

June 9, 2014

The Honorable John Boehner
Speaker
U.S. House of Representatives
H-232, The Capitol
Washington, D.C. 20515

The Honorable Nancy Pelosi
Minority Leader
U.S. House of Representatives
H-204, The Capitol
Washington, D.C. 20515

Dear Speaker Boehner and Minority Leader Pelosi:

The undersigned organizations urge all Members of Congress to support the targeted truck weight provisions included in Section 125 of the Fiscal Year (FY) 2015 Transportation-Housing and Urban Development (HUD) Appropriations Act (H.R. 4745). Two of the three provisions have passed the House by voice vote within the last year, and all three were recently adopted by the House Appropriations Committee.

The ability of states to secure accommodations within federal truck size and weight laws helps to make roads safe by keeping heavier vehicles off state and local roads and allowing them to drive on Interstate Highways. The language in Section 125 pertains to the states of Wisconsin, Mississippi, and Idaho. These provisions are tailored to the unique economic and safety needs of each state, only permitting the use of trucks that are already being driven in those states today.

If our manufacturing, distribution, agriculture, construction, and forestry industries are to prosper in today's global economy, it is essential that we be allowed to compete on a level playing field. Section 125 allows specific states to pursue limited, targeted provisions designed to allow trucks that are already in use in those states to remain on Interstates, rather than having to navigate intersections, pedestrians, railroad tracks, and school zones on local or county roads.

WISCONSIN: The Wisconsin language would grandfather in the current Wisconsin vehicle weight limits on Highway 41 between Green Bay and Milwaukee when that route becomes an Interstate in the coming year. This legislation does not increase truck weight limits on the corridor, but preserves the status quo. The House passed this provision as H.R. 2353 on July 22, 2013 by voice vote. The language enjoys the support of the Wisconsin Department of Transportation and the Wisconsin State Patrol, the agency primarily responsible for traffic safety and commercial vehicle enforcement along the highway.

MISSISSIPPI: The Mississippi language would grandfather in the current Mississippi vehicle weight limits on Highway 78 between mile marker 0 and mile marker 113 when that route becomes an Interstate in the coming year. This legislation does not increase truck weight

limits on the corridor, but preserves the status quo. The House passed this provision as H.R. 4268 on May 20, 2014 by voice vote. The language enjoys the support of the Mississippi Department of Transportation.

IDAHO: The Idaho language would allow trucks that can already drive on Idaho's state routes to drive on Interstate Highways within the state's border. It would also put Idaho in line with the weight allowances in neighboring states, including Montana, Wyoming, Utah, and Nevada. The provision has been introduced in the House as H.R. 3083. The language enjoys the support of the Idaho Transportation Department as well as Idaho's Highway Safety Manager. The Idaho Legislature has vetted the proposal through a ten-year pilot project.

Provisions like these three are not without precedent. Congress has enacted grandfather provisions for other routes that have been incorporated into the Interstate, including I-99 in Pennsylvania, I-68 in Maryland, and I-39 in Wisconsin. As part of FY 2012 Appropriations legislation, Congress enacted a temporary pilot program to allow Maine and Vermont to keep heavy vehicles on Interstate Highways rather than state and local roads.

In closing, we believe that the aforementioned provisions of Section 125 of H.R. 4745 will improve transportation safety while enhancing economic competitiveness. **We urge you to SUPPORT Section 125 of the FY 2015 Transportation-HUD Appropriations Act and to oppose any amendments to strike these provisions.**

Sincerely,

Agricultural & Food Transporters Conference
Agricultural Retailers Association
Agriculture Transportation Coalition
American Bakers Association
American Beverage Association
American Farm Bureau Federation
American Feed Industry Association
American Forest & Paper Association
American Frozen Food Institute
American Iron and Steel Institute
American Meat Institute
American Road and Transportation Builders Association
American Soybean Association
American Trucking Associations
Associated Equipment Distributors
Associated General Contractors of America
Association of Equipment Manufacturers
Beer Institute
Food Marketing Institute
Forest Landowners Association
Forest Resources Association
Glass Packaging Institute
Hardwood Federation

Institute of Scrap Recycling Industries
International Dairy Foods Association
International Milk Haulers Association
National Alliance of Forest Owners
National Asphalt Pavement Association
National Association of Manufacturers
National Association of Wholesaler-Distributors
National Barley Growers Association
National Cattlemen's Beef Association
National Council of Farmer Cooperatives
National Corn Growers Association
National Cotton Council
National Cotton Ginners Association
National Grain and Feed Association
National Grocers Association
National Milk Producers Federation
National Potato Council
National Ready Mixed Concrete Association
National Renderers Association
National Stone, Sand and Gravel Association
National Sunflower Association
North American Millers' Association
Portland Cement Association
Retail Industry Leaders Association
Steel Manufacturers Association
The National Industrial Transportation League
United Fresh Produce Association
U.S. Canola Association
U.S. Dry Bean Council