



Size and Weight Committee



- FHWA updates
- MAP-21
- Pilot Car Harmonization
- Bus Axle Weight
  - < 24,000 Single axle
  - Tandem?
  - Gross?
- FMCSA
  - CVSA 3-yr study
- NTSB



## New Business

- Implement of Husbandry Bridge Load Compliance
- Europe Enforcement
- WIM Enforcement??
- CVSA S&W Policy



- The Commercial Vehicle Safety Alliance (CVSA) opposes any changes to federal commercial motor vehicle (CMV) size and weight limits until the study mandated by Congress in the Moving Ahead for Progress in the 21st Century Act (MAP-21) has been completed.

However, should there be any increases or other changes to federal CMV size and weight limits prior to completion of the study: CVSA supports ensuring that any change in policy is enforceable and based on objective scientific evidence.

- CVSA supports requiring that higher safety standards be applied to any new allowances for heavier and/or longer commercial motor vehicles.
- CVSA supports giving States the authority to require that passenger-carrying CMVs report to an open weigh station while en route, specifically for weight enforcement purposes.

# The Safe Trucking Act:

## Flexible Truck Weight Reform for Safe, Greener, More Efficient Transportation

**The U.S. needs responsible truck weight reform.** For more than 30 years, the federal vehicle weight limit has been set at 80,000 pounds—a restriction that now challenges our economy, environment and infrastructure. About a quarter of U.S. truck shipments meet this limit with significant space in their trailers, meaning that shippers use more truckloads, miles and fuel than necessary.

With nearly 70 percent of all U.S. freight tonnage moved by trucks and overall freight tonnage expected to grow nearly 25 percent over the next decade<sup>1</sup>, we need solutions now to make trucking more productive. Without responsible truck weight reform, the U.S. will sink deeper into a capacity crisis that is already threatening economic productivity and environmental sustainability.

Congress should enact the Safe, Flexible and Efficient Trucking Act (Safe Trucking Act) to safely make truck transportation more sustainable.

**Responsible, Flexible, State-Based Reform:** Each state would have the option to set Interstate System weight limits of up to 91,000 pounds, but only for vehicles equipped with six axles rather than the typical five. These vehicles are no bigger or longer than standard 80,000-pound five-axle trucks. The legislation does not reduce any state and local authority over non-Interstate System roads.

**Comparable Safety & Handling:** The U.S. DOT found that the Safe Trucking Act configuration features comparable handling characteristics and improved braking ability, stopping one foot faster than the 80,000-pound five-axle truck currently used throughout the nation.<sup>2</sup> The Safe Trucking Act also enables the U.S. DOT to require additional safety equipment for these vehicles, creating a world-class standard vehicle for the movement of heavy goods.

**Bridge Formula Compliant:** The Safe Trucking Act configuration is “federal bridge formula compliant”—meaning that it meets weight distribution requirements for vehicles traveling on bridges on the Interstate Highway System.<sup>3</sup> The U.S. DOT also found that wide use of the Safe Trucking Act configuration would not cause any increase in one-time rehabilitation costs for Interstate bridges.<sup>4</sup>

**Significant Pavement Cost Savings:** By decreasing the weight per-axle and per-tire, the Safe Trucking Act configuration would yield significant pavement wear savings—as much as 4.2 percent of total pavement restoration budgets.<sup>5</sup>

**Minimal Rail Diversion:** The U.S. DOT found, assuming wide use of the configuration, that the Safe Trucking Act configuration would shift cargo from less productive trucks to the more productive trucks allowed by this legislation. Impact on rail was found to be minimal, estimated as diverting less than one-third of 1 percent of rail revenues (less than \$200 million in rail freight each year)—an amount that is easily offset by the projected annual growth rate of freight rail.<sup>6</sup> Under the state option approach, diversion likely would be even less.

114TH CONGRESS  
1ST SESSION

# H. R. 3488

To amend title 23, United States Code, with respect to vehicle weight limitations applicable to the Interstate System, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 10, 2015

Mr. RIBBLE introduced the following bill; which was referred to the  
Committee on Transportation and Infrastructure

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## A BILL

To amend title 23, United States Code, with respect to vehicle weight limitations applicable to the Interstate System, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Safe, Flexible, and Ef-  
5 ficient Trucking Act of 2015”.

6 **SEC. 2. MODERNIZED WEIGHT LIMITATIONS FOR CERTAIN**  
7 **VEHICLES.**

8 Section 127 of title 23, United States Code, is  
9 amended by adding at the end the following: