



U.S. House of Representatives
Committee on Transportation and Infrastructure

Washington, DC 20515

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July 8, 2008

SUMMARY OF SUBJECT MATTER

TO: Members of the Subcommittee on Highways and Transit

FROM: Subcommittee on Highways and Transit Staff

SUBJECT: Hearing on "Truck Weights and Lengths: Assessing the Impact of Existing Laws and Regulations"

PURPOSE OF HEARING

The Subcommittee on Highways and Transit is scheduled to meet on Wednesday, July 9, 2008, at 10:00 a.m., in Room 2167 of the Rayburn House Office Building, to receive testimony on Federal laws governing truck weights and lengths and the authority of States to issue permits to exempt trucks from these laws. The Subcommittee will also examine the impact of the existing regulatory framework on the nation's highway and bridge infrastructure, safety, and on interstate commerce.

BACKGROUND

Overview of Truck Size and Weight Laws

The current framework of laws and regulations governing minimum and maximum weights and lengths for trucks is a complex set of Federal standards that apply to the Interstate Highway System and the National Network, a system of approximately 209,000 miles of roads specifically designated in Federal regulations. Federal law sets minimum and maximum standards for weight, and only minimum standards for length. There are numerous exceptions to these Federal standards which States have the authority to exercise. Beyond the Interstate Highway System and National Network, States have the ability to set their own size and weight limitations on all other roads.

History of Truck Size and Weight Laws

A review of the origins of truck size and weight laws and the rationale behind their passage provides some insight into this obscure set of rules.¹ Congress enacted the first Federal truck size and weight limits as part of the Federal-Aid Highway Act of 1956. Prior to 1956, all regulation of commercial trucks occurred at the State level. States first began enacting laws to limit the gross vehicle weight of trucks on the roads in the early 1900s, to limit the damage to unpaved roads caused by heavy trucks.² Maine, Massachusetts, and Pennsylvania were among the first states to enact weight limits, by regulating tire load, in 1913.³ The first statutes limiting truck length, width, and height dimensions were enacted a few years later. By the early 1930s, most states had laws regulating truck weight or size.⁴

The Federal-Aid Highway Act of 1956 (P.L. 84-627) authorized significant new Federal funds for the construction of our nation's Interstate Highway System. The same legislation set a maximum weight of 18,000 pounds on one axle, 32,000 pounds on a tandem axle, and a Gross Vehicle Weight ("GVW") of 73,280 pounds for vehicles to be permitted to use the new Interstate system. The Committee on Public Works report accompanying the House-passed bill sets forth the rationale behind this limitation: "The Committee recognizes that maximum weight limitations for vehicles using the highways are fundamentally a problem of State regulation, but feels that if the Federal Government is to pay 90 percent of the cost of the Interstate System improvements it is entitled to protection of the investment against damage caused by heavy loads on the highway."⁵ Regarding truck size, this legislation also set a maximum width limit of 96 inches. The legislation called for a state's apportionments of Interstate system funds to be withheld from any state that did not conform to both the size and weight standards. However, the legislation also qualified this national standard by permitting any State law or regulation that allowed a larger truck weight as of July 1, 1956, to remain in effect. This provision was the first of several "grandfather" clauses that Congress would enact over the years to allow States to retain higher weight and size tolerances.

Congress enacted the next significant changes to truck size and weight standards in 1974. The Federal-Aid Highway Amendments Act of 1974 (P.L. 93-643) increased axle limits to 20,000 pounds on one axle and 34,000 pounds on a tandem axle, and established a maximum GVW of 80,000 pounds. This legislation was significant because it also established a "bridge formula" that established rules for the spacing of axles and the maximum weight allowed on any group of axles, based on the number of axles in the group and the distance between the axles.⁶ The Federal Bridge Formula is codified in Section 127 of title 23, United States Code, and remains in effect today. The 1974 Act expanded grandfather rights of States by allowing vehicles allowed under the 1956 Act to continue to operate, even if they exceeded the bridge formula.

¹ The history of truck size and weight laws is summarized in several sources, including: Transportation Research Board Special Report # 223, *Providing Access for Large Trucks* (1989); U.S. Department of Transportation, *Comprehensive Truck Size and Weight Study*, Volume II, Chapter 2 (FHWA-PL-00-029, August 2000); Transportation Research Board Special Report #267, *Regulation of Weights, Lengths, and Widths of Commercial Motor Vehicles* (2002).

² Transportation Research Board Special Report # 223, *Providing Access for Large Trucks* (1989).

³ U.S. Department of Transportation, *Comprehensive Truck Size and Weight Study*, Volume II, Chapter 2 (FHWA-PL-00-029, August 2000).

⁴ *Id.*

⁵ House Report No. 2022, 84th Congress, p. 10.

⁶ The Federal Bridge Formula is calculated as follows: $W = 500 [LN \setminus (N-1) + 12N + 36]$, where W = maximum weight in pounds carried on any group of two or more consecutive axles; L = distance in feet between the extremes of the axle group; and N = number of axles in the axle group.

The 1974 law did not require all states to allow trucks weighing 80,000 pounds on the Interstate system. Seven states – six contiguous states in the Mississippi Valley and Montana – retained lower weights. The six southern states became known as “barrier states” because they affected cross-country travel and interstate commerce. In 1982, Congress enacted a law to standardize minimum weights on the Interstate system, in response to the barrier state problem, by mandating that all states increase their minimum weight limits to 80,000 pounds. However, based on previous grandfather clauses, many states were permitted to retain higher limits. This legislation also further expanded the grandfather clauses of 1956 and 1974 regarding truck weights by allowing states to include overweight vehicles under the grandfather clause that could have legally operated under state law in 1956 or 1974, rather than limiting grandfather rights to those specific operations that were in existence and permitted at the time of the grandfathering.⁷

This law, the Surface Transportation Assistance Act of 1982 (P.L. 97-424), also mandated minimum standards for truck length of 48 feet for a single trailer and 28 feet per trailer for trailers in combination. Once again, the legislation included a grandfather clause for laws or regulations in states that allowed longer trucks to remain in place. These mandates applied not only to Interstate highways, but to the “National Network”, a system of approximately 209,000 miles of roads.

In the Intermodal Surface Transportation Efficiency Act of 1991 (“ISTEA”)(P.L. 102-240), Congress enacted a “freeze” of the size and weight of Longer Combination Vehicles (“LCV”). An LCV was defined in the legislation as “any combination of a truck tractor and two or more trailers or semitrailers which operates on the Interstate System at a gross vehicle weight greater than 80,000 pounds.”⁸ Common types of LCVs include Turnpike Doubles, Rocky Mountain Doubles, B-Train Doubles, and Triples. The freeze restricted LCVs to 16 states west of the Mississippi River and five state turnpikes east of the Mississippi River. This freeze was put in place to prevent states from continuing to add new configurations of vehicles or routes on which use of LCVs could have been allowed under grandfather rights.

Federal Weight Requirements

Federal weight standards, as codified in Section 127 of title 23, United States Code, apply only on the nation’s 44,000 mile Interstate Highway system. Section 127 sets forth the following weight requirements: 20,000 pounds on a single axle; 34,000 on a tandem axle; and 80,000 pounds GVW. In the statute, these weights are both maximums and minimums: a State must allow vehicles of this weight on the portions of the Interstate Highway system within its borders if the State does not want to lose its Federal-Aid Highway apportionment funds; a State may not allow vehicles weighing more than this on its Interstates unless it has grandfather rights from 1956 or 1974.⁹ In addition to the overall weight standards, a State must meet the requirements of the Federal Bridge Formula, unless it has grandfather rights from 1974.

⁷ For a more complete discussion of the provisions of this Act and resulting litigation, see U.S. Department of Transportation, *Comprehensive Truck Size and Weight Study*, Volume II, Chapter 2, pages 6-7(FHWA-PL-00-029, August 2000).

⁸ Codified in Section 127(d)(4) of title 23, United States Code

⁹ States also have broad ability to issue permits to allow movements of trucks with sizes and weights that exceed the Federal limit.

Section 127 has additional statutory exemptions from the weight standards beyond the above-mentioned grandfather rights. If a State determines that a vehicle or its load “cannot be easily dismantled or divided” to fall under the 80,000 pound limit, this is known as a non-divisible load and the State may issue a permit for the overweight vehicle.¹⁰ Some states also secured a separate grandfather date in order to allow higher weights today than were allowed in 1956 or 1974, including: Hawaii (1960), Michigan (1982), Maryland (1993), New Hampshire (1987), and Maine, for the southern terminus of the Maine turnpike operations (1995). In addition, the following specific operations are exempt from the 80,000-pound limit in statute:

- Vehicles using Interstate Route 29 between Sioux City, Iowa, and the border between Iowa and South Dakota;
- Vehicles using Interstate Route 129 between Sioux City, Iowa, and the border between Iowa and Nebraska;
- Vehicles designed to carry two or more precast concrete panels in Colorado are considered a non-divisible load; and
- Vehicles hauling sugarcane during the harvest season, not to exceed 100 days annually, may carry up to 100,000 pounds in Louisiana.

In addition, Section 127 contains the statutory language implementing the LCV freeze that froze the size, configuration, weight, and roadways on which LCVs are allowed in States. According to the U.S. Department of Transportation’s Federal Highway Administration (“FHWA”), only a few of the 21 states which allowed LCVs in 1991, now frozen in place, have the same size and weight standards.¹¹

Federal Size Requirements

Current truck size laws are codified in Sections 31111 through 31115 of title 49, United States Code. Federal length and width laws apply on both the Interstate highway system and the broader National Network, codified in FHWA regulations in section 658 of title 23, Code of Federal Regulations. Federal law requires a width of 102 inches to operate on the National Network, and Federal law prohibits a State from prescribing standards of “more or less than” this measurement.¹² There is no Federal length limit on the National Network; instead, Federal law requires a minimum 28-foot length for trailers in a double combination and 48-foot length for a semitrailer.¹³ Federal law, in Section 31111 of title 49, United States Code, specifically prohibits States from imposing “an overall length limitation on a commercial motor vehicle operating in a truck-trailer-semi-trailer or truck-tractor-semi-trailer-trailer combination.” Currently, 16 states allow semitrailer lengths greater than 53 feet. For LCVs, or those longer vehicles which also exceed Federal weight limits, states are subject to the 1991 freeze. There is no Federal standard for vehicle height.

State Variances

¹⁰ What constitutes a divisible load is not always intuitive. For instance, according to FHWA, in some states, milk is considered a non-divisible load.

¹¹ FHWA briefing for Committee staff, June 24, 2008.

¹² 49 U.S.C. 31113

¹³ Id.

Federal standards only apply to the Interstate system (weight) and the National Network (length and width). Beyond these roads, states have the authority to set their own weight and size limits. In practice, due to the existence of grandfather rights and other authority granted to states over the years, actual length and weight limitations, even on our nation's Interstate Highway system, vary significantly from state to state and in many cases are far higher than the 80,000-pound limit. In the 2000 *Comprehensive Truck Size and Weight Study*, FHWA summarizes the broad reach of the exemption process for truck weights:

“There are four basic weight limits: single axle, tandem axle, bridge formula and gross vehicle...When taken together, the 50 States and the District of Columbia have created 40 different combinations of these eight limits. Only seven States apply the Federal limits Statewide without modification or ‘grandfather right’ adjustment. Even in these seven, however, the upper limits for routine permits are all different.”¹⁴

In addition to grandfather rights, States have the authority to issue permits for overweight loads. States set their own procedures, fees, and types of permits, and in most cases, are not limited by an upper weight limit for which they can issue permits. These permits vary and can be single trip permits, multi-trip permits, or “routine” permits, which, as the name implies, are more representative of standard operations than exceptions. Some of these permits are issued on an annual basis. FHWA data shows that in 2007, in total, States issued over 3.7 million non-divisible load trip permits and 334,084 non-divisible load annual permits. Divisible load permits tend to be issued for heavier truck operations which have been grandfathered in over the years for which permits are still required.¹⁵ In 2007, States issued a total of 46,651 divisible load trip permits and 354,585 divisible load annual permits.¹⁶ The agency is encouraging states to convert to electronic reporting of annual State Enforcement Plans, described further below, so that up to date data is easily available.¹⁷

The attached chart, prepared by FHWA, provides an overview of current size and weight allowances by state. While the majority of states are technically limited to 80,000 pounds on the Interstate Highway system, as the chart shows, due to exemptions and permitting, virtually all states allow vehicles exceeding 80,000 pounds under certain circumstances to operate on Interstates and other roads.

Enforcement

FHWA is the Federal entity responsible for administering the nation's truck size and weight laws. Primary responsibility for enforcement of size and weight laws, however, falls on states, and is most often conducted by state Departments of Transportation or law enforcement agencies such as the Highway Patrol. States are required to annually submit to FHWA State Enforcement Plans and a certification from the Governor that the State is enforcing Federal standards with respect to size

¹⁴ *Comprehensive Truck Size and Weight Study*, Volume II, Chapter 2, page 12.

¹⁵ Non-divisible load permits are issued for loads which cannot be divided, but divisible load permits are often issued for routine operations that are allowed in the State in excess of Federal limits. Phone conversation with Mike Onder, Office of Freight Technology & Operations, FHWA, 7/7/08.

¹⁶ State data were compiled by FHWA for Committee staff. These permits include travel on all roads in the state, and are not limited to permits for operation on the Interstate Highway system.

¹⁷ FHWA briefing for Committee staff, June 24, 2008.

and weight. This submission includes data on enforcement practices, permits, and violations. According to data compiled by FHWA, States reported 603,144 overweight violations in 2007.

If a state fails to submit a certification or the state is otherwise found to not be enforcing Federal law, FHWA can withhold 10 percent of all Federal-aid highway apportionment funds from the state in the next fiscal year. A state stands to lose its entire National Highway System apportionment if it imposes commercial vehicle weight limits for operation on the Interstates that do not conform to Federal standards (either above or below Federal requirements). There is no provision for withholding of funds for vehicle size violations by states; instead a state is subject to civil action for injunctive relief brought by the Department of Justice.

Impacts of Truck Size and Weight Laws

According to Federal Motor Carrier Safety Administration ("FMCSA") data, there are nearly 700,000 motor carriers registered with DOT, which operate nearly 5 million power units. Given the large number of commercial motor vehicles in operation in the U.S., size and weight laws have a significant impact on the condition of our highways and bridges, on the safety of the traveling public, and on interstate commerce.

The first truck weight laws were instituted by States to protect roads from damage and degradation from heavy trucks. When the Federal-aid highway system was constructed, the Federal Government took similar precautions and enacted Federal weight limits to protect its investment. Assessing the impact of heavy trucks on our nation's highway and bridge infrastructure, and whether trucks pay for their share of infrastructure costs, is a significant factor in evaluating whether truck weight standards are effective in meeting the goals of infrastructure protection.

The Federal tax rate on a gallon of diesel fuel is 24.4 cents, compared to 18.4 cents for a gallon of gasoline. The higher rate of taxation for diesel is partly because larger vehicles that typically use diesel fuel have a bigger impact on highway infrastructure. In addition, trucks pay several other taxes that are deposited into the Highway Trust Fund. Proceeds from a 12 percent federal tax on the sales price for trucks over 33,000 pounds GVW and trailers over 26,000 pounds GVW are deposited into the Highway Trust Fund. Truck tires are taxed at a rate of 10 cents for each 10 pounds of maximum rated load capacity over 3,500 pounds and the proceeds from that tax are deposited into the Highway Trust Fund. All trucks over 55,000 pounds GVW are also required to pay an annual Heavy Vehicle Use Tax which is deposited into the Highway Trust Fund.

In 2000, FHWA published an addendum to its 1997 Federal Highway Cost Allocation Study. This addendum calculated highway user fee equity ratios, or the share of revenues contributed by each class of vehicle (including passenger cars, vans, buses, and trucks segregated by weight class) to the shares of highway costs contributed by each vehicle. This study found the following in 2000:

"Now, only the very lightest combination trucks pay their share of Federal highway cost responsibility. The most common combination of vehicles, those registered at weights between 75,000 and 80,000 pounds, now pay only 80 percent of their share of Federal highway costs and combinations registered between 80,000 and 100,000 pounds pay only half their share of Federal highway costs. Any future increase in Federal fuel taxes without

corresponding increases in taxes on the heaviest trucks will further exacerbate the underpayment of Federal user fees by heavy trucks”¹⁸.

The practice of state permit issuance further compounds this trend. In its 2000 *Comprehensive Truck Size and Weight Study*, FHWA found that between 1985 and 1995, the number of overweight permits “increased dramatically”, but the fees for permits changed little in that time. FHWA observed that: “Historically, [fees] have not been set on an infrastructure cost occasioned basis. The fees are usually established to recover the costs to administer the permit programs.”¹⁹

In 2006, nearly 5,000 people were killed in crashes involving large trucks, and an additional 106,000 were injured. Truck size and weight laws impact safety on roads. While it is difficult to isolate the direct impacts on crash rates of size and weight factors, because multiple factors contribute to truck crashes, truck weights and lengths affect stopping distances, braking, and vehicle stability and control. Further, in some cases, divergent truck size and weight requirements may impact the selection of a route, which can expose certain roads to a higher portion of truck traffic. Specifically, some communities have raised safety concerns that weight limits have forced freight traffic to bypass Interstate highways because state roads have higher weight allowances.

These and other impacts of truck size and weight laws will be addressed in witness testimony.

¹⁸ FHWA, “Addendum to the 1997 Federal Highway Cost Allocation Study, Final Report”, May 2000.

¹⁹ *Comprehensive Truck Size and Weight Study*, Volume II, Chapter 2, page 22.

State	Weight Limits on Interstates	Maximum Weight Allowed Under LCV Freeze (2)	Permits Required	Weight Limits on other Roads	State Trailer Lengths on Nat'l Network (3)	Maximum Trailer Length under LCV Freeze (4)	Non-Divisible Trip/Annual Permits				Divisible Trip/Annual Permits				Overweight Violations			
							2005 Trip / Annual	2006 Trip / Annual	2007 Trip / Annual	2005 Trip / Annual	2006 Trip / Annual	2007 Trip / Annual	2005 Trip / Annual	2006 Trip / Annual	2007 Trip / Annual	2,005	2,006	2,007
Alabama	80,000			80,000	53'-6"		21,249 / 5,819	26,690 / 6,225	25,556 / 5,993	0 / 0	0 / 0	0 / 0	11,991	13,593	12,271	2,005	2,006	2,007
Alaska	No Interstate	State Low Max	YES	Bridge E.	48-0	110'	7,953 / 141	8,087 / 260	13,358 / 477	217 / 0	289 / 0	333 / 0	390	149	395	390	149	395
Arizona	80,000	129,000	YES	80,000	57'-6"	95'	64,428 / 357	64,426 / 357	70,802 / 3,700	0 / 0	0 / 0	0 / 0	3,978	3,978	4,058	3,978	3,978	4,058
Arkansas	80,000			80,000	53'-6"		50,938 / 0	52,237 / 0	66,943 / 0	0 / 0	0 / 0	0 / 0	5,552	5,348	10,016	5,552	5,348	10,016
California	80,000			80,000	48-0		148,363 / 14,981	194,111 / 15,497	322,000 / 32,000	0 / 0	0 / 0	0 / 0	43,347	41,399	37,955	43,347	41,399	37,955
Colorado	80,000	110,000	YES	85,000	57'-4"	115.5'	11,400 / 4,856	33,086 / 7,534	37,083 / 9,025	0 / 2,983	0 / 2,585	0 / 3,205	11,704	12,770	12,136	11,704	12,770	12,136
Connecticut	80,000			80,000	48-0		62,720 / 0	117,365 / 0	115,693 / 0	0 / 2,017	0 / 1,904	0 / 2,608	3,196	3,335	3,156	3,196	3,335	3,156
Delaware	80,000			80,000	53-0*		54,907 / 0	57,600 / 0	49,782 / 0	0 / 0	0 / 0	0 / 0	381	381	514	381	381	514
District of Columbia	80,000			80,000	48-0		299 / 955	231 / 1,249	214 / 2,785	170 / 124	45 / 100	100 / 434	504	316	273	504	316	273
Florida	80,000	110,000		80,000	48-0	106'	17,759 / 6,070	19,090 / 6,999	18,467 / 7,183	2,179 / 17,120	1,897 / 18,300	2,178 / 16,214	56,975	55,822	57,245	56,975	55,822	57,245
Georgia	80,000			80,000	48-0		141,714 / 12,389	155,650 / 15,963	149,678 / 18,847	435 / 51	173 / 60	375 / 168	57,758	54,267	43,822	57,758	54,267	43,822
Hawaii	80,000			85,000	48-0		1,320 / 92	1,296 / 78	1,191 / 154	0 / 0	0 / 0	0 / 0	360	694	829	360	694	829
Idaho	80,000	105,500	YES	105,500	48-0	95'	23,638 / 9,539	26,037 / 10,132	24,354 / 10,600	0 / 35,727	0 / 38,185	0 / 39,545	5,749	5,688	5,719	5,749	5,688	5,719
Illinois	80,000			73,280	53-0*		164,521 / 0	139,761 / 17	122,264 / 45	0 / 0	0 / 0	0 / 0	37,304	40,540	30,815	37,304	40,540	30,815
Indiana	80,000	127,400	YES	80,000	48-6"	105'	N/A	160,819 / 5,994	227,689 / 41,939	N/A	35,156 / 44,169	0 / 0	6,022	5,198	3,644	6,022	5,198	3,644
Iowa	80,000	129,000	YES	80,000	53-0*	100'	37,515 / 972	40,694 / 1,072	41,615 / 1,064	0 / 98	0 / 97	0 / 90	6,080	6,112	5,940	6,080	6,112	5,940
Kansas	80,000	120,000	YES	85,500	57'-6"	109'	45,048 / 1,198	80,421 / 2,801	55,076 / 3,452	0 / 0	0 / 0	0 / 0	9,914	7,713	7,006	9,914	7,713	7,006
Kentucky	80,000			80,000	53-0*		74,169 / 4,907	86,198 / 4,972	92,495 / 4,732	0 / 3,431	0 / 3,196	0 / 2,870	3,591	4,945	2,544	3,591	4,945	2,544
Louisiana	80,000			88,000	59-6"		71,093 / 852	67,870 / 1,189	77,465 / 1,401	3,380 / 13,766	2,780 / 12,865	2,012 / 13,415	49,384	37,208	37,654	49,384	37,208	37,654
Maine	80,000		NO	100,000	48-0		19,980 / 127	25,598 / 130	25,440 / 4,734	0 / 0	0 / 0	0 / 0	663	974	696	663	974	696
Maryland	80,000			80,000	48-0		116,679 / 8,901	124,728 / 23,136	154,112 / 887	0 / 0	0 / 0	0 / 0	23,869	26,122	25,016	23,869	26,122	25,016
Massachusetts	80,000	127,400	YES	80,000	48-0	104'	43,381 / 1,823	50,433 / 2,521	48,000 / 2,600	0 / 21,222	0 / 19,219	0 / 20,110	3,681	4,820	3,964	3,681	4,820	3,964
Michigan	164,000 (gr)	164,000	NO	164,000	48-0	58'	103,912 / 20,878	101,001 / 20,111	94,360 / 19,501	1 / 177	0 / 156	0 / 116	3,480	4,308	4,467	3,480	4,308	4,467
Minnesota	80,000			80,000	48-0		21,792 / 1,429	21,121 / 1,511	28,178 / 1,910	0 / 4,069	0 / 4,897	0 / 5,072	5,889	5,140	5,500	5,889	5,140	5,500
Mississippi	80,000			80,000	53-0*		125,719 / 13,153	147,814 / 12,274	163,443 / 11,963	0 / 0	0 / 0	0 / 0	15,659	17,624	20,018	15,659	17,624	20,018
Missouri	80,000	120,000	YES	80,000	53-0*	110'	47,454 / 198	55,306 / 218	53,299 / 239	0 / 0	0 / 0	0 / 0	11,156	14,230	13,129	11,156	14,230	13,129
Montana	123,000 (gr)	137,800	YES	123,000	53-0*	100'	14,851 / 1,282	15,675 / 1,287	16,294 / 1,433	215 / 1,120	140 / 716	169 / 742	928	913	1,058	928	913	1,058
Nebraska	80,000	95,000	YES	95,000	53-0*	95'	21,247 / 0	27,449 / 0	31,853 / 0	0 / 43	0 / 65	0 / 68	9,977	8,442	9,342	9,977	8,442	9,342
Nevada	80,000	129,000	YES	80,000	53-0*	95'	15,046 / 2,379	21,758 / 2,092	14,833 / 2,348	30 / 732	63 / 4,277	47 / 4,161	757	1,322	890	757	1,322	890
New Hampshire	80,000	99,000	YES	99,000	48-0		14,841 / 120	12,101 / 157	15,989 / 157	0 / 0	0 / 0	0 / 4,733	881	3,147	5,297	881	3,147	5,297
New Jersey	80,000			80,000	48-0		13,410 / 0	14,703 / 0	14,943 / 0	0 / 0	0 / 0	0 / 0	1,235	910	2,283	1,235	910	2,283

Page Two	Weight Limits on Interstates	Maximum Weight Allowed Under LCV Freeze	Permits Required	Weight Limits on other Roads	State Trailer Lengths on Nat'l Network	Maximum Trailer Length under LCV Freeze	Non-Divisible Trip/Annual Permits				Divisible Trip/Annual Permits				Overweight Violations		
							2006 Trip/Annual	2007 Trip/Annual	2008 Trip/Annual	2009 Trip/Annual	2005 Trip/Annual	2006 Trip/Annual	2007 Trip/Annual	2008 Trip/Annual	2005	2006	2007
State					Flt	Freeze											
New Mexico	86,400 (gr)	86,400	NO	86,400	57'-6"	57'-6"	14,028 / 3,625	15,710 / 4,093	14,232 / 4,162	2 / 270	0 / 301	0 / 389	2,005	2,006	795	769	2,007
New York (S)	80,000	143,000	YES	80,000	48'-0"	102'	174,674 / 4,571	174,677 / 201	196,794 / 4,710	0 / 88,890	0 / 207,497	0 / 23,277	5,926	7,667	5,926	7,667	6,539
North Carolina	80,000			80,000	48'-0"		86,279 / 6,466	88,063 / 8,516	98,814 / 9,809	0 / 0	0 / 0	0 / 0	14,216	21,305	14,216	21,305	26,011
North Dakota	80,000	105,500	YES	105,500	53'-0"	103'	22,397 / 0	27,755 / 0	31,003 / 0	26,869 / 630	29,177 / N/A	28,283 / 102	1,044	761	1,044	761	836
Ohio	80,000	127,400	YES	80,000	53'-0"	102'	105,066 / 2,914	108,763 / 3,167	109,151 / 2,974	6,126 / 18,646	8,017 / 21,415	9,584 / 21,463	22,056	19,364	22,056	19,364	19,275
Oklahoma	80,000	90,000	YES	90,000	59'-6"	110'	50,749 / 1,137	61,626 / 1,411	71,442 / 1,537	0 / 878	0 / 741	0 / 805	4,045	3,759	4,045	3,759	6,209
Oregon	80,000	105,500	YES	105,500	53'-0"	96'	19,308 / 20,463	52,785 / 19,376	125,618 / 55,168	611 / 109,237	0 / 156,767	0 / 127,094	43,095	22,364	43,095	22,364	30,441
Pennsylvania	80,000			80,000	53'-0"		N/A	235,686 / 2,946	217,107 / 2,997	N/A	4 / 817	4 / 825	N/A	2,618	N/A	2,618	1,755
Rhode Island	80,000			80,000	48'-6"		10,766 / 275	10,850 / 292	10,766 / 275	0 / 5,348	0 / 5,471	0 / 5,348	91	28	91	28	189
South Carolina	80,000			80,000	48'-0"		70,144 / 6,945	75,667 / 6,657	67,665 / 7,862	0 / 0	0 / 0	0 / 0	13,056	14,166	13,056	14,166	12,037
South Dakota	80,000	129,000	YES	Bridge F.	53'-0"	100'	30,376 / 5,017	45,413 / 5,122	51,398 / 5,550	314 / 579	475 / 542	383 / 1,079	1,930	2,401	1,930	2,401	2,614
Tennessee	80,000			80,000	50'-0"		105,393 / 4,209	112,619 / 4,261	124,554 / 4,518	0 / 0	0 / 0	0 / 0	5,847	5,847	5,847	5,847	5,859
Texas	80,000			80,000	59'-0"		131,317 / 13,926	141,954 / 16,586	159,380 / 19,919	0 / 24,761	0 / 28,008	0 / 32,999	27,959	27,040	27,959	27,040	32,676
Utah	80,000	129,000	YES	80,000	48'-0"	95'	13,919 / 1,488	15,092 / 1,914	17,206 / 2,363	2,365 / 8,125	2,412 / 10,066	1,889 / 13,066	5,211	5,598	5,211	5,598	5,749
Vermont	80,000			80,000	48'-0"		30,020 / 2,239	30,281 / 2,053	30,206 / 2,098	0 / 4,544	0 / 5,101	0 / 4,816	710	470	710	470	502
Virginia	80,000			80,000	48'-0"		72,565 / 11,273	74,569 / 12,021	73,573 / 13,370	0 / 0	0 / 0	0 / 0	57,205	56,589	57,205	56,589	54,941
Washington	80,000	105,500	YES	105,500	48'-0"	68'	88,369 / 27,177	73,259 / 4,244	90,108 / 4,924	831 / 18,972	775 / 2,927	728 / 3,216	9,553	19,561	9,553	19,561	15,910
West Virginia	80,000			80,000	48'-0"		36,623 / 667	39,474 / 1,533	41,723 / 1,795	0 / 0	0 / 0	0 / 0	2,637	1,763	2,637	1,763	1,475
Wisconsin	80,000			80,000	48'-0"		15,605 / 4,167	43,573 / 12,024	16,015 / 4,726	15 / 5,154	0 / 5,780	0 / 5,750	10,980	8,980	10,980	8,980	8,384
Wyoming	80,000	117,000	NO	117,000	57'-4"	81'	54,135 / 278	59,994 / 389	63,014 / 291	251 / 765	317 / 776	536 / 815	1,896	2,340	1,896	2,340	2,856
National Totals:							2,692,094 / 230,445	3,436,956 / 255,292	3,763,239 / 334,084	43,991 / 388,801	81,720 / 566,991	46,661 / 654,585	619,662	610,639	619,662	610,639	603,144
Total Permits:							2,922,639	3,692,248	4,117,323	432,792	678,711	401,236					

Source: Federal Highway Administration

Notes:

- (gr): Grandfathered weight legally authorized under state law on July 1, 1956
- Maximum Weight Allowed Under LCV Freeze: Highest weight for multiple vehicles in this category
- State Trailer Lengths on Nat'l Network: STAA of 1982 required states to allow a minimum of 48 ft. on National Network - lengths greater than 48 ft. *indicated with asterisk (*)
- Maximum Trailer Length under LCV Freeze: Highest maximum length for multiple vehicles in this category
- Divisible Permit Data for New York under review

WITNESSES

Panel I

Mr. Jeffrey F. Paniati*

Executive Director
Federal Highway Administration
Washington, DC

*accompanied by Mr. William Quade, Assistant Administrator for Enforcement, Federal Motor
Carrier Safety Administration

The Honorable David Cole

Commissioner
Maine Department of Transportation
Augusta, ME

Jeff G. Honefanger*

Manager, Special Hauling Permits
Ohio Department of Transportation
Columbus, OH

*accompanied by Denny Silvio, Louisiana Dept of Transportation and Development

Mr. Mike Opat

Commissioner
Hennepin County, Minnesota
Minneapolis, MN

Panel II

Mr. Vincent Brezinsky

Driver
Teamsters Local 745
Dallas, TX

Mr. Tom Carpenter

Director of Transportation - Global Supply Chain
International Paper
Memphis, TN

Mr. Gerald A. Donaldson

Senior Research Director
Advocates for Highway and Auto Safety
Washington, DC

Mr. Bill Farrell

Independent Driver
Owner-Operator Independent Drivers Association
Missoula, MT

Captain John Harrison
President
Commercial Vehicle Safety Alliance
Washington, DC

Mr. Mike Smid
President and CEO
YRC North American Transportation
Overland Park, KS

Mr. Mike Spradling
President, Oklahoma Farm Bureau
on behalf of American Farm Bureau Federation
Tulsa County, OK