University Transportation Center Research Project

Final Report

INSTITUTIONAL AND FINANCIAL ANALYSIS OF WEIGH STATION PERFORMANCE

By

Michael Meyer

Adam Rosbury

Contract with

Research and Innovative Technology Administration (RITA)

In cooperation with

Georgia Transportation Institute / University Transportation Center

GEORGIA DOT RESEARCH PROJECT 10-19
FINAL REPORT

INSTITUTIONAL AND FINANCIAL ANALYSIS OF WEIGH STATION PERFORMANCE IN GEORGIA

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16. Abstract:

This report examines the State of Georgia's commercial vehicle oversize and overweight enforcement program over the past 10 years. An overview of the federal and state regulations for both oversize and overweight vehicles is presented, which includes state responsibilities for reporting data to the federal government. Data from states surrounding Georgia along with that from Georgia were used to assess the changes in commercial vehicle inspections and violations that occurred from 2007 to 2010. In all cases, the number of inspections and violations (reported to the federal government) has declined over this period, with Georgia showing the largest reduction of 54 percent in weight and size violations. Given the consistent reduction in inspections and violations for the states examined, the reduction of 54 percent in Georgia can be partially explained by factors that seem to be affecting each of the states (e.g., changes in truck travel due to economic conditions). However, the 54 percent reduction for Georgia is significantly higher than the average reduction for the surrounding states of 32 percent, suggesting that the reduction in Georgia is also partially explained by changes in resources allocated to the program and perhaps different administrative approaches. The report notes that the revenues obtained from the program would seem to more than cover the costs of inspection and enforcement and that Georgia should examine options to privatize some aspects of the commercial vehicle inspection program.

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TABLE OF CONTENTS

LIST OF TABLES AND FIGURES

Tables

Figures

EXECUTIVE SUMMARY

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1.0 Introduction

One of the most important responsibilities of every state department of transportation (state DOT) is to protect the significant investment that has been made in a state's transportation system. Nowhere is this investment more critical to a state than in the road and bridge network, which represents the bulk of a state DOT's stewardship responsibilities. In particular, pavement and bridge deck preservation not only constitutes a significant amount of a state DOT's annual investment in the road network, but the condition of pavements and bridge decks often tie to the public perception of a state DOT's effectiveness. In addition, the federal government has established commercial vehicle weight standards for interstate highways and vehicle size (length and width) standards for roads on the National Highway System [1]. States must provide a plan and a certification of accomplishment for size and weight enforcement activities; failure to do so could result in a 10 percent reduction in federal-aid highway funds for that state. The revenues collected as part of this enforcement activity are kept by the state.

The purpose of this research project was to examine the performance of the State of Georgia's vehicle size and weight enforcement program. This research was aimed primarily at understanding how this program has changed over the past several years, and to identify any changes that could be made to the program to enhance its effectiveness. The Georgia Department of Public Safety (GDPS) received responsibility for this program from the Georgia Department of Transportation (GDOT) beginning in 2007, so it was of interest to see what if anything changed in program outcomes. Literature searches were conducted on this topic with very little found on the institutional structure and effectiveness of state programs. Three citations were returned from the Transportation Research Information System (TRIS)

database primarily focused on surveillance technology to enforce truck weight laws. The most recently completed report was a special report by the Transportation Research Board (TRB) on commercial vehicle size and weight programs, but this was focused primarily on the question of what the impacts would be of increasing permissible loads and sizes [2].

At the outset of this research it was assumed that effectiveness of a state size and weight program would be related to the level to which illegal commercial vehicles were caught and cited. This research has shown that there is very little, if any, effort underway in the nation and in Georgia to estimate the number of non-permitted oversize or overweight commercial vehicles that are avoiding weigh stations. In addition, there is no data on commercial vehicle flows by size and weight to serve as the foundation of such an analysis.

This report is organized in the following manner. The next section (2.0) discusses the methodology used to identify what other states are doing in size and weight enforcement, and to search for data in Georgia that could be used to gauge the magnitude of commercial vehicle non-compliance. The following section (3.0) provides a background of the national and Georgia commercial vehicle size and weight programs. The next section (4.0) presents the analysis that focused on Georgia's program, in particular compared to surrounding states. The final section (5.0) makes recommendations on Georgia's commercial size and weight enforcement program.

2.0 Methodology

The research methodology for this project consisted of four major efforts. The first was a literature search that focused on both the national program as overseen by the U.S. Department of Transportation (USDOT), and then of the general literature relating to individual states' enforcement programs and to the general concept of size and weight

enforcement efforts. The second effort was contacting by phone and e-mail those states that were either similar to Georgia or that had some programmatic element that could be of interest to the GDOT. The states examined included: Alabama, Florida, Kentucky, Minnesota, Mississippi, Missouri, North Carolina, South Carolina, Tennessee, Virginia, and Wisconsin. The third effort was interviewing officials in Georgia, including GDOT, GDPS, and FHWA. Along with these contacts, enforcement data was collected for Georgia, and an attempt was made to collect truck flow data for Georgia, especially that relating to oversize and overweight commercial vehicles. The final effort was collecting national and state-by-state data on enforcement activities (e.g., number of inspections, citations, etc.), primarily to put the Georgia data in context.

This final effort was undertaken because the initial research objective was to model the statewide movement of illegal commercial vehicles as they avoided, either through bypass routes or by moving during non-enforcement hours, enforcement activities. It became clear very quickly that the data did not exist to develop any model for such movements. Instead, it was decided to compare Georgia's enforcement statistics over time and with surrounding states to see if the results of Georgia's enforcement effort were different from what was being experienced elsewhere. Thus, for example, if the ratio of citations to number of inspections was significantly different over time in Georgia, or if citations and the number of inspections trended in one direction in Georgia but was going in another direction in surrounding states, then one could say with some certainty that a change had occurred in Georgia's enforcement program.

Using the information obtained from the internet, a phone call and email list was produced. From this list, contacts were made with the states that indicated information or

data was available. However, only limited information was available. A common theme throughout most states was that the responsibility of oversize/overweight (OS/OW) trucks had been shifted in recent years. Most of the state DOTs had passed the responsibility to the state safety or police agencies. As a consequence of this change, much of the data had been lost in transition, or the party responsible for keeping the data was no longer available.

It should be noted that finding data on oversize and overweight vehicles was very difficult. A national database was found through a project at the Arizona State University that provided statistics for each state as well as national numbers, but these numbers did not correspond to the numbers sent to the research team by individual states [3]. Contacting the states also proved to be very difficult, not only in finding the right individual or program office, but also in obtaining the latest data on their enforcement program. In one state, everyone contacted (and numerous program offices were) stated that they did not have such a program nor would they have (even though it is a federal requirement). In the end, this research had to rely on national statistics, on data submitted to the FHWA by the individual states and on data supplied by the GDPS.

The template used to report data to the USDOT is shown in Figure 1. Table 1 shows a summary table for the data collected by state, in this case, the southern states. In this table, the state is shown in the far left column along with the corresponding year for the data. The remaining terms in this table, excluding "Total Weight Citation Fines" and "Violation/Inspection %," are explained in further detail by Figure 1. "Total Weight Citation Fines" is found in different reports from each state; this information is not required to be submitted to the federal government. "Violation/Inspection %" is the percentage of violations to the number of commercial vehicles inspected. As is represented by the data, the

number of violations exceeds the number of inspections performed. This is because, from the information shown in Figure 1, citations for oversize/overweight violations may be written without an inspection of the vehicle performed. Note also that some states reported citation revenues.

Roadside Inspections, Other Violations

Print PDF

This report presents a complete list of all "other" (not driver, vehicle or hazmat) violations cited during roadside inspections for the selected year. The report can be filtered by fiscal or calendar years, carrier domicile, and vehicle type. Clicking on any column heading will sort the report by the selected column. By default, the report ranks the violation codes by number of violations cited in descending order.

Filter Options

Filter	Description
Domicile	Carrier domiciles were determined at the time of event. By default, report will be set to 'All Domiciles' option. You can select one of 4 following options in this filter: 1) All domiciles: Carriers located in the United States, Mexico, and Canada 2) United States: Carriers located in the United States 3) Mexico: Carriers located in Mexico 4) Canada: Carriers located in Canada
Vehicle Type	By default, the filter will be set to 'All Vehicles'. You can select one of the 8 following options in this filter: 1) All Vehicles 2) All Trucks 3) All Passengers 4) Bus 5) Motorcoach 6) Limousine 7) School Bus 8) Van
Time Period	Fiscal or Calendar year(s) when events occurred

Column / Row Descriptions

Column Name	Description
Violation Code	The part number and section of the specific Federal Motor Carrier Safety Regulation (FMCSR) or Hazardous Materials Regulation (HMR) cited.
Description	A brief description of the FMCSR or HMR cited.
# of Inspections	The number of Inspections conducted that cited one or more Violations of the specified FMCSR or HMR.
# of Violations	The number of Violations cited for the specified FMCSR or HMR.
% of Total Violations	The percentage of all Violations issued that cited the specified FMCSR or HMR (# of Violations/Total Violations cited).
# of OOS Violations	The number of Violations cited that included an Out-Of-Service (OOS) order.
OOS Percent	The percentage of all OOS Violations issued that cited the specified FMCSR or HMR (# of OOS Violations/Total OOS violations cited).

A roadside inspection occurs when a Motor Carrier Safety Assistance Program (MCSAP) inspector conducts an examination on individual commercial motor vehicles and drivers to determine if they are in compliance with the Federal Motor Carrier Safety Regulations (FMCSRs) and/or Hazardous Materials Regulations (HMRs.) Serious violations result in the issuance of driver or vehicle OOS orders. These violations must be corrected before the affected driver or vehicle can return to service. Traffic enforcement violations may also be recorded in conjunction with a roadside inspection.

FIGURE 1

Input Template for USDOT Required Data [4]

TABLE 1

Summary of Overweight Vehicles, Selected States

	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS Percent	Total Weight Citation Fines ($)
AL 2007	2,654	2,764	4.73%	34	1.23%	
AL 2008	1,787	1,865	22.23%	13	0.70%	
AL 2009	1,599	1,674	19.33%	14	0.84%	
AL 2010	1,193	1,214	16.68%	6	0.49%	
FL 2007	14,753	15,965	10.34%	136	0.85%	
FL 2008	17,606	18,885	36.21%	111	0.59%	
FL 2009	12,266	13,203	33.02%	88	0.67%	
FL 2010	12,413	13,148	29.21%	26	0.20%	
A 2007	14,250	14,820	7.95%	20	0.13%	
GA 2008	11,519	11,968	36.81%	14	0.12%	
GA 2009	9,296	10,570	33.25%	38	0.36%	
GA 2010	6,653	6,800	19.77%	15	0.22%	
NC 2007						$10,681,660.29
NC 2008						$10,493,369.87
NC2009						$8,828,590.38
NC 2010	5,200	5,369	25.82%	0	0.00%	$8,499,796.20
SC 2007	13,123	13,765	28.93%	2	0.01%	
SC 2008	13,662	14,383	57.28%	2	0.01%	
SC2009	11,772	12,379	51.76%	3	0.02%	
SC 2010	9,679	10,028	47.70%	0	0.00%	
TN 2007	6,543	7,042	24.66%	23	0.33%	13,109,115.10
TN 2008	8,302	8,666	34.11%	34	0.39%	12,861,588.71
TN 2009	6,533	6,876	29.03%	42	0.61%	10,270,433.24
TN 2010	5,945	6,205	27.55%	20	0.32%	10,845,330.24
US 2007	242,333	308,832	6.01%	5,563	1.80%	
US 2008	247,222	316,878	27.98%	1,645	0.52%	
US 2009	221,953	291,867	25.67%	2,040	0.70%	
US 2010	211,951	278,961	24.18%	1,164	0.42%	

Sources: [1,5,7]

Note in Table 1 that every state except Florida showed a decline in the number of inspections from 2010, although not as much a decline as shown for Georgia.

It is important to note that there were many inconsistencies between national data as submitted by states and the same data reported within state annual reports. This was especially true with the number of inspections and citations, where the numbers reported in

state reports were much higher than found in the Federal Motor Carrier and Safety Administration (FMCSA) website. This is due primarily to the fact that data reported to FMCSA reflected only those where "official" inspections occurred; states often conduct their own inspections and issue citations without designated inspectors present.

The state numbers were obtained using annual reports requested through phone interviews. Florida was one of the states with the best reporting system, and Figure 2 gives an example of the data that is available in this reporting system. In this example from Florida, the number of weight citations is circled to indicate where on the form such data is reported. Most of the other states reviewed do not format the annual reports in the same manner as Florida, and it was thus difficult to determine the accuracy of the data reported. Data tables were obtained for Georgia, North Carolina and Tennessee. Georgia self-reported nearly 36,000 OS/OW citations for fiscal year 2010; data reported in the FMCSA database of combined citations was 6,800.

3.0 Truck Size and Weight Enforcement Programs

3.1 Federal Requirements

The federal government has established national size and weight standards for the National Highway System (NHS) and the Interstate Highway System (IHS), respectively. Federal commercial vehicle maximum weight standards on the Interstate Highway System are:

Single Axle:	20,000 pounds
Tandem Axle:	34,000 pounds
Gross Vehicle Weight:	80,000 pounds

MOTOR CARRIER COMPLIANCE OFFICE
775-A10-38
03/2006

CALENDAR 2008

State of Florida Department of Transportation
MOTOR CARRIER COMPLIANCE OFFICE

MONTHLY ACTIVITY RECAP

ACTIVITY AND ASSESSMENT SUMMARY

	Civilian	Law Enforcement	TOTALS
Total Assessments	8,193,236.75	10,180,452.03	18,373,688.78
Total DHSMV Fees	182,895.00	66,540.00	249,435.00
Total DOT Assessments	8,010,341.75	10,113,912.03	18,124,253.78
Weight Citation Penalties	6,725,298.75	6,136,290.03	12,861,588.78
Safety Citation Penalties	1,137,993.00	3,373,122.00	4,511,115.00
Compliance Review Penalties		553,700.00	553,700.00
IRP Permit Fees	50,550.00	20,820.00	71,370.00
Fuel Tax Permit Penalties	147,050.00	50,800.00	197,850.00
Fuel Tax Permit Fees	132,345.00	45,720.00	178,065.00
Vehicle WIM Weighings	12,992,533		12,992,533
Vehicle Weighings	7,331,168	39,147	7,370,315
Weight Citations	45,178	18,687	63,865
Weight Violations			

FIGURE 2

Florida Annual Report on Motor Vehicle Compliance [4]

The federal commercial vehicle size limits on the National Network are shown in Table 2.

Financial penalties to states are possible if weight standards are not the same as the federal limits, and legal action is possible in case of inconsistent size standards. With respect to reporting requirements, each state is required to submit to USDOT a State Enforcement Plan (SEP), which serves as a benchmark against which the actual performance of a state's enforcement program is evaluated [4].

3.2 Georgia Requirements

Georgia's weight limits for interstate highways mirror those established by the federal government, as do those in all states. The federal bridge formula is applied for weight limitations. The formula is:

TABLE 2

Federal Commercial Vehicle Size Standards

Overall vehicle length	No federal length limit is imposed on most truck tractor-semitrailer operations on the National Network. Exception: On the National Network, combination vehicles (truck tractor plus semitrailer or trailer) designed and used specifically to carry automobiles or boats in specially designed racks may not exceed a maximum overall vehicle length of 65 feet, or 75 feet, depending on the type of connection between the tractor and trailer.
Trailer length	Federal law provides that no state may impose a length limitation of less than 48 feet (or longer if provided for by grandfather rights) on a semitrailer operating in any truck tractor-semitrailer combination on the National Network. (Note: A state may permit longer trailers to operate on its National Network highways.) Similarly, federal law provides that no state may impose a length limitation of less than 28 feet on a semitrailer or trailer operating in a truck tractor-semitrailer-trailer (twin-trailer) combination on the National Network.
Vehicle width	On the National Network, no state may impose a width limitation of *more or less* than 102 inches. Safety devices (e.g., mirrors, handholds) necessary for the safe and efficient operation of motor vehicles may not be included in the calculation of width.
Vehicle height	No federal vehicle height limit is imposed. State standards range from 13.6 feet to 14.6 feet.

Source: [3]

$$W = 500(LN/N-1 + 12N + 36)$$

Where:

W = Overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds.

L = Distance in feet between the extreme of any group of two or more axles in group under consideration.

N = Number of axles in group under consideration.

For state routes, the maximum gross weight allowed on five axles is 80,000 pounds, on two or three axles is the product of the number of axles times 20,340 pounds, and on four axles is 70,000 pounds. For tandem trucks, the legal tandem weight is 37,340 pounds, and the legal tandem weight on tractor semi-trailer combinations on state highways is 40,680 pounds.

For Georgia interstates, NHS routes, and access roads to NHS routes, the restriction of truck and load height is 13 feet 6 inches; width is 8 feet 6 inches; and length of the standard trailer unit is 53 feet. Other restrictions apply for extendable semi-trailers exceeding 53 feet and twin trailer combinations. Similar restrictions apply for the state designated highway system (see [6]).

Overweight fines are governed by the state Department of Public Safety and currently stand at the following levels:

- Zero to 1,000 pounds overweight is 0.8 cents per pound:
- Plus 1.5 cents per pound next 2,000 pounds overweight
- Plus three cents per pound next 2,000 pounds overweight
- Plus four cents per pound next 3,000 pounds overweight
- Plus five cents per pound for all excess weight over 8,000 pounds

As noted in [6], “overweight fines are assessed based on allowable weights. Overweight vehicles may be fined for either gross, tandem or axle weight violations, whichever produces the larger fine. If overweight on a permitted load, the fine is assessed at 125 percent of the rate imposed for operating without a permit. Operator may shift a load by hand to avoid an

overweight axle violation. All excess weight over 6,000 pounds must be off loaded. Sliding axles change configuration of vehicle and are not considered shifting of load."

Special permits can be issued for both overweight and oversize vehicles and loads. Special size permit limits include height up to 18 feet; width up to 16 feet and no limits on special permitted lengths. Oversize permits are limited by the number of axles as shown in Table 3.

TABLE 3

Overweight Permit Limits, Georgia

Number of Axles	Typical Weight Allowed
1	23,000 pounds
2	46,000 pounds
3	80,000 pounds
4	92,000 pounds
5	100,000 pounds
6	125,000 pounds
7	148,000 pounds
8	150,000 pounds

Source: [7]

4.0 Georgia Experience with Commercial Vehicle Enforcement

As noted earlier, every state must submit to the federal government a State Enforcement Plan that outlines the approach that will be taken to enforce weight and size regulations. In addition, the state (in Georgia's case, the state Department of Public Safety) must certify each year the actual number of inspections and violations that occur. Figure 3, for example, shows the data that was submitted for the year 2010. Table 4 shows selected data from the certification report from 2000 to 2010, and Figures 4 and 5 show the trend in violations in quantity and in percentage decrease from 2007 to 2010. The red boxed area in Figure 4 indicates the Georgia data. Table 5 shows how this decline in violations detected has affected the amount of revenues that have been collected as part of the enforcement program from 2007 to 2010.

What is clear from the data for all of the states in Figures 4 and 5 is that there has been a decline in the number of violations (that is, citations for violating weight and size regulations). For all five states' aggregate data, the decline from just over 54,000 violations in 2007 to just under 37,000 in 2010 represented a 32% reduction in violations. As shown in Figure 5, this percent reduction varied by state, with Georgia having the largest reduction in violations during this time period of 54%.

It was very difficult to determine the exact cause of the reduction in violations for all of the states noted. The current economic recession could be part of the cause given reductions in overall truck traffic. Cutbacks in state personnel in the truck enforcement programs could be another reason, certainly reflected in the data from Georgia with the number of positions filled falling from 2007 to 2010. In addition, as noted earlier, it was impossible to determine

Actual operations as compared with those forecasted by the plan:

Scale Types	Forecasted Number	Actual Number
Fixed platform scales	1,000,000	749,376
WIM scales	7,000,000	6,695,125
Portable scales	36,000	51,708
Semi-portable scales	1,000	3,176

Impacts of the process as actually applied:

Violation Type	Current Year	Last Year
Oversize	641	705
Overweight	35,913	36,280

Measures of activity:

(1) Vehicles weighed

Scale Type	Number of Vehicles Weighed
Fixed platform scales	749,376
WIM scales	6,695,125
Portable scales	51,708
Semi-portable scales	3,176

(2) Penalties

Violation Type	Number of Citations or Civil Assessments
Axle	310
Gross	5,288
Bridge formula	30,315

Number of vehicles whose loads are either shifted or offloaded

Load shifting	1,856
Offloading	987

(3) Number of permits issued for overweight loads

Permit Type	Number Issued
Non-divisible trip permits	131,687
Non-divisible annual permits	15,677
Divisible trip permits	312
Divisible annual permits	203

FIGURE 3 Georgia's State Certification Data, 2010 [6]

TABLE 4

Certification Data for Georgia, 2000 to 2010

Year	Goal- Number of Trucks Weighed	Certification- No. Trucks Weighed- Non-WIM	Certification- No. Trucks Weighed- WIM	Total Number of Personnel Allocated	Over Dimensional Citations	Over Weight Citations
2000	10,000,000	**1,399,292**	11,687,617	**339**	2,668	80,778
2001	10,000,000	**1,792,644**	14,814,496	**339**	2,638	109,162
2002	10,000,000	**1,447,016**	13,383,619	**360**	1,892	84,333
2003	10,000,000	**1,070,534**	9,755,375	**354**	845	47,770
2004	10,000,000	**1,209,499**	10,257,901	**354**	957	52,344
2005	10,000,000	**1,556,730**	11,142,143	**354**	988	57,758
2006	11,195,000	**1,072,475**	11,909,953	**354**	1,332	54,494
2007	14,055,000	**948,030**	8,088,568	**351 (244 Filled)**	1,414	43,822
2008	5,838,170	**94,614**	5,743,556	**332 (244 Filled)**	973	41,229
2009	6,056,118	**92,808**	5,963,310	**335 (238 Filled)**	705	36,280
2010	6,695,125	**54,884**	6,640,241	**334 (226 Filled)**	641	35,913

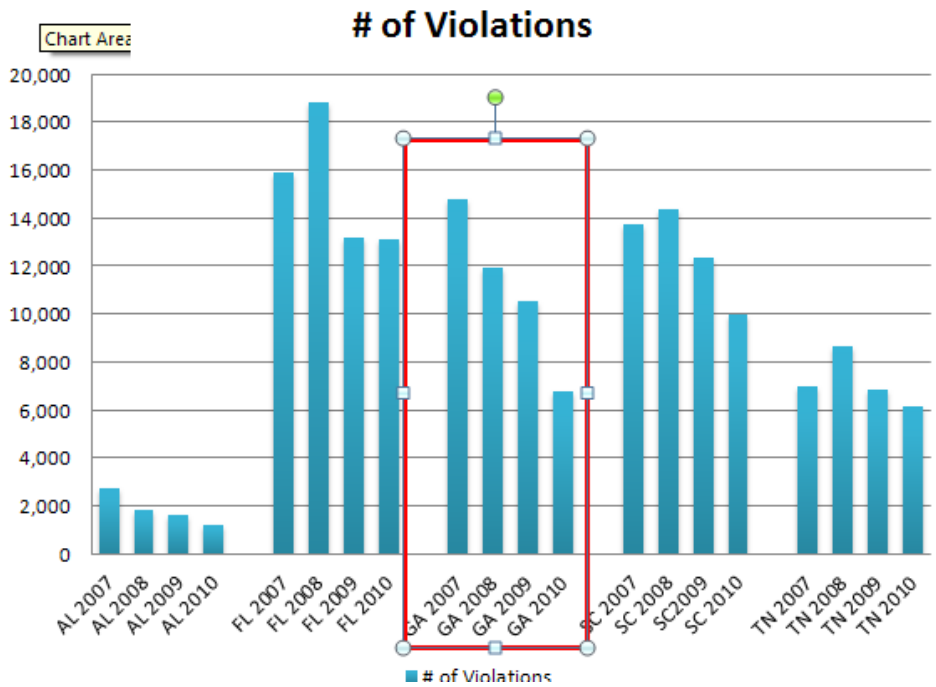

FIGURE 4

Change in Weight and Size Violations by State, Based on FMCSA Data, 2007 – 2010 [8]

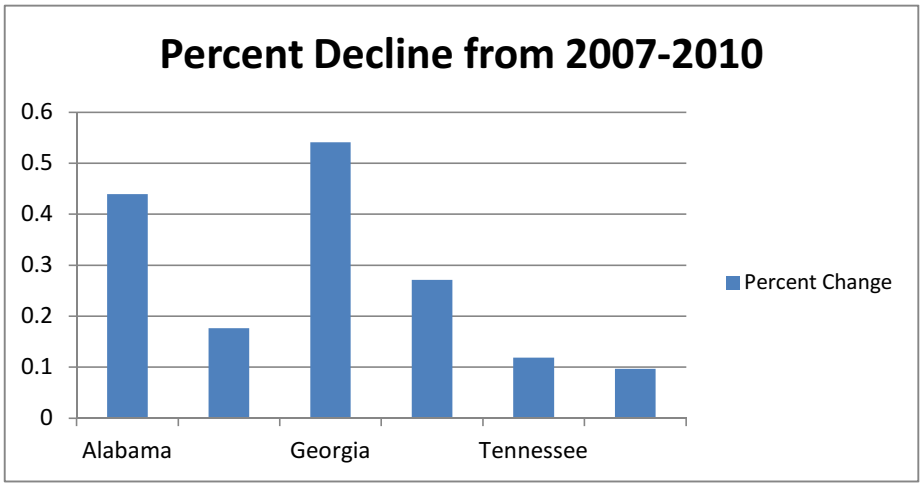

FIGURE 5

Percent Change in Weight and Size Violations by State, Based on FMCSA Data, 2007 – 2010 [8]

TABLE 5

Inspections, Violations and Revenue for Georgia, 2007 to 2010

	Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	Total Weight Citation Fines ($)
GA 2007	392.2W	Size & Weight (§392.2W*)	14,250	14,820	0.0795	10,060,653.10
GA 2008	392.2W	Size & Weight (§392.2W*)	11,519	11,968	0.3681	8,246,298.44
GA 2009	392.2	Operating Vehicle in Violation of Local/State Laws	9,296	10,570	0.3325	7,100,340.94
GA 2010	392.2W	Size & Weight (§392.2W*)	6,653	6,800	0.1977	6,702,492.08

if there are more trucks avoiding inspection sites as compared to prior periods. So, the cause in the decline in inspections, violations and revenue generated could most likely be attributed to a combination of factors. However, it can be concluded that the percentage decrease in the weight and size violations was much greater for Georgia than the surrounding states.

5.0 Conclusions and Recommendations

The purpose of this study was to examine the State of Georgia's truck size and weight enforcement program over the past 10 years. It was assumed at the beginning that through modeling or with statistical analysis that it would be possible to determine how many commercial vehicles were avoiding inspection sites, and how this avoidance rate has varied from one year to the next. However, it was found that no information was available from state agencies on the propensity of trucks to avoid inspections, and none of the states contacted had such data either. Thus, it was impossible to model the avoidance phenomenon without collecting substantial amounts of data, which was beyond the scope of this project.

In comparing the commercial vehicle enforcement statistics from surrounding states with Georgia's, it can be concluded that all of the states have experienced a reduction in violations. However, the largest reduction among these states occurred in Georgia. One of the implications of this decline has been a reduction in the amount of revenues generated from the oversize and overweight enforcement program. The trend in the data from surrounding states suggests that there is a larger phenomenon that could help explain the reduction in violations, likely related to the change in truck traffic due to economic conditions. However, there is no evidence to suggest that there is anything else at work in Georgia that would cause a larger reduction when compared to other states, other than the overall strategy for enforcement.

Many government programs have been facing significant challenges in maintaining staffing levels and in obtaining adequate budgets. However, the revenues generated from the commercial vehicle enforcement program would seem to be adequate to cover the cost of the enforcement activity itself. The research team contacted other states to determine if any states have privatized some portion of the inspection program, and there were examples of where the operations of the inspection sites were contracted out, but the actual citation writing was still left as the responsibility of law enforcement agencies. This is a possibility that Georgia might want to explore in terms of providing more commercial vehicle inspections if the goal is to reduce the number of overweight and oversize vehicles on the state's highway system.

6.0 References

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