

I Three forms of State action affect freedom of traffic flow between States

1. Regulation of size and weight of vehicles
2. Taxes, permits, and other conditions precedent to operation
3. Ports of entry

II Sizes and weights of vehicles, particularly trucks, combinations, and busses

1. Primary purpose of regulation - protection of roads and promotion of the safety and efficiency of road use
2. Principal dimensions and weight requiring regulation and controlling road characteristics
 - (a) Height - clearance of bridges
 - (b) Length - curvature of roads
 - (c) Width - width of pavements
 - (d) Axle load - supporting capacity of pavements and subgrades and floor system of bridges
 - (e) Gross load - supporting capacity of bridges
3. Can and should be made uniform at least within wide regions
4. Efforts to promote uniformity
 - A. Uniform vehicle code - National Conference on Street and Highway Safety - 1925-26
 - B. American Association of State Highway Officials - 1932
 - (a) Digest of recommendations
 - C. Chamber of Commerce of United States - debate
Effect on Revised Uniform Vehicle Code - 1938
 - D. Western Association of State Highway Officials - 1938
 - (a) Digest: Width, 102" to 1945; 8 ft. for new vehicles
now and all vehicles after 1945
Height, 13'-6", reducible
Length, single vehicle 35', combinations 60',
reducible
Axle load, 18,000 pneumatic tires
16,000 solid and cushion tires
Gross weight, $W = 750 (L+40)$
 $W = 650 (L+40)$ when L is 18'
or less

E. Association of Highway Officials of the North Atlantic States, Committee appointed 1939.

5. Existing condition of State laws

A. Width - 46 States and District of Columbia 96",

Exceptions, Connecticut and Rhode Island, both 102"

B. Height - 27 States and District of Columbia 12'-6"

Exceptions under - Delaware, Florida, Indiana, Iowa, Kentucky, Nebraska, Oregon, Tennessee, Vermont, 11' to 12'-2" - lowest, Oregon 11'

Exceptions over - Arizona, California, Idaho, Montana, South Dakota, Utah, 13' to 14-1/2' - highest, Arizona and Utah 14-1/2'

Exceptions no restriction - Illinois, Maryland, Massachusetts, New Hampshire, New Jersey

C. Length - single units - 19 States, 35'

Exceptions under - Alabama, Arizona, Delaware, District of Columbia, Georgia, Indiana, Iowa, Kentucky, Louisiana, Massachusetts, Missouri, New Hampshire, New Jersey, Pennsylvania, South Dakota, Tennessee, Virginia, Wisconsin - lowest, Kentucky 26-1/2'

Exceptions over - Connecticut, Maine, Minnesota, Mississippi, North Dakota, Oklahoma, Utah, Vermont - highest, Vermont 50'

Exceptions no restrictions - Maryland, Nevada, Rhode Island

D. Length - semitrailers

17 States 45' - Arkansas, Florida, Idaho, Iowa, Louisiana, New Hampshire, New Jersey, New Mexico, North Carolina, Oklahoma, Pennsylvania, South Carolina, Texas, Virginia, West Virginia, Wisconsin, Wyoming

13 States 40' - Alabama, Colorado, Connecticut, Indiana, Maine, Massachusetts, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, South Dakota

4 States 35' - Illinois, Kansas, Oregon, Tennessee

Others under 35' - District of Columbia, Kentucky, - lowest, Kentucky 30'

Others over 45' - Arizona, California, Delaware, Georgia, Montana, Michigan, New York, Rhode Island, Utah, Vermont, Washington - highest, Arizona, Georgia, Rhode Island 85'

Others no restrictions - Maryland, Nevada

E. Length - other combinations

15 States - 45'

8 States - 50'

Lowest, Tennessee - 35'

Highest, Arizona, Georgia, Rhode Island, 85'

Not permitted, 4 States

No restrictions, 3 States

F. Axle loads - mainly 16,000 and 18,000 pounds

G. Gross loads - widely varying

Low - Arizona, 22,000; Florida, 16,000; Georgia, 22,000; Kentucky, 18,000; Mississippi, 22,000; North Carolina, 20,000; South Dakota, 20,000; Vermont, 16,000. Above are for single vehicles.

H. Effect of low gross load restrictions in sample States. See table.

I. Standards for military vehicles

Width - 96"

Height - 11' reducible to 10-1/2'

Length - No limitation at present. If necessary 35'
for single vehicles and 45' for combinations
will be adopted.

Axle loads - 16,000 and 18,000 pounds

Gross loads - 15-tons, single vehicle

III Taxes and Other Requirements

1. Taxes can not be uniform; must be adjusted to produce needed revenue
2. Should bear uniformly on all vehicles, but actually designed to bear more heavily on out-of-State vehicles in number of States - particularly casual out-of-State vehicles
 - A. This accomplished by
 - (a) Charging full annual fee for short time use of roads by "foreign trucks" - Arizona, Colorado, Wyoming, New Mexico
 - (b) Charging for short period at higher than proportional rate - Oklahoma, Utah, Vermont, Wisconsin
 - (c) Requirement of permit with payment of fee - Arkansas, Kansas, Wyoming
 - (d) Mileage tax at higher rate than for residents - Oklahoma
 - B. Measures to insure payment of gas taxes - Indiana, Nebraska
 - C. Requirement of permit or certificate of Public Service Commission before entrance - oath; bond; insurance, etc.
 - D. Protection of local interests
 - (a) Georgia - Commissioner of Agriculture may protect growers and consumers of fruit, vegetables, and truck crops by declaring embargo when supply in State is ample.
 - (b) New Mexico - Truck hauling livestock, grain, hay, agricultural products, milk either into or out of State exempt from mileage tax, but not through vehicles.

E. States offering reciprocity - 32

Alabama	Massachusetts	Ohio
Arkansas	Michigan	Oregon
California	Minnesota	Pennsylvania
Connecticut	Mississippi	Rhode Island
Delaware	Nebraska	South Dakota
Idaho	Nevada	Texas
Illinois	New Hampshire	Vermont
Indiana	New Jersey	Washington
Kentucky	New York	West Virginia
Maine	North Carolina	Wisconsin
Maryland	North Dakota	

IV Ports of Entry - See summary.

V Effect of various requirements on transcontinental trip.

VI Percent of "foreign" vehicles in traffic in sample States.

<u>State</u>	<u>Percent "foreign" vehicles in traffic</u>	
	<u>On State highways</u>	<u>On all rural roads</u>
New Hampshire	38	35
Michigan	10	8
Iowa	17	13
Utah	10	9
West Virginia	14	11
Oregon	15	11
Wyoming	40	34
Idaho	25	21

VII References

Barriers to Internal Trade in Farm Products, U. S.
Department of Agriculture

Comparative Charts of State Statutes Illustrating Barriers
to Trade Between States, WPA Marketing Laws Survey

State Restrictions on Motor Vehicle Sizes and Weights,
National Highway Users Conference

INTERSTATE COMMERCE

The attached compilations concern tax laws and regulations affecting the interstate movement of motor vehicles. They include the following:

1. Existing taxes and other requirements which place a burden upon the interstate traveler or hauler. This compilation was digested from the W.P.A. Marketing Laws Survey. It shows that license fee reciprocal agreements exist in some 30 States, but that reciprocity may be restricted to private vehicles or certain classes of trucks, thus in many cases leaving the trucker subject to the same fee as residents. More than half the States provide that casual operators may enter without payment of the regular fee, or at a reduced rate, for a short time. This temporary immunity varies from 1 day to 30 days, or may be expressed as "2 trips per month for 5 days," or "3 trips per year."

In addition to license fees, many States levy gross revenue or mileage taxes, usually affecting both interstate and intrastate operators. Taxes of this nature have been included wherever their rate is more severe on out-of-Staters, or where the requirement of a minimum fee places a relatively heavy burden upon the casual operator.

Most States subject common and contract carriers to regulation by the public service commission. Filing fees as high as \$50 are required, plus special licenses and permits, the filing of bonds and insurance policies, application for a certificate of convenience and necessity, and safety, weight and size requirements. Casual operators usually must write in advance or proceed to nearest State or county office to fulfill all requirements.

Exemptions or special treatment are granted certain products, notably agricultural, by 17 States. Other goods include milk, dairy products, lumber, minerals, fish, mohair and used office furniture. Some provisions permit exemptions for purchases of goods in the State, or for a vehicle carrying goods to be processed, or goods owned by the vehicle owner.

The general impression from these laws is that although they are often passed on the pretense of protecting the roads or of obtaining revenue, it is true in many cases that their nature is regulatory rather than for revenue, and that the protection they afford is either for the railroads or some special group having legislative influence.

2. Ports of entry laws have been passed by 13 States, and are now operating in 10. They collect license fees, gross revenue and mileage taxes. They also check reciprocal agreements, inspect cargo, examine equipment, watch for caravans, issue licenses to salesmen, check truck insurance. Large trucking establishments on regular routes are cleared more quickly than the casual trucker who has not made necessary provisions for the trips in advance. The trouble and delay at the ports obviously discourages interstate commerce, but the real barrier is the tax laws and regulations which the ports of entry are established to enforce.

3. Current developments in the present sessions emphasize the trend toward reciprocal agreements. There has been much activity to date in the 1940 sessions in an effort to conclude bilateral agreements. It may be noted, however, that while reciprocal agreements do much to loosen restrictions, ordinarily they apply only to registration fees, and not to mileage taxes or weights and sizes. Nor do they permit the foreign carrier to do any intrastate trucking in the foreign State. And because they may break down at any time by legislative action, followed by border wars and retaliation, they are more in the nature of a treaty than a lasting peace.

TAXES AND REQUIREMENTS AFFECTING INTERSTATE COMMERCE

ALABAMA

Registration: Out-of-State vehicles, except under reciprocity, subject to registration and other fees within State, except the following:

1. Commercial trucks are allowed 2 trips per month for five days each. A permit may be obtained from probate county judge of first county entered on payment of \$1.
2. For-hire trucks are allowed 3 trips in 3 months on payment of \$5.50 each way, if the mileage tax is paid. Permit obtained from probate judge.

Additional Requirements: Common carriers are subject to strict regulation by public service commission; certificate of convenience and necessity required. Fee for each vehicle, \$50. If over 3 tons, \$1 per ton in addition. Bond or insurance required. Subject to mileage taxes.

The mileage tax law stipulates that the tax is increased 50 percent if registration fees are not paid, which evidently would affect the casual interstate operator exempt from registration fees.

ARIZONA

Registration: Nonresident vehicle not operated for compensation may operate 3 months for one-tenth the regular operation fee for each month operated; nonresident vehicles for compensation are charged same registration fee as residents.

Additional Requirements: State corporation commission makes regulations for interstate common carriers operating in State. Gross receipts and ad valorem taxes are levied on such receipts and value as determined by the ratio of mileage driven in the State to total mileage.

ARKANSAS

Registration: Subject to reciprocity, out-of-State trucks must register and pay fees, except

1. Trucks from bordering State not completely separated by navigable streams.
2. Farm trucks.
3. Vehicles (not for hire) purchasing goods.
4. Occasional-trip vehicles (not for hire) up to 4 trips a month.

Additional Requirements: Carriers for compensation required to have permit from corporation commission granted only after investigation and hearing. Insurance required, and a license fee of \$25.

CALIFORNIA

Registration: Nonresidents pay same fee as residents, unless the other State exempts California trucks.

Additional Requirements: Common carriers under jurisdiction of railroad commission must pay filing fee of \$50 and get a certificate of convenience and necessity. Gross revenue tax of 3 percent on trucks passing into or out of State, plus additional tax of $1/4$ of 1 percent, if operated under State railroad commission.

COLORADO

Registration: Nonresident fee same as resident.

Additional Requirements: Common carriers must have operating permit from public utilities commission. Application fee, \$15, and permit fee 50 cents for each \$1,000 invested. Insurance required.

CONNECTICUT

Registration: No registration fee if property is registered in State of residence, or if registrant lives within 15 miles of boundary and does not drive over 15 miles. Also, no fee required if other State grants reciprocity.

Additional Requirements: Motor vehicles for hire operating exclusively in interstate commerce may have interstate permit from public utilities commission and are subject to reasonable regulations. Other for-hire carriers, common and contract, are subject to special licensing and regulations. Farm trucks excluded.

DELAWARE

Registration: Same exemptions granted nonresidents as residence State grants Delaware. Vehicle operated for compensation pay same fee as residents if on regular schedule or operated for 30 consecutive days.

FLORIDA

Registration: Nonresident vehicles not for hire are exempt if properly registered in home State. For-hire vehicles subject to double the fees paid by resident trucks. Nonresident casual truckers pay regular registration fee subject to refund on payment of 4 cents per mile tax. Nonresident exemption does not apply to vehicles carrying auxiliary fuel supply to avoid fuel purchase in Florida. Agricultural products or supplies not included in term "for hire."

Additional Requirements: Common, contract, and for-hire carriers subject to special licensing and regulation by railroad commission. Fees for certificates and permits, \$50. The following are exempt: Agriculture; owner transporting own property; property transported directly from production point to manufacturer, or to assembly point.

GEORGIA

Registration: Nonresidents may make 2 trips per month free; for more than 2 trips they must register and pay same fees as residents. Vehicles hauling seasonable agricultural products grown in Georgia may make 10 free trips into the State. Exempt are nonresident farmers transporting own produce within Georgia in own vehicles.

Additional Requirements: Common and contract carriers subject to special licensing and regulation by public service commission except vehicles used exclusively for carrying agricultural products. Fee for operating, \$35. The commission is authorized to negotiate reciprocal agreements.

Note that the Commissioner of Agriculture may protect Georgia growers and consumers of fruits, vegetables and truck crops by declaring an embargo on such products when their supply in this State is ample.

IDAHO

Registration: Subject to reciprocity. Nonresident trucks on regular routes or between fixed termini may secure 3-day permit (4 per year) or a special 30-day permit for one-fifth the regular fee. All other vehicles subject to regular registration.

Additional Requirements: Common carriers subject to special licensing and regulation by public utilities commission. The permit fee is \$25.

ILLINOIS

Registration: Nonresidents subject to reciprocity, except those doing business in the State. No certificate of convenience and necessity or special fees for common and contract carriers.

INDIANA

Registration: Reciprocity except on commercial hauling trucks on regular route or fixed termini or regularly engaged in interstate hauling.

Additional Requirements: Common and contract carriers pay regular registration fees, procure certificate of convenience and necessity, and pay \$12 per hundredweight additional fee. There is a filing fee of \$25 and insurance must be provided. Exempt are vehicles engaged in livestock or agricultural products.

Only 15 gallons of gasoline can be brought into the State.

Temporary permits are provided for occasional trips.

IOWA

Registration: Nonresident fee same as residents when engaged in intrastate transportation for hire, in business in State, or in remunerative employment in State.

Additional Requirements: Railroad commission regulates commercial motor vehicles operating between fixed termini. A certificate of convenience and necessity is required. For vehicles without a fixed route, a \$5 fee plus insurance are required.

KANSAS

Registration: Nonresident fees are the same if operating for compensation or in intrastate business. Common, contract, and private carriers are subject to special licensing and regulation. Fees for permits to operate are \$25, \$10, and \$10 respectively. Farm trucks are exempt.

KENTUCKY

Registration: Subject to reciprocity.

Additional Requirements: Common and contract carriers must have certificate of convenience and necessity and a permit, respectively. Fee, \$25. They must be regulated, bonded, and insured. Exempt are agricultural cooperatives, and agricultural, livestock and dairy products from farm, warehouse, or mill, if title to goods remains the producer's.

LOUISIANA

Registration: Out-of-State trucks are subject to reductions for miles traveled out of State. Nonresidents may obtain occasional-trip permit in absence of reciprocity; reciprocity not applicable if trucker is employed in or carrying on business in State.

Additional Requirements: Common and contract carriers must pay \$25 and \$10 respectively as a filing fee, plus \$10 per vehicle. Insurance is required. Exemptions include fruit, livestock, dairy products, fish, and forest products from point of production to market.

Note also that in computing gross receipts tax on revenue received in State the minimum fee is \$20 at a rate of \$4 per \$1,000.

MAINE

Registration: Nonresident 3-ton truck not owned by foreign corporation exempt if resident State grants same privilege. If residing 15 miles from State line, trucker may operate 15 miles in Maine for \$2. All other trucks pay same fees as resident.

Additional Requirements: Common and contract carriers must secure certificate and permit respectively from public utilities commission. Fees, \$5 for application, \$2 for each set of plates. Farm trucks and vehicles hauling owner's property are exempt.

Foreign vehicles must also pay excise tax on basis of list price.

MARYLAND

Registration: Nonresidents subject to reciprocity need not register nor obtain license except common and contract carriers.

Additional Requirements: Interstate common and contract carriers must secure permit or certificate of convenience and necessity from public service commission. Excepted are milk transported to cooling stations on cooperative basis, and shipments of full load from one consignor to a single consignee, with no return load. Vehicles transporting for hire interstate or intrastate must have permit from commissioner of motor vehicles conditioned on filing of bond or insurance policy of 5-10 personal injury and \$1,000 property damage.

MASSACHUSETTS

Registration: Fee same for State and interstate vehicles. No registration required for 30-day period if residence State grants same privilege. After 30 days, liability insurance and special permit are required.

Additional Requirements: Interstate carriers of property for compensation subject to special licensing and regulation by department of public utilities. Fee for interstate permit is \$10. Must have special interstate registration plates at \$5 per plate, and 1 plate per vehicle. Liability bond, insurance or cash deposit required of all vehicles operating in State.

MICHIGAN

Registration: Fee same for out-of-State trucks unless operated less than 10 days and over regular routes or within fixed termini. Highway reciprocity board is authorized to make reciprocal agreements which are limited to license fees and mileage fees.

Additional Requirements: Common and contract carriers must secure a certificate of convenience and necessity and a permit, respectively, from public utilities commission, for which an application fee of \$10 is required and a \$5 yearly renewal fee. Exempt are carriers who do not go beyond 40 miles in any direction from home terminal, or make scheduled runs between 2 towns.

MINNESOTA

Registration: In absence of reciprocity, out-of-State truckers pay same fee or ton-mile tax. No registration is required if resident State grants same privilege and carrier does not operate for hire. Exemption to vehicles carrying agricultural products only. Interstate truckers may pay \$5 per vehicle and a mileage tax ranging from 1/4 cent per ton-mile on trucks of 3 tons or less, to 4 cents per mile on those over 10 tons, in lieu of regular registration fees, if preferred.

Additional Requirements: Railroad and warehouse commission regulates common and contract carriers. Agriculture exempt, and vehicle transporting owners products. Fee \$7.50 per vehicle for both common and contract carriers. Insurance required. Fees are same as for intrastate carriers.

MISSISSIPPI

Registration: Commissioner may make special provision for temporary permit on mileage tax basis, but there are certain stipulated minimum fees. Commissioner may also make reciprocal agreements.

Additional Requirements: Common and contract carriers subject to regulations by public service commission, except when operating under Federal Motor Carrier Act. Interstate permit required (\$25 application fee) at \$25 for each vehicle. (\$10 for under 2 tons).

MISSOURI

Registration: Interstate carriers subject to license fee, \$25 to \$500, based on weight. Temporary interstate permit granted for 1 trip. Truckers from adjoining States are charged 1/3 of regular fee when traveling only 10 miles in State.

Additional Requirements: Commission grants certificates of convenience and necessity and permits to interstate carriers, application fee \$5. Liability insurance required by an insurance company authorized in State.

MONTEANA

Registration: Not stated.

Additional Requirements: Commercial vehicles must have certificate of convenience and necessity for \$15 application fee. Annual fee of \$10 per vehicle as highway compensation fee. Seasonal operators pay 1/2.

NEBRASKA

Registration: Full reciprocity to nonresidents if home State imposes no fees of any kind on Nebraska trucks. Otherwise fees are same as resident vehicles.

Additional Requirements: Out-of-State vehicles which tow more than 1 vehicle, \$10 fee. Permit issued and fee paid at port of entry. Certificate of insurance from Nebraska company also required. An ad valorem tax is levied on nonresident commercial carriers for hire, on value of each vehicle.

NEVADA

Registration: Common, contract, and private carriers of property pay resident fee, unless subject to reciprocity.

Additional Requirements: Interstate carriers must be licensed by public service commission. Special license fees not necessary if reciprocity exists. Exempt are farm trucks, minerals, owner's goods not for sale.

NEW HAMPSHIRE

Registration: Nonresident vehicles for business purposes subject to permit fee in addition to registration fee unless reciprocity exists. Nonresident trucks 3 tons or under may operate 20 days a year without registration if under reciprocity. Trucks over 3 tons must register, but may operate 5 days in year. Reciprocity zone within 15 miles on each side of State border.

Additional Requirements: Common and contract carriers must apply for certificate and deposit indemnity bond before operating. Fee, \$5 for first vehicle; \$4 for each additional vehicle.

NEW JERSEY

Registration: Free operation to nonresident transporting goods, wares, or merchandise for same portion of year as resident State permits New Jersey vehicles.

NEW MEXICO

Registration: Nonresident vehicles transporting property for compensation subject to same fee as residents. Carriers licensed by corporation commission who pay mileage tax are subject to 1/2 registration fee. Exempt are nonresident farm, dairy, livestock, or lumber trucks for compensation or hire, if not in State more than 4 days per trip, if home State grants similar exemption to New Mexico vehicles.

Additional Requirements: Mileage tax levied on nonresident common and contract carriers not registered in State. Exempt are livestock, grain, hay, agricultural products, milk, either into or out of State, but not through. If such vehicle enters State without cargo, it may proceed to loading place for these products without paying fee or license of any kind.

Interstate permit from corporation commission, issued as matter of right.

NEW YORK

Registration: Nonresidents receive privilege granted by home State, except vehicle for hire or profit traveling between points in State, which pay resident fee.

Additional Requirements: Common and contract carriers subject to regulation by public service commission. No permit fees.

NORTH CAROLINA

Registration: Foreign corporations must register subject to same fees as residents. If no exemption is provided, a 30-day special license may be obtained upon payment of 1/10 the regular fee. Reciprocity to all vehicles, except in intrastate business.

Additional Requirements: Gross receipts taxed on ratio of in-State to total mileage, minimum fee to be not less than registration fee. All common carriers of property must have franchise from commissioner of revenue. Exempt are farm and dairy trucks on a casual trip. Certificate is \$10, plus \$1 per vehicle.

NORTH DAKOTA

Registration: Nonresidents charged \$5 for plates. A mileage tax is paid in lieu of regular registration fee. If no reciprocity, rates same as resident. Mileage tax is 1½ cents on 2-ton or less, to 6 cents on 10-ton truck.

Additional Requirements: Common and contract carriers must secure operating certificate and permit respectively from commission. Annual fee from \$15 to \$75.

OHIO

Registration: Nonresident vehicles register and pay same fee as resident, except where there is reciprocity.

Additional Requirements: Subject to reciprocity, public and private carriers for hire (except farm supplies and products) subject to special licensing and regulation by commission. Fees from \$40 to \$200. Liability and cargo insurance required.

OKLAHOMA

Registration: Thirty-day permit obtainable for 1/8 annual fee. Special permit for 72 hours. Bond required.

Additional Requirements: Mileage tax at higher rate for non-residents on 72-hour permit. Certificate of convenience and necessity; fee \$25. Insurance policy or bond. Agricultural products exempt.

OREGON

Registration: Reciprocity applies only to carriers engaged exclusively in interstate commerce.

Additional Requirements: Mileage and gross receipts tax on all common and contract carriers. Must have special permit from public service commission. Insurance policy must be filed with commissioner. Agricultural and dairy products exempt.

PENNSYLVANIA

Registration: Nonresidents subject to same fee unless under reciprocity. If home State charges Pennsylvania residents in excess of Pennsylvania charges, like restrictions can be imposed.

Additional Requirements: Common and contract carriers subject to regulation and special licensing by public service commission.

RHODE ISLAND

Registration: Fee on for-hire vehicles doubled, unless there is reciprocity, in which case vehicles may operate without registration fee.

Additional Requirements: Interstate carriers for hire must obtain permit from highway division, issued as a matter of right. No fees. Plates required.

SOUTH CAROLINA

Registration: Nonresident vehicles must register and pay same fees as resident, except for occasional trips at discretion of highway department.

Additional Requirements: Special licensing and regulation by public service commission. Common carriers over regular routes pay 1/10 of 1 cent per mile, and a minimum flat fee based on weight. Carriers with no regular rate pay flat fee on weight. Insurance amount must be approved by commission.

SOUTH DAKOTA

Registration: Subject to reciprocity. Permits granted for occasional trips, up to 3 per year. Otherwise regular fee. Optional 2 cents ton-mile tax.

Additional Requirements: Common and contract carriers regulated by railroad commission and must secure \$10 permit.

TENNESSEE

Registration: Nonresident subject to same fee as resident.

Vehicles operating 30 miles within State line may secure temporary registration permit for $1\frac{1}{2}$ cents per mile of declared mileage, which is in addition to all other fees and taxes on nonresidents.

Additional Requirements: Mileage tax on miles traveled in State, except farm products and vehicle transporting owner's goods. Licensing and regulation by public service commission. Operating certificates or permits, \$25. Annual inspection fee of \$10 per ton of carrying capacity. Compulsory liability and cargo insurance.

TEXAS

Registration: Nonresident transporting for hire must register.

May make 2 trips per month, 4 days each, without registration, subject to reciprocity. Exempt: farm products marketed by owner. Special tax on out-of-State caravans.

Additional Requirements: Licensing and regulation by railroad commission. Insurance required. May issue special permits for livestock, mohair, feed, used office furniture, oil field equipment, etc.

UTAH

Registration: Nonresident transporting for compensation or regularly within the State subject to regular fees. May secure 30-day permit at $1/5$ regular fee, but a minimum of \$5.

Additional Requirements: Interstate trucks subject to special licensing and regulation. 60-day permits may be issued for contract carriers. Insurance required. Farm trucks exempt.

VERMONT

Registration: Nonresident trucks over 3,000 pounds pay same as resident fee. Zone of privilege up to 15 miles of border if there is reciprocity. If operating for longer than reciprocity period, must register for 4 months at 1/2 regular fee.

Additional Requirements: Certificates and regulation by public service commission.

VIRGINIA

Registration: Nonresidents pay same fee as residents if operating in State 4 or more trips per month.

Additional Requirements: 2 percent gross receipts tax on interstate receipts (as well as intrastate). When fees on operator exclusively in interstate commerce become inoperative, graduated mileage taxes are levied. When both registration fee and gross receipts tax become inoperative, mileage tax is doubled. There is a \$25 filing fee for certificate of convenience and necessity. Must have insurance.

WASHINGTON

Registration: Out-of-State trucks pay 1/12 regular fee per month subject to reciprocity.

Additional Requirements: \$25 application permit for common and contract carriers.

WEST VIRGINIA

Registration: Nonresident granted 3-month exemption period, if home State grants similar privilege.

Additional Requirements: Mileage tax, gross income tax (on all business beginning and ending in the State), net income tax (in proportion that in-State travel bears to total travel) and surtax. Common, contract, and private carriers must have certificates of convenience and necessity. Common and contract pay graduated license fee based on tonnage in addition to registration fees.

WISCONSIN

Registration: Nonresident commercial vehicles over fixed routes making more than 1 trip in Wisconsin per year or used regularly pay full registration. Reciprocal arrangements may be made.

Additional Requirements: All carriers must obtain certificates and permits. Also indemnity bonds for common and contract carriers.

WYOMING

Registration: Nonresident operating for gain or profit pays same registration fee as residents.

Additional Requirements: Interstate carriers must pay 3 percent excise tax based upon value of vehicle. All carriers pay a mileage tax. Permit required. Common carrier must have certificate, filing fee being \$5. Insurance policy must be deposited with commission.

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Ports of Entry Legislation

Arizona: No express legislative authority for establishment of such ports.

Taking advantage of an increase in highway patrol personnel, these checking stations stop practically all cars for inspection to determine whether they are subject to caravan taxes. They collect weight and license fees and also corporation commission gross earnings taxes from trucks. Particular attention paid to trucks, since Arizona grants no reciprocity to foreign commercial vehicles. Salesmen are often required to purchase Arizona licenses.

California: The law permits establishment of inspection stations when deemed necessary. It is the general practice for these stations to require salesmen in out-of-State cars to take out California plates. All new vehicles are under suspicion, and are checked to find if they are intended for resale.

Colorado: Highway Courtesy Patrol checks vehicle equipment for safety, and licenses of public carriers to guard against tax evasions. Cargoes are inspected to check on legality and ownership of carrier, and to see that tax is paid and that load is permitted by law to enter the State.

Delaware:* Port of entry law does not become operative until similar laws are enacted by at least two bordering States. It provides that all carriers be specially licensed by highway department and carry insurance. Also provides mileage tax and designates routes by which trucks may enter State.

* Not operating

Idaho: In addition to watching for caravaned vehicles, Idaho ports are active in collecting license fees from trucks registered in States with which there are no reciprocity provisions.

Kansas: Requires entrance on designated highways and clearance certificate after inspection of equipment and payment of ton-mile tax. Insurance requirement of 5 and 10 policy must be met.

Missouri:* Public Service Commission may establish ports of entry or exit. No appropriation was made, and the Commission has not established this system.

Nebraska: Department of Agriculture and Inspections directed to designate highways and establish registration offices for inspection and registration of fuels transported in large quantities. Any truck with over 20 gallons of fuel must pay tax on excess. These ports also check licenses, caravaning, cattle and fruit shipments, etc.

Nevada: Governor empowered to proclaim quarantine against certain agricultural commodities or foodstuffs. If no complete embargo, but importation restricted by quarantine, truck must have certificate of entry which is not issued until carrier has complied with all taxation, franchise, license and highway laws. Nevada's highway patrol is also active in enforcing the State's "no reciprocity" provisions, both as to out-of-State trucks and traveling salesmen.

* Not operating

New Mexico: To enforce payment of registration, license and mileage taxes, and other charges, all carriers must register, be inspected, and secure permission to enter State. Nonresident motor carriers for hire must have clearance certificate, issued on approval of liability insurance in New Mexico company, size, weight, equipment, all New Mexico taxes and special mileage tax. (This law has been modified.)

Tennessee: * Commissioner of Finance and taxation authorized to erect gates and barriers on main highways to intercept violators of and require compliance with ton-mile tax law.

Texas: Enforce all laws, test and weigh commercial vehicles.

Utah: Stations collect license fees and ton-mile taxes, check on public utility permits, and make safety inspections. No effort made to stop passenger cars nor compel out-of-State salesmen to purchase Utah plates.

* May not be operating

MOTOR TRUCK TAXES AND REGULATIONS: CURRENT DEVELOPMENTS

New York City fees on interstate motor carriers upheld by Court of Appeals. (January 3)*

Representatives of seven States - Illinois, Indiana, Michigan, Ohio, New Jersey, New York, and Pennsylvania - met at Buffalo in an effort to eliminate discriminations against out-of-State beverages and other trade barriers. (January 5)

Twelve southern States meet to discuss interstate problems. (January 5)

Increased truck taxes proposed in Kentucky. (January 8)

Reciprocity agreement reached between Iowa and Nebraska. (January 8)

New York bill would provide annual fee of \$2 for farm vehicles. (H.202., January 11)

Joint Legislative Committee on Interstate Cooperation representing New York and Pennsylvania adopted a resolution yesterday assailing trade barriers and pledging opposition to the enactment of laws and the promulgation of regulations discriminating against the products of each other. (January 12)

Illinois Secretary of State announces that little change has taken place in reciprocity with other States, except Missouri (in past year?). (January 12)

Kentucky Farm Bureau Federation adopts resolution to hold weights and sizes of trucks to present regulations until roads are improved. (January 15)

* Dates in parentheses refer to issues of Highway Users Conference Daily Bulletins.

Wisconsin-Michigan reciprocity agreement ends 13-year dispute.
(January 16)

Indiana Truck Tire Tax upheld by State Supreme Court. (January 22)

Livestock Inspectors from Arkansas, Texas, and Oklahoma vote to remove State line barriers which have hampered interstate shipment of stock for many years. (January 22)

Michigan and New York have consummated a truck reciprocity agreement. (January 22)

California and Idaho establish motor vehicle reciprocity. (January 26)

The Southern Conference on Interstate Barriers declares itself "unalterably opposed" to "discriminatory trade barriers among the several States" and urges repeal of measures "which in any way whatever tend to discriminate against products and services of citizens, organizations or agencies within a particular State, or which give an artificial advantage commercially over persons, organizations or agencies living in any other State." (January 29)

An itinerant merchants license must be secured by the owner of a truck who purchases coal from a mine in Iowa and delivers it in Nebraska. Attorney General's Opinion. (January 29)

Maryland and Florida ratify complete reciprocity. (January 29)

New York - Bill would reduce farm truck registration fees 50 percent (H 794). (January 29)

S. C. - H. 918 would empower cities and towns to levy loading and unloading taxes on trucks.

Iowa and Minnesota agree on windshield sticker system by which trucks eligible for free passage can be readily identified. Full reciprocity extended to ice cream, creamery, bakery and other trucks hauling own goods. No agreement on "for-hire" vehicles. (January 30)

Wisconsin threatens to close its southern border to Indiana trucks in protest against "unwarranted stopping of private trucks bearing Wisconsin plates."

Regional trade barrier conference sponsored by Colorado Chamber of Commerce for February 26-27. (February 1)

Appeal to Arizona Supreme Court against ruling that interstate motor carriers operated into Arizona are required to pay excise tax imposed in lieu of ad valorem tax on motor vehicles subject to registration. (February 5)

Iowa, Indiana and Wisconsin approve reciprocal agreements for licensing and operating trucks. (February 6)

Utah Commission on Interstate Cooperation asks that steps be taken to remove "differences in State restrictions as to size and weights of motor vehicles," "the multiplicity of registration," and a "great variance in safety requirements." It recommends reciprocity of registration with other States, adoption of I.C.C. safety requirements, and abolition of ports of entry. (February 7)

Ky. H. 249 requires persons delivering new motor vehicles to pay fee of \$250. (February 7)

Ky. H. 335 would relax size and weight limitations. Casual operators not for hire would be allowed 4 trips per month into State. (February 8)

Mississippi legislative committee proposes 25 percent reduction of private truck registration fees for heavier trucks. (February 14)

Virginia farm groups oppose H. 251 which would allow incorporated cities and towns to levy a \$10 tax annually on every vehicle operated by common and contract carriers. (February 16)

Virginia H. 267, requires for-hire carriers to purchase motor fuel in Virginia commensurate with mileage traveled in the State. (February 16)

Reciprocity agreements discussed between Utah and California. (February 23)

Ky. S. 215 provides that present size and weight restrictions shall not apply on a Federal designated highway when State engineer has fixed the limits by ordinance. (February 26)

Ky. H. 165 - Imposes \$7.50 fee on every motor vehicle transported in or through State.

Louisiana-Mississippi reciprocity agreement waives payment of motor vehicle privilege license fees for all vehicles of those States traveling interstate. (March 1)

T.N.E.C. hearings on trade barriers scheduled for March 18.

Colorado and New Mexico are to consider the elimination of trade barriers.

Comparison of Distribution of Gross Weights of 4-Wheel Trucks in States Having Low Weight Restrictions with Distribution in Adjacent States Having Higher Restrictions

State	Gross load limit Lbs.	Distribution of gross weight of vehicles observed in operation on roads - percent							
		No. of vehicles observed	Under 14,000 lbs	Under 18,000 lbs.	Under 22,000 lbs.	Under 26,000 lbs.	Under 30,000 lbs.	Under 40,000 lbs.	Under 50,000 lbs.
Arizona	22,000	9,609	80.0	91.2	96.8	98.6	99.40	99.97	100.00
New Mexico	Formula $W = 600(L+40)$ Length limit 35 ft. Approx. W = 42,000 lbs.	9,559	84.6	95.6	98.6	99.50	99.70	99.96	99.99
Florida	16,000 (normal) 18,000 (powerbrakes and 6 tires) 20,000 (for hire vehicles)	14,561	81.4	96.6	99.7	99.97	100.0		
Alabama	30,000	22,270	82.5	96.0	99.6	99.96	100.0		
North Carolina	20,000	23,635	86.4	96.7	99.4	99.89	99.96	100.00	
Virginia	24,000	28,921	80.5	94.7	98.6	99.57	99.86	99.99	
Texas	7,000) Pay load 14,000)	77,205	92.2	98.95	99.77	99.93	99.97	99.99	
Oklahoma	24,000	25,209	91.2	98.13	99.49	99.84	99.93	99.98	

Summary of Conditions Affecting a Trip from New Jersey to California

New Jersey 7-ton truck, licensed for gross load of 30,000 pounds - 15,000 pay load. Annual license fee \$99.00 (\$24 for 5,000 pounds plus \$3 per 1,000 pounds over 5,000 pounds).

Contracts to carry load of household furniture to San Francisco. Can only carry 9,000 pounds since minimum gross load restriction is 24,000 pounds.

Via U S 30 gross load restrictions
as follows:

New Jersey	- 30,000 lbs.
Pennsylvania	- 26,000 "
Ohio	- 24,000 "
Indiana	- 40,800 " (Formula)
Illinois	- 24,000 "
Iowa	- 36,600 " (Formula)
Nebraska	- 32,000 "
Wyoming	- 45,000 " (Formula)
Utah	- 56,000 " (Formula)
Nevada	- 25,000 "
California	- 26,000 "

Via U S 40 gross load restrictions
as follows:

New Jersey	- 30,000 lbs.
Pennsylvania	- 26,000 "
Ohio	- 24,000 "
Indiana	- 40,800 " (Formula)
Illinois	- 24,000 "
Missouri	- 24,000 "
Kansas	- 24,000 "
Colorado	- 24,000 "
Utah	- 56,000 " (Formula)
Nevada	- 25,000 "
California	- 26,000 "

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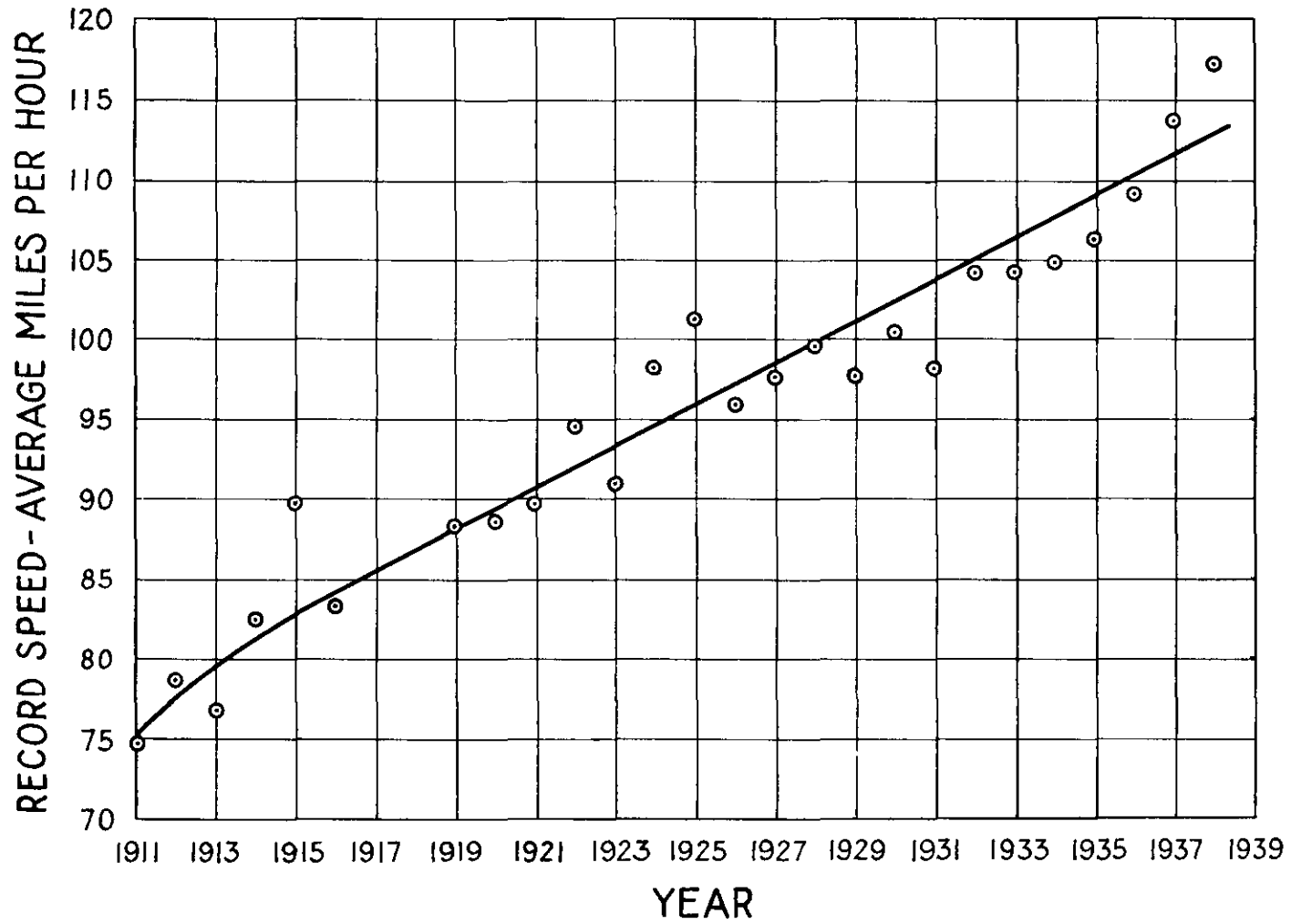
Via U S 30 taxes and other requirements as follows:

Pennsylvania	- None - reciprocal
Ohio	- " "
Indiana	- Can enter with no more than 15 gallons of gas in tank. No other requirements - reciprocal.
Illinois	- None - reciprocal
Iowa	- Permit required. Insurance plus \$5.00.
Nebraska	- Port of Entry. Tax on gas in tank over 20 gallons. No other requirements - reciprocal.
Wyoming	- Permit required and payment of full fee for 7-ton truck - \$150.
Utah	- Port of Entry. Payment of tax for 30-day operation 1/5 of full tax on truck of 5-tons capacity - \$55.
Nevada	- Port of Entry. License from Public Service Commission issued as matter of right on sworn statement of compliance with Federal Motor Carrier Act.
California	- Port of Entry. Gross revenue tax 3 percent on that portion of gross revenue which mileage in State bears to total mileage.

Via U S 40 taxes and other requirements as follows:

Pennsylvania)
Ohio)
Indiana) Same as U S 30.
Illinois)
Missouri - Temporary permit - free.
Kansas - Port of Entry. Full license fee for 7-ton truck - \$250
plus 5/10 mills per ton-mile. Insurance.
Colorado - Port of Entry. Full license fee for 7-ton truck - \$100
plus 2 mills per ton-mile; operating permit \$5, and specific
ownership tax 3 percent of 75 percent of factory list price,
declining with age of truck, and taking into account time operated
in State and number of miles traveled.
Utah)
Nevada) Same as U S 30.
California)

AUTOMOBILE SPEED RECORDS INDIANAPOLIS MEMORIAL DAY RACES



OFFICIAL AMERICAN STOCK CAR SPEED RECORDS
FOR 5-MILE DISTANCE
CAR CLASSES B, C, & D

