

Weigh station presentation points

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- Oklahoma currently operates weigh stations at 7 locations.
- Except for occasional special emphasis enforcement, the stations are operated 40 hrs/week.
- The technology is antiquated, and the facilities are worn out.
- An October 2003 ODOT study identified \$3.5 million in needed repairs.
- The scales at Hugo (US-271) are out of service - not enough money for repairs.
- Scale personnel at Davis SB don't have running water, and must use a portable toilet.
- The first year's budget provided by the legislature was adequate only to pay the cost of utilities and address some of the most pressing repair needs.
- Essentially there was no 2nd year funding. ODOT's share of revenues generated from fines was \$16,245 which isn't even enough to pay the utility bills.
- Weigh station utilities and repairs are being taken out of money normally allocated for road and bridge maintenance.
- Weigh stations are about more than simply weighing trucks. Weigh stations also check permits, registration, payment of fuel taxes, and a number of safety concerns.
- ODOT partners with the Corporation Commission, the Dept of Public Safety, and to a lesser extent the Tax Commission in the operation of the weigh stations.
- An important component of the weigh station program is mobile enforcement performed by OCC and DPS.
- Funding for the program would benefit Oklahoma in these major areas:
 - increased public safety
 - reduced damage to roads and bridges
 - providing a homeland security presence
 - regulation of hazardous materials
 - increased compliance
 - integration of procedures with FMCSA and other states
 - implementation of more efficient technologies producing cost savings to motor carriers
 - enhanced economic development by being seen as a 'business friendly' state
- Economic impact on the motor carrier industry due to outdated and inefficient

systems is a big consideration.

- Delays (in some cases as much as 2 ½ days) in obtaining OS/OW permits cost motor carriers money, and encourage them to skip the permitting process entirely.
- Projected increases in commercial vehicle traffic will stress an already overburdened system. Commercial vehicle traffic is expected to increase by 70% in the next 20 years. We won't be able to effectively handle the volume unless changes are made.
- It's possible (and frequently happens) to drive a commercial vehicle across Oklahoma on I-40, I-35, or I-44 without ever being weighed.
- Existing weigh stations were placed in accordance with 1960's design standards which have changed appreciably over time. Many of the existing stations are either inadequate for today's traffic volumes, poorly located, or both.
- Estimates are that well under 10% of commercial vehicles operating on Oklahoma's roads are currently being weighed.
- A 10% overload will, over time, reduce life expectancy of roads by nearly one-third (32%).
- With an identified \$8 to \$9 BILLION backlog of infrastructure repairs, Oklahoma can ill afford not to protect existing infrastructure.
- Long term, the cost of damage from overweight vehicles may far outweigh the cost of funding Oklahoma's weigh station program.
- There is no adequate measure for a possible decrease in public safety, or a hazmat or homeland security issue.