



## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Scott Walker  
Governor

Mark Gottlieb, P.E.  
Secretary

Office of the Secretary  
4802 Sheboygan Avenue, Room 120B  
PO Box 7910  
Madison, WI 53707-7910

Telephone: 608-266-1113  
FAX: 608-266-9912  
E-mail: [sec.exec@dot.wi.gov](mailto:sec.exec@dot.wi.gov)

September 2, 2015

The Honorable Reid Ribble  
United States Representative  
1513 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Ribble:

Thank you for your proposal of the "Safe, Flexible and Efficient Trucking Act of 2015" to modify vehicle weight limitations applicable to the Interstate Highway System.

The Wisconsin Department of Transportation (WisDOT) supports the proposal in this legislation to allow six-axle trucks to carry a maximum gross weight of 91,000 pounds on Interstate System routes. We appreciate your efforts to carefully craft the legislation to ensure proper axle loadings that will support safe operation and minimize impacts to infrastructure.

As per WisDOT's 2014 report titled "Moving Freight in Wisconsin," trucks move 318 million tons of freight in Wisconsin each year, with a value of \$395 billion. As our economy grows, we can expect these freight demands to grow. The truck weight changes you have proposed will allow Wisconsin and all states to better accommodate economic growth while preserving our transportation infrastructure.

As you know, this past June the Federal Highway Administration released a series of technical reports analyzing possible changes to truck sizes and weights. The findings of these reports are largely similar to a 2009 effort by WisDOT. The FHWA report found that the 6-axle, 91,000 pound combination would lead to net positive benefits in freight logistics costs, pavement life-cycle costs and enforcement program costs and we concur with these findings.

The FHWA report and our past analyses do indicate a need to address the impacts of heavier vehicle weights on bridges. The modest increases in federal funding proposed in the DRIVE Act may help Wisconsin and other states to address these needs. More optimistically, the National Freight Program as proposed in the DRIVE Act could provide an additional \$19 million to \$39 million each year to Wisconsin, and we envision that these funds could support infrastructure improvements necessary to support heavier vehicle weights.

Again, thank you for your proposal. WisDOT supports the allowance of six-axle, 91,000 pound vehicle weight limits. Further, we are encouraged by the potential for increased funding in existing programs and the National Freight Program in the DRIVE Act proposal to help mitigate any impacts of the vehicle weights on bridges and infrastructure.

We look forward to the prompt passage of these proposals. If you have questions or need additional information about these issues, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gottlieb". The signature is fluid and cursive, with the first name "Mark" and last name "Gottlieb" clearly distinguishable.

Mark Gottlieb, P.E.  
Secretary

cc: Governor Scott Walker  
Wendy Riemann, Director of Federal Relations, State of Wisconsin