Seek to create regional solutions to transportation issues and develop uniformity in laws and regulations in the west addressing highway transportation.
- + Seek to be an organization that stimulates necessary dialogue on transportation issues and brings separate interests to the table,
- + Working to create a regional vision and regional support for needed transportation issues.
- + WSTA believes best investment needed in transportation system- jobs and future.



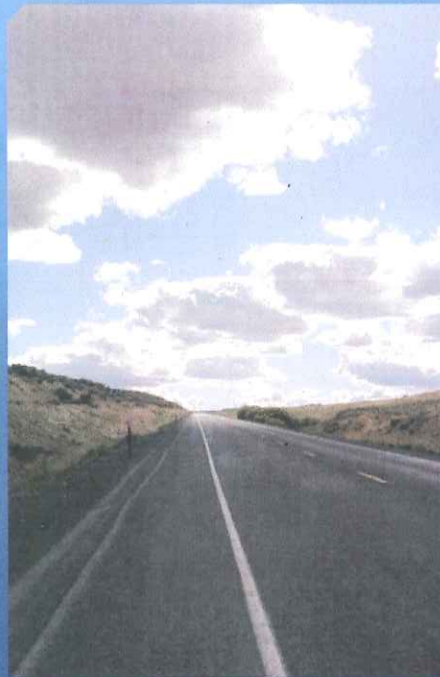
## What groups does WSTA interact with

- + State legislators
- + WGA, ALEC, NCSL, AASHTO, WASHTO, ATA, CVSA
- + State DOT's
- + State Trucking groups
- + National Chamber of Commerce
- + National Warehouse/Logistics
- + Western energy groups, Western AG groups & Western fuel suppliers
- + Canadian Govt Agencies
- + Transportation Manufacturers, Transportation Corridor Groups
- + FMCSA
- + National shipping associations & Private transportation companies



## Major transportation Issues in the West

- Funding of system both Federally and States...
- Uniformity and viability in regulations and laws.
- Opportunities and directions for future.
- Highway safety



## Transportation Funding

- + New Federal Transportation Funding Act- MAP-21- Issues –
- + Funding levels near current program revenues. Long term funding issues.
- + Need for state flexibility in spending.
- + Reduce federal oversight cost and red tape in projects. Allow states to maximize funding.
- + Long term trust fund fix needed at federal level.



## Funding at State level

- + Each of our members have debated how to fund transportation.
- + Options have included- raise gas taxes- increase fees- build new tax system- utilize toll roads/PPP.
- + No one has raised gas taxes.
- + Other ideas have been enacted- utilize percentage of state sales tax on transportation related sales- close HUTF loop holes- reduce non-transportation funding issues.



## Policy Stances by WSTA

- + Strongly supports both federal/state funding of system.
- + Has found transportation industry would support gas tax hike.
- + New tax system is needed but the overall fix needs to be a national system to deal with issues.
- + Supports PPP projects and tolls for new capacity.
- + Strongly supports state flexibility in spending revenues for roads.
- + Reduce federal red tape and oversight to increase efficiency.
- + Supports new efficiency measures such as transformational vehicle use in western states.



## 2012 WSTA efforts

1. Oilfield Hours of Service Rule Making Process.
2. Support of western permitted transformational vehicle use by USDOT.
3. Develop regional model legislation dealing with Independent Contractors in Transportation industry.



RESOLUTION 2012-01

### Concerning the Federal Motor Carrier Administration's Proposed Regulatory Guidance for the Oilfield Exception for Driver Hours of Service

WHEREAS: The development of domestic oil and gas resources is critical to our nation's economy and the goal of energy independence that has been identified as a priority by our nation's leaders;

WHEREAS: The timely transportation of equipment and materials to oil and natural gas well-sites is an important and crucial step in the development of these resources; interstate motor carrier industry is made up overwhelmingly of small businesses; and

WHEREAS: The federal government recognized in 1962, the unique needs and demands of the oil and gas industry and specifically created an exception to the hours of service rules that balanced these needs with safety;

WHEREAS: The proposed regulatory guidance represents a significant change from the prevailing interpretation for this exception by many western states;

WHEREAS: The proposed regulatory guidance would significantly affect the growth and development of oil and natural gas within our country by increasing costs for development which will negatively impact business and job growth

WHEREAS: No information or data has been provided to support the proposed change

WHEREAS: The federal government did not engage the affected industries and companies nor seek their input prior to the issuance of this proposed regulatory guidance.

Be it resolved by the Cooperating Committee of the Western States Transportation Association, upon this date,  
That WSTA formally requests the Federal Motor Carrier Safety Administration do the following:

1. Withdraw the current proposal relating to the Hours of Service of Drivers of Commercial Motor Vehicles; Regulatory Guidance for Oilfield Exception.
2. Conduct meetings and listening sessions with the trucking and oil and gas