



COLORADO TRANSPORTATION LEGISLATIVE REVIEW
COMMITTEE

PRESENTATION: SUMMER 2013

What is WSTA

WSTA States Involved Currently, 10 states – Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, North Dakota, Oregon, Utah and Wyoming – participate in the agreement. States are represented at WSTA meetings by state legislators, state agency personnel, and highway transportation industry representatives.

- WSTA Started in 1988
- Colorado Joined in 1989



WSTA Policy Goals

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



Highway Safety

1. Promote new technology to regulate and control traffic on system
2. Support on-going safety programs that prove to perform and achieve safety benefits.
3. Encourage user participation in safety program development, regulatory revisions and any technical enhancements.



Highway Funding

Seek solutions that will provide funding:

1. Solutions are cost effective and secure
2. Ideas can be out of box- utilizing new formats/technology
3. Promotes economic development for stake holders
4. Are sustainable an grow in productive fashion.



Increase Productivity/Efficiency

1. Seek ways to merge new technology with statutory or policy guidelines
2. Embrace that geographical differences mean opportunities for Western States that do not exist in other parts of the country.
3. Move critical decision making on system regulation to states.
4. Ensure that proper safe guards exist to maximize potential benefits
5. Look for flexibility in new federal reauthorization legislation.



Western State Uniformity

1. Uniformity brings greater productivity for transportation industry and for state oversight and enforcement.
2. Uniformity allows western states to compete in both national and global markets.
3. Allows for lower costs to consumers in the market place- majority served by highway freight delivery.



Embrace New Technology

1. Weigh stations and ports of entry operations can be revamped to dramatically improve size and weight enforcement-reasonable cost.
2. Design and technology of motor vehicles provides us both benefits and challenges- we must be willing to step up to meet these issues.
3. Realize that emissions reductions, environmental goals and greater public benefit do not have to be in opposition to productive and efficient movement of goods and people.





CONTACT INFORMATION

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