

# How Much do Trucks Pay for Road Use?

Truck operators contribute \$257 million per year in Michigan road revenues, or 14 percent.

An 80,000-pound truck traveling 125,000 miles a year pays about \$10,418 per year in Michigan and federal road-user fees, or approximately 8.33 cents per mile. An automobile pays approximately 2.4 cents per mile.

## Road-user Fees Paid Per Mile



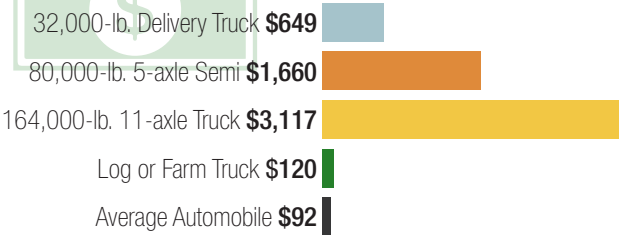
# How are Truck Weight Laws Enforced?

Truck weight laws are enforced by the Michigan State Police Motor Carrier Division and by local motor carrier officers and weighmasters. Increasingly, freeway weigh stations are supplemented by mobile weight enforcement. Mobile weight enforcement technology is used at numerous points on Michigan roads, not just on freeways.

Additional truck-weight restrictions are enforced during the spring months when the ground thaws and wet soils cannot adequately support the pavement. The restrictions protect seasonal roads from damage.

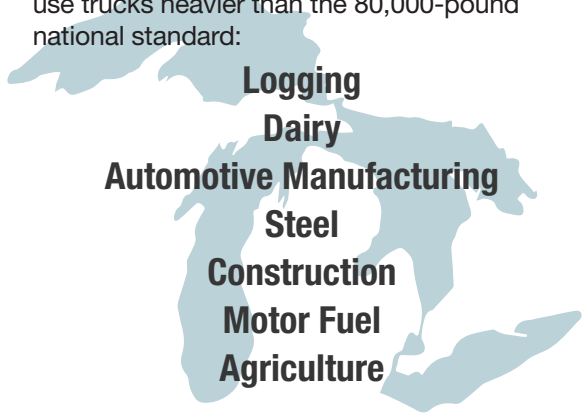


## Truck Registration Fees



## What Industries Use Heavy Trucks in Michigan?

Some of Michigan's most important industries use trucks heavier than the 80,000-pound national standard:



## Fuel Taxes for Trucks

- Michigan State Fuel Tax 15 cents/gallon
- Federal Fuel Tax 24.4 cents/gallon
- Other Federal Taxes Varies

Under federal law and international agreements, trucks from other states and Canada also pay Michigan fuel taxes and registration fees based on how many miles they drive in Michigan.



Prepared by: MDOT Graphic Design & Mapping Unit



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## Trucking and Michigan Roads

Trucking is a vital part of Michigan's economy. Trucks move 67 percent of all freight tonnage in Michigan, delivering \$408 billion worth of Michigan products to market each year.

Since 1982, federal law has required all states to allow gross vehicle weights (GVW) of 80,000 pounds on the Interstate system and other designated highways. This weight is typically spread over five axles (including a three-axle tractor with a tandem-axle semi-trailer, making up the familiar "eighteen-wheeler"). Michigan and several other states have laws allowing GVW greater than 80,000 pounds, when spread over more than five axles, and have been allowed to keep these laws in effect.

Engineering authorities, including the Federal Highway Administrations' (FHWA) Comprehensive Truck Size and Weight Study, released in 2000, found that **pavement damage caused by a vehicle is not directly related to GVW, but to axle loadings**, along with other factors such as climate. Michigan law controls loads on individual axles, not total vehicle weight. The axle loadings on a multi-axle Michigan truck are frequently less than on a national-standard truck: 13,000 pounds vs. 17,000 pounds.



80,000-lb. standard interstate semi-trailer (usable on designated highways)



73,280-lb. standard semi-trailer (usable on all Michigan roads)

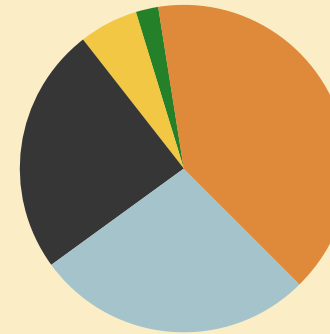


26,000-lb. medium truck

## What Would Happen if Michigan Truck Weight Laws Were Changed?

If Michigan's current truck weight laws were repealed, under federal law they could not be re-enacted at a later date. The change to GVW-based weights would add 10,000 to 15,000 trucks to Michigan roads, creating more traffic congestion and heavier axle loadings.

Michigan's roads and bridges were designed for the current weight limits. Changing weight limits would not only make it more expensive to ship goods by requiring more trucks, it would also mean that the money MDOT and other road agencies have invested in these roads and bridges would be wasted.



### How Much Do Trucks Weigh?

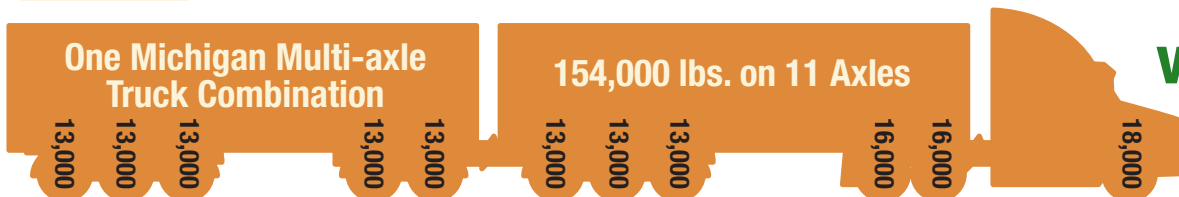
Most trucks weigh under 26,000 pounds and only a small fraction are over 80,000 pounds. The theoretical maximum is 164,000 pounds on two trailers, but very few trucks can carry this much.

### 111,470 Trucks Registered in Michigan

- 41%** 46,150 medium trucks under 26,000 lbs. GVW
- 28%** 31,575 in interstate commerce (International Registration Plan, or IRP)
- 25%** 27,360 other trucks between 26,000 and 80,000 lbs.
- 6%** 6,385 able to carry more than 80,000 lbs.
- 2%** (2,649 of those registered to carry over 145,000 lbs.)

## 154,000 Pounds vs. 160,000 Pounds on the Highway

One multi-axle Michigan truck is equivalent to two national standard trucks, but the axle loadings are much less. Changing Michigan's current laws would increase traffic congestion, business costs, safety concerns, and emissions.



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