

VSW

Plan Review

Montana

2024

Permanent Scales

Total Number 32

Locations

PERMANENTLY STAFFED 1) Billings Mossmain, Eastbound I-90 2) Billings Mossmain, Westbound I-90 3) Billings Mossmain, E/B & W/B Frontage Road 4) Broadus US-212 5) Butte, Westbound I-90/Southbound I-15 6) Clearwater Junction, junction of MT-83 & MT-200 7) Cou tts (Canada), Northbound I-15 8) Cou tts (Canada), Southbound I-15 9) Culbertson, junction of US-2 & MT-16 10) Armington Junction, junction of US-89 & US-87 11) Haugan, Eastbound I-90 12) Haugan, Westbound I-90 13) Havre, junction of US-2 & US-87 14) Lima, Northbound I-15 15) Wibaux, Westbound I-94 16) Dietz (Wyoming) I-90 INTERMITTENTLY STAFFED 1) Helena, Southbound I-15 2) Bozeman 4 Corners, junction US-191 & MT-84 3) Lolo, junction of US-93 & US-12 4) Great Falls, Northbound I-15 5) Forsyth, Westbound I-94 6) Forsyth, Eastbound I-94 7) Shelby, Southbound I-15 8) Circle, junction of MT-200 & MT-13 9) Troy-Libby, Junction of US-2 & MT-56 10) Harlowton, US-12 11) Conrad, I-15 12) Drummond, Westbound I-90 13) Drummond, Eastbound I-90 14) Divide, Northbound I-15 15) Cameron, US-287 16) Malta, US-2

Public Private (if any)

Portable Scales

Number 255

Type (if used in sets, list number comprising a set)

Haenni

Semiportable or Ramp Scales

Number 0

Type (if used in sets, list number comprising a set)

Weigh-in-motion (WIM) equipment

Total Number 41

Locations

S-314, RP 1.51, 1 Mi. W of Decker; I-94, RP 194.72, 2 Mi. NE of Bad Route Intch; I-90, RP 287.41, 1 Mi. NW of Manhattan Intch; US 191, RP 74.78, 7 Mi. S of Four Corners; US 12, RP 143.49, 13.6 Mi. E of Ryegate; US 87, RP 35.05, 1.5 Mi. W of Stanford; US 87, RP 31.32, 9.3 Mi. W of Fort Benton; I-15, RP 65.7, 2 Mi. N of Dillon; I-90, RP 117.99, 4 Mi. S of Turah; I-90, RP 416.28, 8.3 Mi. E of Columbus Intch; MT 200, RP 84.25, 2 Mi. S of Paradise; US 12, RP 14.01, 7.5 Mi. E of Miles City; MT 3, RP 32.54, 1 Mi. N of Broadview; S-314, RP 1.51, 1 Mi. W of Decker; I-90, RP 458.65, 2 Mi. SE of Pinehill Intch; I-90, RP 255.48, 0.7 Mi. W of Cardwell Intch; I-15, RP 231.84, 5 Mi. N of Wolf Creek Intch; US 87 RP 0.5, 0.8 Mi. SE of US 89, East Armington; US 89/87, RP 71.98, West Armington; MT 69, RP 27.14, 11 Mi. S of Boulder; I-15/I-90, RP 125.45, 3 Mi. E of

Rocker; I-94, RP 242.96, 0.5 Mi. SE of Wibaux Intch; US 93, RP 78.61, 1 Mi. N of Elmo; S-232, RP 39.67, 3.5 Mi. S of Canadian Border/Port of Wild Horse; US 191, RP 50.95, 3 Mi. S of Canadian Border/Port of Morgan; I-15, RP 392.04, 6 Mi. S of Canadian Border/Port of Sweet Grass; I-90, RP 32.24, 1 Mi. W of St. Regis Intch; MT 16, RP 11.19, 4 Mi. S of Canadian Border/Port of Raymond; MT 84, RP 18.48, 18 Mi. E of Norris; I-15, RP 15.53, 0.5 Mi. N of Lima Intch; US 287, RP 35.03, 3 Mi. S of Cameron; US 87, RP 19, 29 Mi. S of Roundup; MT 16, RP 21.3, 10.5 Mi. S of Savage, Glendive N; I-90, RP 10.27, 10 Mi. W of Haugan; US 2, RP 18.48, E of Troy; MT 200, RP 58.6, 12.5 Mi. W of MT 16; MT 200, RP 77, 5.5 Mi. E of Lincoln; I-90, RP 439.94 & 437.94, Mossmain WB & EB; US 212 WB & EB

Enforcement Agencies

Agencies

Montana Department of Transportation (MDT) Motor Carrier Services (MCS) Enforcement Bureau

Lead Agency

MDT/MCS

Personnel numbers from respective agencies assigned to weight enforcement

Total Number 80

Description

As of June 01, 2023 MCS has 8 vacancies in the recruitment and hiring phase with the following 80 of 88 positions filled: 1 Enforcement Colonel, 1 Major, 5 District Captains, 3 Lieutenants, 4 Border Enforcement (BEG) Patrol Officers, 1 BEG Scale Officer, 19 Patrol Enforcement Officers, and 46 Weigh Station Enforcement Officers

Funding

Facilities Funding Total 989383

Facilities Detail

Operating costs and equipment June 1, 2022 thru May 31, 2023. Dietz/Coutts \$ 65,046 4120 Operating \$688,258 Scale upgrade \$169,269 Portable Scales \$ 31,170 ScaleIT Software \$ 35,640

Personnel Funding Total 6002541

Personnel Detail

Personnel costs for June 1, 2022 thru May 31, 2023. Dietz \$ 326,004 4120 Personnel \$4,740,969 Size and Weight \$5,066,973 BEG \$ 447,492 Licensing & Permitting \$ 488,076

Funding Total 6991924

Proposed plan of operation, including geographical coverage and hours of operation, in general terms

Proposed schedule of operation of fixed scale equipment

Montana's Weigh Station plan is to devote 109,270 working hours to motor carrier size and weight enforcement activities during the reporting period. The hours are based on a historic average of 2,082 weekly hours available with 1,561 hours dedicated toward size and weight. Time for leave and training has been subtracted from this calculation. Currently, fifteen of the sixteen permanently staffed platform scales have positions assigned, with Culbertson Scale being vacant since December 2020. As of June 1st, 2023 6 weigh station vacancies are unfilled and at various stages of being recruited and hired, 1 Patrol BEG Officer which is anticipated to be filled by the end of July, and 1 Patrol Enforcement Officer which was filled the first week of June. Since July 2022, 9 new MCS Officers have been hired. The large number of vacancies is due in part to the impact of the labor market having few qualified candidates and especially the inability to hire and retain personnel in Eastern Montana. MCS has hired 46 new officers between calendar years 2018 and 2022 representing 55% of the workforce. The following list captures the current distribution of the 46 MCS Officers per fixed scale location: Armington Junction - 4 Officers Billings - 16 Officers (up 3 officers from 2022) Broadus Scale - 3 Officers Butte Scale - 4 Officers (down 2 officers from 2022) Clearwater Scale - 1 Officer Couatts Scale - 2 Officers (down 1 officer from 2022) Culbertson Scale - No Officers since 2020 Haugan Scale - 8 Officers (up 2 officers from 2022) Havre Scale - 2 Officer (up 1 officer from 2022) Lima Scale - 3 Officers Wibaux Scale - 3 Officers (up 2 officers from 2022)

OPERATION OF PERMANENTLY STAFFED WEIGH STATIONS: Each MCS Officer assigned to a permanently staffed weigh station works 40 hours per week in either 8 or 10-hour shifts. Scheduling at permanently staffed locations accounts for the maximization operational availability up to 24-hour coverage including frequent rotations to avoid enforcement predictability.

OPERATION OF INTERMITTENTLY STAFFED WEIGH STATIONS: MCS Patrol Officers open intermittent weigh stations randomly to avoid enforcement predictability and ensure enforcement and service is maintained throughout the state. Patrol Officers may open an intermittent weigh station several times throughout each month. This schedule is normally expanded during the winter months when constant patrolling becomes difficult. MCS Patrol Officers working the intermittently staffed stations can provide a similar level of enforcement and service as is provided at each permanently staffed facility. As a target goal for FFY 2024, Montana MCS anticipates weighing 477,166 trucks on static scales. MCS added a SmartView 360 screening system and WIM to the ramp at the Lima weigh station in calendar year 2022. A computer screen inside the weigh station provides real time alerts and pictures of the vehicle to the officers for overweight vehicles, over height vehicles, temporary/term permits, IRP & county registrations, IFTA, and numerous alerts for safety related issues. In addition to the Lima screening system, a new SmartView 360 system has been installed on the mainline at the Broadus weigh station which will be utilizing current WIM's. The system is up and running and being tested by the vendor, with the acceptance testing on the system to be completed by MCS at the end of June, 2023. MCS will be publishing a bid for contract to update the open/closed signs in Butte, Haugan, Lima, and Wibaux at the end of June. The bid package is currently being reviewed within the procurement bureau and once finalized it will be sent out for bid. This update to the open/closed signs will eliminate the current LED displays and the updated signage will be flashing amber lights, along with signs that state - Weigh Station Open When Lights Flashing. The flashing amber lights will be radio controlled and can be turned on within the weigh stations or from any MCS patrol vehicle. This project is the start of the long range plan to update and harmonize the signage on all Interstate & Non-Interstate permanent weigh stations and A-sites. MCS has completed a Non-Weighing Lane Procedure, to allow verifiably empty vehicles to use the non-scale lane within the weigh station complex, to proceed slowly through the weigh station. The guidance provided in the procedure will standardize the use of the non-weighing lane for the static weigh stations spread across the 5 Districts in Montana. Allowing the empty vehicles to utilize the non-weighing lane while in the weigh station will relieve congestion and potential safety hazards of vehicles backing up onto the main line.

Strategy for prevention of bypassing of fixed weighing facility location

Montana's weigh station bypass prevention strategy is designed to reduce weigh station bypass opportunities and identify violators. Annually, MCS Patrol Officers devote 5% of scheduled time to weigh station bypass prevention. Bypass routes for each weigh station have been identified by MCS District Captains. When a truck is stopped on one of these routes, the Patrol Officer records weights, vehicle information, company identification, route information and enforcement action. This information helps MCS to be proactive with repeat offenders. WIM generated truck class and time-of-day data is being used to make indirect weigh station bypass prevention more effective by enabling managers to assign patrol resources to those locations during time periods identified with the highest percentages of overweight configurations. ARM 18.8.1301, ARM 18.8.1302 and the MCS Bypass Approval Process Procedure allow specific vehicles to bypass an open weighing location. These rules and procedure allow the following vehicles to bypass an open weighing location; school busses, government vehicles, regularly scheduled busses, super-loads which cannot fit into a weigh station, empty vehicles that have prior authorization (such as logging or harvesting vehicles) making multiple trips by the weighing location, construction vehicles within a construction project near a weigh station, and any vehicles with prior authorization on a case-by-case basis. The carriers would still be subject to roadside enforcement stops and authorized bypasses may be rescinded at the discretion of the Department. Montana is contracted and participates with two vendors offering scale bypass programs. PrePass is a long-standing public-private-partnership with ten bypass sites where transponder equipped vehicles are allowed bypass opportunities. The PrePass Motion solution utilizes a tablet or smartphone application with geofencing technology. During the 2019/2020-year PrePass Motion was approved for all permanent weigh station locations. The PrePass sites exist at the following locations: Armington Junction US-89/US-87 Eastbound, Armington Junction US-89/US-87 Westbound, Broadus US-212 Eastbound, Broadus US-212 Westbound, Butte I-90 Westbound, Clearwater Junction Hwy-200/83, Culbertson US-2/MT-16, Haugan I-90 Eastbound, Haugan I-90 Westbound, Havre US-2 Eastbound, Havre US-2 Westbound, Lima I-15 Northbound, Billings I-90 Eastbound, Billings I-90 Westbound Drivewyze offers a weigh station bypass service and operates in 47 jurisdictions. Drivewyze offers value-added services such as identified high rollover curves, construction zones, parking availability and other in-cab notifications augmenting safety. Montana plans on expanding additional Drivewyze bypass locations throughout the year. The Drivewyze sites exist at the following locations: Billings I-90 Eastbound, Billings I-90 Westbound, Butte I-90 Westbound, Cameron US-287 NB (mobile site), Cameron US-287 SB (mobile site), Clearwater Junction Hwy-200/83 Eastbound, Clearwater Junction Hwy-200/83 Westbound, Haugan I-90 Eastbound, Haugan I-90 Westbound, Lima I-15 Northbound, Lima I-15 Southbound (mobile site), Wibaux I-94 Westbound, Bypass enrollment is based on satisfactorily meeting criteria consisting of the following analysis of carrier profile categories and roadside truck screening: 1. FMCSA Safety Score 2. Registration 3. Fuel Credentials (IFTA) 4. UCR 5. State Specific Requirements 6. WIM (where equipped) Both bypass systems are set to a minimum of 5% random pull in rate for inspection for size, weight and safety. When a WIM identifies an overweight vehicle, these vehicles are flagged for weight compliance. Montana's bypass Administrative Rules require any vehicles operating with a special size or weight permit to pull in regardless of notification results if overweight, width exceeding 10 feet, height exceeding 15 feet 6 inches, length exceeding 120 feet or any configuration operating in excess of legal limits as outlined in 61-10-102, 61-10-103 and/or 61-10-104 Montana Coded Annotated. Each site with a bypass system devotes various times in which the pull-in rate is set to 100 percent for compliance checks of all bypass carriers depending on traffic patterns. Violations may result in bypass privileges being suspended.

Proposed schedule of deployment of portable scale equipment

The MCS Enforcement Patrol program consists of 33 patrol vehicles and two BEG vans each equipped with six to eight Haenni portable scales. The 25 regular MCS Patrol Officers collect portable weights in addition to conducting safety inspections and dyed fuel tax evasion enforcement. Portable weight enforcement occurs on all Montana public roadways statewide, including remote rural roads and urban routes except on tribal Bureau

Indian Affairs (BIA) roads. Trucks are typically weighed at A-type and B-type portable weighing sites located throughout Montana. Trucks are weighed safely and in accordance with guidance and procedures. There are currently 25 A-type and 76 B-type portable weighing sites operational in Montana. Additional sites will become operational as highway construction and reconstruction projects include A and B sites. MCS Captains, Lieutenants and Patrol Officers have access to WIM site data enabling targeted planning for identifying time periods, configurations and trends regarding vehicles exceeding legal weight limits. As a target goal for FFY 2024, Montana MCS anticipates weighing 7,752 trucks on portable scales.

Proposed schedule of deployment of semi-portable equipment

N/A

Policy and practices with respect to overweight violators

Overweight violators

In accordance with state statute 61-10-145 MCA, overweight violation penalties range from \$30-\$2,000 on a tiered scale as following: up to 2,000 lbs \$30 2,001 - 4,000 lbs \$75 4,001 - 6,000 lbs \$125 6,001 - 8,000 lbs \$175 8,001 - 10,000 lbs \$250 10,001 - 12,000 lbs \$275 12,001 - 14,000 lbs \$300 14,001 - 16,000 lbs \$400 16,001 - 18,000 lbs \$500 18,001 - 20,000 lbs \$600 20,001 - 25,000 lbs \$1,000 25,000+ lbs \$2,000 Montana Code Annotated 61-10-144 allows a 10% tolerance to the first point of weighing without incurring a weight penalty.

Offloading requirements for divisible loads

In accordance with Montana Code Annotated 61-10-141, overweight divisible loads exceeding the 10% tolerance but not in excess of 10,000 pounds excess weight may be issued a permit allowing travel to the nearest designated facility where adjustments can safely be reduced to legal limits. Overweight divisible loads exceeding 10,000 excess weight must be reduced or adjusted to legal limits on site.

Administrative variance from the legal requirement (if offloading is mandatory by law)

The MCS Officer shall determine the nearest designated facility where excess weight may safely be unloaded or adjusted. An overweight permit must be issued to enable transportation to these designated facilities with fees based on Montana Code Annotated in 61-10-125 (Overweight Fee Table).

Administrative guidelines (if off-loading is permissible by law)

Policy and practices with respect to penalties

Penalties

MCS Officers have the discretion to choose from a variety of enforcement actions and overweight penalties existing in Montana statute including verbal warnings, documented courtesy warning citations or criminal citations. No civil or administrative actions exist regarding overweight penalties.

Penalties for repeated violations

61-10-128 Montana Code Annotated addresses configurations operating in excess of seasonal weight or speed restrictions due to climactic conditions with increasing penalties ranging from \$85 to \$535.

Administrative directives, booklets or other written criteria

Policy and practices with respect to special permits for overweight

Policy and practices

Non-divisible overweight vehicles require a trip or term permit with fees based on the overweight fee table in MCA 61-10-125. Montana Administrative Rule 18.8.901 addresses violation of special permits authorizing permit confiscation. Extra-ordinary oversize and overweight configurations exceeding either 18 feet wide, 17 feet in height, 150 feet in length or have weights which require specific bridge engineering analysis must make a specific application to MCS. MCS has recently issued a Request for Proposals (RFP) for a permitting system for term or temporary trip permits, such as oversize/overweight. Montana's current contract for a permitting system will expire June 30, 2024 with the current vendor and Montana anticipates having a new contract and/or permit system in place by this date.

Administrative directives, booklets or other written criteria

Motor Carrier Services Operations Manual Motor Carrier Services Bond Book

Describe any modifications or additions to the plan based on experience and new developments in the enforcement program

Montana Legislature convenes in every odd-numbered year for 90 working days on the first Monday in January. During the 2023 Legislative session, House Bill 26 (HB26) was Motor Carrier Services red tape relief bill, which removed unnecessary regulations from within Montana Code Annotated (MCA). The first change within HB26, was removing language from the Montana Code Annotated 61-10-102 which prohibited nighttime travel up to 144 inches for commercial hay haulers and a maximum width of 114 inches for small & large square bales. Montana will revert hay haulers to the current permit restrictions found in Administrative Rule 18.8.509 which allows nighttime travel up to 10' wide on non-interstate highways and up to 18' wide on Interstate highways 24/7, with proper lighting. This will allow commercial hay haulers to travel at night up to the same dimensions as other commodities. With the removal of the maximum width of 114 inches for small and large square bales, and the removal of 144 inches for large round bales, the Administrative Rules will need to be amended to regulate maximum permitted dimensions for the different types of hay bales. MCS has begun drafting new language in Administrative Rules for the maximum permissible dimensions of reducible loads, including small square, large square, and large round hay bales. This process should be completed by the end of 2023. Also within HB26, language was removed from the penalty section MCA 61-10-147 to withdraw jail time for violations of MCA 61-10-128, which deals with restricted roadways such as posted roads for spring breakup. Jail time for travelling on a posted road was deemed excessive and was rarely ever used by judges. Also within HB26, language was removed from MCA 61-10-213 which stated that temporary permits could be purchased through county treasurers, county sheriffs, or Montana Highway Patrol. The temporary trip permits have not been sold by these entities for many years and MCS officers and MCS headquarters will continue to be the point of contact for purchasing trip permits. Lastly, within HB26 language was removed from MCA 61-10-209 which previously stated that a vehicle found operating without current Gross Vehicle Weight (GVW) fees, would be required to purchase an entire year's worth of GVW fees and the vehicle may be impounded until the requirements are met. The requirements for selling a year's worth of GVW fees and impoundment of the vehicle were historically not followed and the removal of these unnecessary regulations aligned with current practice.

Short term (year beginning October 1 following submission of a vehicle size and weight enforcement plan)

- 1) Continue to prioritize vacancies filling contingent on budget and provide necessary training.
- 2) Participate in regional and national commercial vehicle size and weight initiatives focused on harmonization, contingent on staffing and travel budget availability.
- 3) Update open/closed signs on all Interstate permanent weigh stations.
- 4) Begin updating and installing concrete pads in the current WIM's in Montana utilizing the FHWA WIM best practices guide.

Medium term (2-4 years after submission of the enforcement plan)

- 1) Continue to select opportunities to construct pullouts, A and B sites with construction projects.
- 2) Deploy portable scales strategically at permanent weigh stations to be used in cases where static scales are inoperable due to conditions such as snow and ice. This will enable more efficient resources to utilize in cases of weighing super loads or if a patrol officer experiences portable scale equipment failures.
- 3) Research data analytics options to assist in identifying patterns through mapping technology of violations found roadside and by weigh in motion (WIM) technologies.
- 4) In conjunction with top level design, connect intrastate weigh stations enabling intelligent information sharing.
- 5) Explore updating and installation of additional WIM sites integrated to static weigh stations.
- 6) Build a Butte E/B weigh station.
- 7) Deploy LIDAR dimensioning and bridge strike projects.
- 8) Update open/closed signs on all Interstate A-sites.
- 9) Update the statewide Motor Carrier Services Prioritization Plan.

Long term (5 years beyond the submission of the enforcement plan)

- 1) Update open/closed signs on all non-Interstate permanent weigh stations and A-sites.
- 2) Plan to implement an expanded Mobile Office Vehicle (MOVE) site project with several locations which would replace Bozeman as a permanent weigh station.
- 3) Continue to update deteriorating weigh station facilities.
- 4) Deploy Innovative Technology Deployment (ITD)Top Level Design projects.
- 5) Deploy virtual weigh stations near I-90 MT/WY border and I-15 AB/MT border.
- 6) Utilize funds from within MCS to deploy new WIM's across Montana.

Provision for annual review and update of vehicle size and weight enforcement plan

MCS works closely with FHWA throughout the year to discuss operations along with current and future projects impacting size & weigh enforcement within Montana. The MCS Bureau Chief monitors and tracks size & weight goals and sends updates to the field for the weekly progress of the annual size & weight goals. Each year prior to submission of the State Enforcement Plan the MCS Bureau Chief seeks input and feedback from internal members of the Department of Transportation and makes any necessary adjustments to the next years plan based in part on averages from prior years and feedback from all stakeholders.

Evaluation of enforcement operations

Montana continues to operate an effective size and weight program with current resources. The enforcement bureau has had several employees retire and a high turnover rate, along with an increasing number of training hours dedicated to new and current employees. MCS will continuously look for ways to build and improve the size and weight program.

Documents

Name	Description	Type	Size	Created By	Created On
2022-01-12_S&W_DIRECTOR_DESIGNATION.pdf	Director Designation	.pdf	165125	RCHRISTOFERSON	6/15/2023 11:40:13 AM