

Action Item



To be completed by NASDA Staff:

Date Submitted: February 4, 2013

Committee: Rural Development & Financial Security

Recommended by Committee

Recommended with Amendment by Committee

Not Recommended by Committee

Adopted by NASDA

Adopted with Amendment by NASDA

Not Adopted by NASDA

Additional Notes:

1 **Subject of Action Item:** Uniform Agricultural Truck Weighting Policy

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3 **Submitted By:** NEASDA (Commissioner Steven Reviczky, Connecticut)

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5 **Text of Action Item:** To encourage the United States Congress to address and approve requests by the several
6 states pertaining to increases in truck weight limits for agricultural purposes. Such action by the Congress would
7 encourage strengthened trade opportunities amongst all states. A more uniform standard would allow for
8 increased opportunities in the agricultural community regionally and nationally.

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10 **Background & Rationale:** The Transportation Bill considered by the 112th Congress changed the hours of service
11 law pertaining to agricultural vehicles, but it failed to address weight issues. Varying weight limitations among
12 states came about as a result of the passage of the Federal Aid Highway Act (FAHA) of 1956 which established
13 the funding for building of the modern federal interstate highway system that we have throughout the US today.
14 When the FAHA was passed in 1956, it established gross vehicle weight limits as well as maximum width limits.
15 However, the federal limits were qualified by a “grandfather clause” that allowed continued operation of
16 heavier trucks on the new interstate system with state limits in effect on 7/1/1956. Some states took advantage
17 of this “grandfather clause” and some did not. This is the reason for the variance among gross weight
18 limitations among the various states in the region today.

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20 While some affected states have taken the required step, further action is necessary by the US Congress to
21 accept the new standard in individual states.