

91,000 POUND TRUCKS: THE FACTS

Semitrailer trucks play a vital role in the U.S. economy and transportation system, but heavier trucks endanger motorists, weaken our roads and bridges, and cost taxpayers billions of dollars every year in highway subsidies. Currently, Congress and state legislatures across the country are debating increasing federal limits on truck weights from 80,000 pounds to 91,000 pounds — a jump of nearly 14% in truck weight.

Research clearly demonstrates why this proposal is bad public policy.



Endangers the motoring public.

- USDOT found in limited state testing that heavier trucks have significantly higher crash rates ([FHWA TSW Study Technical Report, 2015](#)).
- The severity of a crash is determined by the velocity and mass of a vehicle. If its weight increases, so does the potential severity of a crash.
- Heavier trucks tend to have a higher center of gravity because the additional weight is typically stacked vertically. Raising the center of gravity increases the risk of rollovers ([FHWA TSW Study, 2000](#)).
- A 2013 study found that 95% of law enforcement officers surveyed believe longer and heavier trucks would be more dangerous ([Marshall University-led Study, 2013](#)).



Damages America's crumbling infrastructure.

- Over 50% of bridges on the National Highway System are more than 40 years old and over 52% are in fair/poor condition ([FHWA Deficient Bridges by Highway System, 2016](#)).
- 91,000-pound trucks would further damage more than 4,800 bridges — 1,485 of which are on the Interstate System ([USDOT Comprehensive TSW Limits Study, 2016](#)).



Costs taxpayers even more money.

- Heavier trucks do not pay the full cost of the damage they cause, forcing taxpayers to cover the rest ([Disaggregated Tables from FHWA Addendum to 1997 Highway Cost Allocation Study, 2000](#)).
- Taxpayers would need to pay at least \$1.1 billion more for new bridge damage by heavier trucks ([USDOT, 2016](#)).



Increase congestion on already deteriorating roads and bridges.

- Truck registrations have gone up 91% since Congress increased the weight limit in 1982 ([FMCSA Large Truck & Bus Crash Facts, 2015](#)).
- Heavier trucks could add 8 million more trucks to roads and bridges — a 56% increase ([Martland, 2010](#)).