ISSUE REVIEW

# Iowa Legislative Fiscal Bureau

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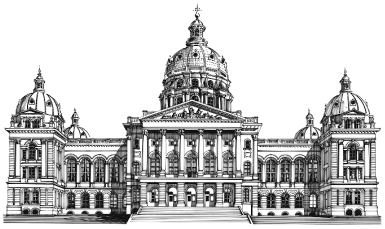


**State Capitol**
**Des Moines, IA 50319**
**January 22, 2002**

## Effects of Raising the Speed Limit

### ISSUE

This ***Issue Review*** provides the following information on the effects of raising the speed limit:

- Background – Changes in the number of fatalities and injuries from 1995 to 1996.
- Current Situation – Changes in the rate of fatalities from 1995 to 1999.
- Alternatives

### AFFECTED AGENCIES

Departments of Transportation and Public Safety

### BACKGROUND

The timetable below reflects the history of the National Maximum Speed Limit (NMSL).

| Year | Congressional Action | Speed Limit | Results |
|---|---|---|---|
| 1974 | The NMSL was enacted as a way to conserve fuel during the 1973 Arab oil embargo. | 55 MPH | Annual traffic fatality toll declined from 54,052 in 1973 to 45,196 in 1974 (16.4%). The number of vehicle miles traveled also declined. Therefore, it was difficult to measure whether the decrease in traffic fatalities was the result of slower speeds or less people traveling. |
| 1987 | Surface Transportation & Uniform Relocation Assistance Act | 65 MPH on rural interstates | There were 2,000 more motor vehicle fatalities from 1987 - 1999 than expected based on historical trends. |
| 1995 | National Highway System Designation Act | NMSL was eliminated; power of speed limits returned to the states. | By the end of 1996, a total of 32 states had passed laws to raise speed limits on various types of roadways. |

Section 347 of the 1995 National Highway System Designation Act required the Secretary of Transportation to study the impact of states' actions to raise the speed limits above 55/65 mph and report to Congress by September 30, 1997. The report, titled, "Report to Congress: The Effect of Increased Speed Limits in the Post-NMSL Era," was published in February 1998 by the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA).

## REPORT TO CONGRESS – FINDINGS

The Report to Congress stated that by early 1996, 11 states raised speed limits and by late 1996, 21 states, including Iowa, raised speed limits. The remaining 19, including the District of Columbia, maintained previous speed limits (see **Attachment A**). The

Report stated that while there was a 1.4% decrease in non-interstate fatalities, there was a 10% increase on rural interstates. The Report also stated that overall, total fatalities experienced almost no change in 1996 compared to 1995, while the total number of injuries was estimated to have increased by 3.7%. See **Table 1** below.

**Table 1**
**Changes in Fatalities & Injuries on**
**U.S. Interstates & Non-Interstates**
**1995 vs. 1996**

| | Fatalities | | | Injuries | | |
|---|---|---|---|---|---|---|
| Roadway Type | 1995 | 1996 | % Change | 1995 | 1996 | % Change |
| Rural Interstates | 2,658 | 2,920 | 10.0% | *-------- | *-------- | *-------- |
| Urban Interstates | 2,177 | 2,311 | 6.2% | *-------- | *-------- | *-------- |
| All Interstates | 4,835 | 5,231 | 8.2% | 200,000 | 230,000 | 15.0% |
| Non-Interstates | 36,699 | 36,174 | -1.4% | 3,186,000 | 3,281,000 | 3.0% |
| Total | 41,534 | 41,405 | -0.3% | 3,386,000 | 3,511,000 | 3.7% |

*Information not available.

Source: National Highway Traffic Safety Administration; Federal Highway Administration

See **Attachment B** for Changes in Fatalities and Injuries by Posted Speed Limit.

### *Interstates and Fatalities by Timing of Speed Limit Change*

In comparing the groups of states by the timing of speed limit change, the Report to Congress stated the following in regard to interstates and fatalities (more detailed information is available upon request):

- For the first 11 states that raised their speed limits in 1995 and early 1996, total interstate fatalities increased for eight of the 11 states (73.0%):
  - Rural interstate fatalities increased by 5.0% (45 fatalities).
  - Urban interstate fatalities increased by 13.0% (119 fatalities).
- For the next 21 states that raised their speed limits later in 1996, including Iowa, total interstate fatalities increased for 16 of the 21 states (76.0%):
  - Rural interstate fatalities increased by 20.0% (218 fatalities).
  - Urban interstate fatalities increased by 2.0% (16 fatalities).
- For the 19 states that did not raise their speed limits, total interstate fatalities increased for six of the 19 states (32.0%).
  - Rural interstate fatalities essentially did not change (-1 fatality).
  - Urban interstate fatalities essentially did not change (-1 fatality).

In regard to non-interstate fatalities, there was relatively no change or very little change compared to 1995 (see **Attachment C**).

### *Iowa's Speed Limit Task Force*

The National Highway Traffic Safety Administration and the Federal Highway Administration were also required in the Report to Congress to gather input from individual states regarding their experiences with increased speed limits and possible impacts on safety. Studies were obtained from 10 states, including Iowa.

Iowa's study was conducted by the Safety Management System Task Force on Speed Limits, and included an analysis of eight Midwestern states (Kansas, Illinois, Iowa, Missouri, Minnesota, Nebraska, South Dakota, and Wisconsin). The states were divided into two categories: those that did not raise the speed limit above 65 mph after 1995 and those that raised it above 65 mph after 1995. Table 2 below illustrates the Task Force's findings.

**Table 2**
**Changes in Traffic Fatalities for Selected Midwestern States**
**January - August 1995 vs. January - August 1996**

| States That Did Not Raise the Speed Limit Above 65 MPH | | States That Increased the Speed Limit Above 65 MPH | |
|---|---|---|---|
| State | % Change | State | % Change |
| Illinois | -4.2% | Kansas | 10.2% |
| Iowa | -17.9% | Missouri | 13.3% |
| Minnesota | -4.3% | Nebraska | 11.2% |
| Wisconsin | -3.5% | South Dakota | 20.8% |

Source: National Highway Traffic Safety Administration; Federal Highway Administration; Iowa Safety Management System

The Task Force also studied 11 other states outside the Midwest. These results are illustrated in **Table 3** below.

**Table 3**
**Changes in Traffic Fatalities for States Outside the Midwest**
**January - August 1995 vs. January - August 1996**

| States That Did Not Raise the Speed Limit Above 65 MPH | | States That Increased the Speed Limit Above 65 MPH | |
|---|---|---|---|
| State | % Change | State | % Change |
| Indiana | 5.2% | Arizona | 3.1% |
| Massachusetts | -8.2% | California | 5.9% |
| New York | -18.0% | Florida[1] | -3.7% |
| Ohio | -6.8% | Montana[2] | -4.4% |
| Pennsylvania | -8.3% | Nevada | 5.1% |
| | | Texas | 15.5% |

[1] The Task Force noted that Florida announced a tightening of speed enforcement.

[2] The Task Force noted that Montana significantly increased fines.

Source: National Highway Traffic Safety Administration; Federal Highway Administration; Iowa Safety Management System

### *Report to Congress – Conclusion*

In summary, the Report to Congress concluded:

- *While total fatalities and injured persons changed very little at the national level in 1996 compared to 1995 (a decrease of 129 fatalities (0.3%)), fatalities and persons injured in traffic crashes occurring on roads with higher speed limits continue to account for an increasing share of fatalities and injuries, namely on rural interstates.*
- *While fatalities and injuries all increased at the national level on interstate roads in 1996, they decreased on all other roads.*

It should be noted that each of the 10 states, including Iowa, considered their findings concerning speed limit data preliminary or inconclusive due to the limited amount of data and time available, in addition to the unavailability of vehicle miles traveled (fatalities per 100 million vehicle miles traveled).

## CURRENT SITUATION

The following information includes recent motor vehicle fatality data from the Federal Highway Administration and the National Highway Traffic Safety Administration. Unlike the Report to Congress in which only the *number* of fatalities was determined, vehicle miles of travel was used as a measure in determining the *rate* of motor vehicle fatalities. The information below includes the rate of fatalities by road type from 1995 to 1999.

Overall, non-interstate roads – for the nation and Iowa – showed a decrease in fatality rates. As **Table 4** illustrates below, from 1995 to 1999, total motor vehicle fatality rates for the nation as a whole decreased by 10.4%. The most significant change from 1995 to 1999 was a decrease of 30.4% on urban collector roads, and a decrease of 26.6% on urban local roads. The only fatality rate increase was 3.3% for rural interstates.

**Table 4**
**Fatality Rates by Road Type, 1995 - 1999**
***Nationally***

| | 1995 | 1996 | 1997 | 1998 | 1999 | % Change 1995 - 1999 |
|---|---|---|---|---|---|---|
| **Rural** | | | | | | |
| Interstate | 1.20 | 1.23 | 1.26 | 1.23 | 1.24 | 3.3% |
| Other Principal Arterial* | 2.40 | 2.41 | 2.35 | 2.26 | 2.16 | -10.0% |
| Minor Artery | 3.09 | 2.84 | 2.73 | 2.53 | 2.52 | -18.5% |
| Major Collector* | 3.05 | 2.92 | 2.85 | 2.85 | 2.81 | -7.9% |
| Minor Collector | 3.40 | 3.32 | 3.52 | 3.20 | 3.04 | -10.6% |
| Local Road | 3.82 | 3.97 | 3.89 | 3.69 | 3.79 | -0.8% |
| **Total Rural** | 2.57 | 2.52 | 2.49 | 2.43 | 2.39 | -7.0% |
| **Urban** | | | | | | |
| Interstate | 0.63 | 0.66 | 0.63 | 0.60 | 0.61 | -3.2% |
| Freeway/Expressway | 0.85 | 1.16 | 0.82 | 0.77 | 0.79 | -7.1% |
| Other Principal Arterial* | 1.56 | 1.44 | 1.40 | 1.35 | 1.27 | -18.6% |
| Minor Artery | 1.27 | 1.24 | 1.17 | 1.08 | 1.01 | -20.5% |
| Collector* | 1.12 | 1.08 | 1.07 | 0.78 | 0.78 | -30.4% |
| Local Road | 1.69 | 1.48 | 1.42 | 1.29 | 1.24 | -26.6% |
| **Total Urban** | 1.20 | 1.17 | 1.09 | 1.01 | 0.98 | -18.3% |
| **Overall U.S. Fatality Rate** | 1.73 | 1.69 | 1.65 | 1.57 | 1.55 | -10.4% |

* Arterials include freeways, multilane highways, and other roadways that supplement the Interstate system.
* Collectors are major and minor roads that connect local roads and streets with arterials.

Source: Federal Highway Administration

As **Table 5** illustrates below, from 1995 to 1999, total motor vehicle fatality rates for Iowa decreased by 16.7%. Similar to national information, Iowa also showed a rate increase in rural interstate fatalities. Unlike at the national level, however, Iowa also showed an increase in urban interstate fatalities, which was dramatic. The rate increase for fatalities on urban interstates in Iowa from 1995 to 1999 was 684.6%.

In addition, Iowa's rural interstates showed a rate increase of 27.9%. Urban primary roads, however, had a decrease of 46.8% from 1995 to 1999.

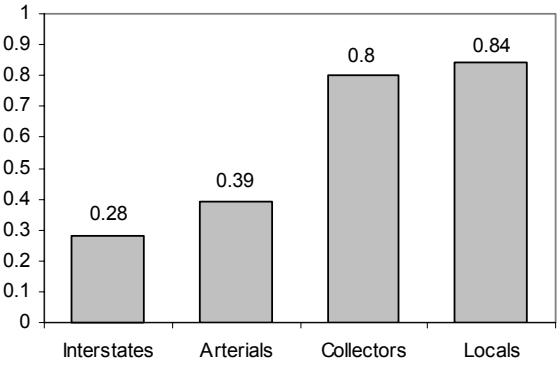
**Table 5**
**Fatality Rates by Road Type, 1995 - 1999**
***Iowa***

| | 1995 | 1996 | 1997 | 1998 | 1999 | % Change 1995 - 1999 |
|---|---|---|---|---|---|---|
| **Rural** | | | | | | |
| Interstate | 0.61 | 0.68 | 0.71 | 0.72 | 0.78 | 27.9% |
| Primary | 2.80 | 2.19 | 2.13 | 2.11 | 2.46 | -12.1% |
| Secondary (County Roads) | 4.11 | 3.69 | 3.16 | 2.83 | 3.04 | -26.0% |
| **Total Rural** | 2.57 | 2.19 | 2.03 | 1.93 | 2.16 | -16.0% |
| **Urban** | | | | | | |
| Interstate | 0.13 | 0.69 | 0.45 | 0.67 | 1.02 | 684.6% |
| Primary | 1.68 | 1.25 | 1.58 | 1.26 | 0.90 | -46.8% |
| Secondary (City Streets) | 1.03 | 0.87 | 1.02 | 0.87 | 0.81 | -21.4% |
| **Total Urban** | 1.09 | 0.95 | 1.09 | 0.95 | 0.87 | -20.2% |
| **Overall Iowa Fatality Rate** | 1.98 | 1.69 | 1.65 | 1.54 | 1.65 | -16.7% |

## *Fatality Rates by Road Type – Nationally*

Despite their low traffic volume, local and collector roads have a speeding fatality rate almost triple that of Interstates (.84 persons killed per 100 million vehicle miles traveled (VMT) vs. .28 on interstates). See **Chart 1**.

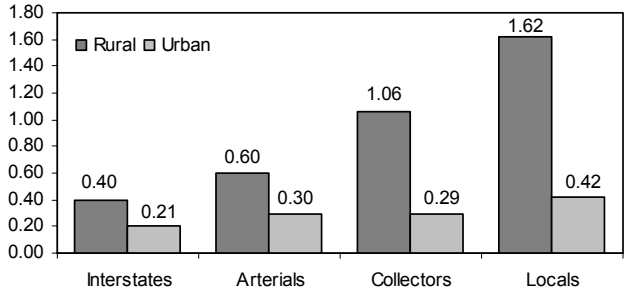
**Chart 1**
**Speeding-Related Fatality Rate by Road Class**
**Fatalities per 100 million VMT, 1999**




Source: Federal Highway Administration

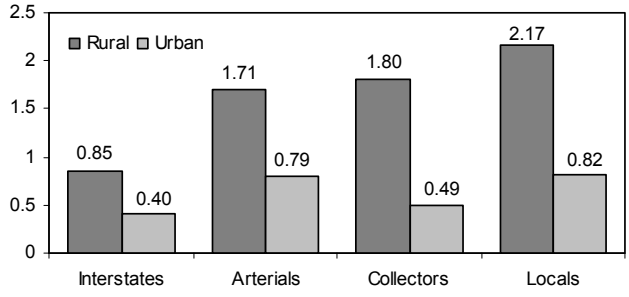
In comparing rural and urban roads, the FHWA and NHTSA state that fatality rates in rural areas are frequently double – or triple – those in urban. In rural areas, crashes on local roads account for more than one-third of speeding-related fatalities (a fatality rate of 1.62). In urban areas, crashes on local roads account for only 8.5% of speeding-related fatalities (a fatality rate of .42). Non-speeding-related fatalities on rural and urban roads follow a similar pattern, however, fatalities occur at a higher rate than speeding-related fatalities. See **Chart 2** and **Chart 3** on the following page.

**Chart 2**
**Speeding-Related Fatality Rates by Road Class, Rural vs. Urban**
**(Fatalities per 100 Million Vehicle Miles Traveled, 1999)**




Source: Federal Highw ay Administration

**Chart 3**
**Non-Speeding-Related Fatality Rates by Road Class, Rural vs. Urban**
**(Fatalities per 100 Million Vehicle Miles Traveled, 1999)**




Source: Federal Highw ay Administration

According to the FHWA, there are two reasons that explain the overwhelming difference in fatality rates on rural and urban roads:

1. Rural roads have a higher incidence of severe crashes, including run-off-road and rollover crashes.
2. Rough terrain, less vehicle traffic, longer intervals between a crash and time of discovery, and lower levels of available trauma care tend to make injury outcomes for rural travelers more severe.

### *Fatality Rates by Road Type – Iowa*

The Iowa Safety Management System issued a report in February 2001 entitled "Update Report on Speed Limits." The report showed that Iowa appears to follow the national pattern when comparing rural vs. urban fatalities. In 1995 and 1998, the total rural fatality rate in Iowa was more than double that of urban; in 1996 and 1999, the total rural fatality rate was almost triple that of urban (see **Table 5** on page 5). Data indicating speed-related fatalities for Iowa is unavailable.

### *Differential Speed Limits*

In July 1998, the Federal Highway Administration published an article on safety research related to speed and speed management that concluded: "The potential for being involved in an accident is highest when traveling at speeds much lower or much higher than the majority of motorists."

Currently, 10 states, including Montana and Michigan, have "differential speed limits," or speed limits 5 to 15 mph lower for trucks[1] than for cars. In Montana, the speed limits on rural interstates are 75 mph for cars and 65 mph for trucks; in Michigan, 70 mph for cars and 55 mph for trucks.

The Montana Department of Transportation did not provide data on differential speeds; however, they stated that trucks are not adhering to the 65 mph speed limit for trucks, and are instead traveling at the same speed as cars. The Michigan Department of Transportation said the same is occurring in their state, however, the number of fatal crashes and incapacitating injury crashes has decreased 14.5% and 24.2% respectively in the three years following Michigan's speed limit

[1] Vehicles with a gross weight exceeding 10,000 lbs.

change. Michigan did not include vehicle miles of travel as a measure, and therefore provide only the number of injuries and fatalities and not the rate. See **Table 6** below:

Although they do not yet have the data to support it, the Federal Highway Administration speculates that differential speeds are dangerous. The data to support or not support this theory should be

**Table 6**
**Michigan Department of Transportation**
**Fatal Crashes & Incapacitating Injuries Based on Differential Speeds**

| No. of Fatal Crashes[1] Three Years Before Speed Limit Change | No. of Fatal Crashes[1] Three Years After Speed Limit Change | % Change | No. of Incapacitating Injury Crashes[2] Three Years Before Speed Limit Change | No. of Incapacitating Injury Crashes[2] Three Years After Speed Limit Change | % Change |
|---|---|---|---|---|---|
| 69 | 59 | -14.5% | 326 | 247 | -24.2% |

[1] A fatal crash must involve a motor vehicle traveling on a public roadway and must result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash.

[2] An incapacitating injury crash must involve a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have an incapacitating injury.

Source: Michigan Department of Transportation

available in 2002.

## ALTERNATIVES

Since the repeal of the National Maximum Speed Limit (NMSL) in 1995, of the 49 states that proposed legislation to raise speed limits, 44 actually raised them (see **Attachment D**). From 1995 to 1999, Iowa's fatality rate overall matches closely with that of the nation, with the exception of rural and urban interstate fatalities which are significantly higher for Iowa.

Although fatality rates are down for the nation and Iowa since repeal of the NMSL in 1995, fatality rates have increased for certain road types. For this reason, it is important for the General Assembly to consider the following in determining whether to raise the speed limit in Iowa:

### *Nationally and Iowa*

Fatality rates in rural areas are frequently double – or sometimes triple – those in urban.

### *Nationally*

Speeding-related fatality rates on local and collector roads are almost triple those on interstates.

### *Iowa*

From 1995 to 1999, the fatality rate increased 27.9% on rural interstates, and increased 684.6% on urban interstates.

## AVAILABLE UPON REQUEST

**The following documents are available upon request:**

Interstate/Non-Interstate Fatalities by State by Timing of States' Speed Limit Changes, 1995 – 1996

Summary Table of State Speed Laws (Includes Sanctions for: Exceeding the Speed Limit, Reckless Driving, and Racing On Highways)

Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit, 2000

## SOURCES

Federal Highway Administration, "Speeding Counts . . . On All Roads!" November 2000.

Iowa Department of Transportation: Transportation Safety Office, "Miles, Vehicle Miles, Crashes, and Crash Rates in Iowa by Road System, 1995 – 1999," May 2001.

Iowa Safety Management System: Task Force on Speed Limits, "Update Report on Speed Limits in Iowa," February 2001.

Insurance Institute for Highway Safety, "Effect of 1996 Speed Limit Changes on Motor Vehicle Occupant Fatalities," October 1997.

National Highway Traffic Safety Administration; Federal Highway Administration, "Report to Congress: The Effect of Increased Speed Limits in the Post-NMSL Era," February 1998.

National Highway Traffic Safety Administration; National Center for Statistics & Analysis, "Traffic Safety Facts, 2000."

National Highway Traffic Safety Administration, "Summary of State Speed Laws, Fifth Edition," March 2001.

Stephen Moore, "Speed Doesn't Kill: The Repeal of the 55-mph Speed Limit," Policy Analysis, May 31, 1999.

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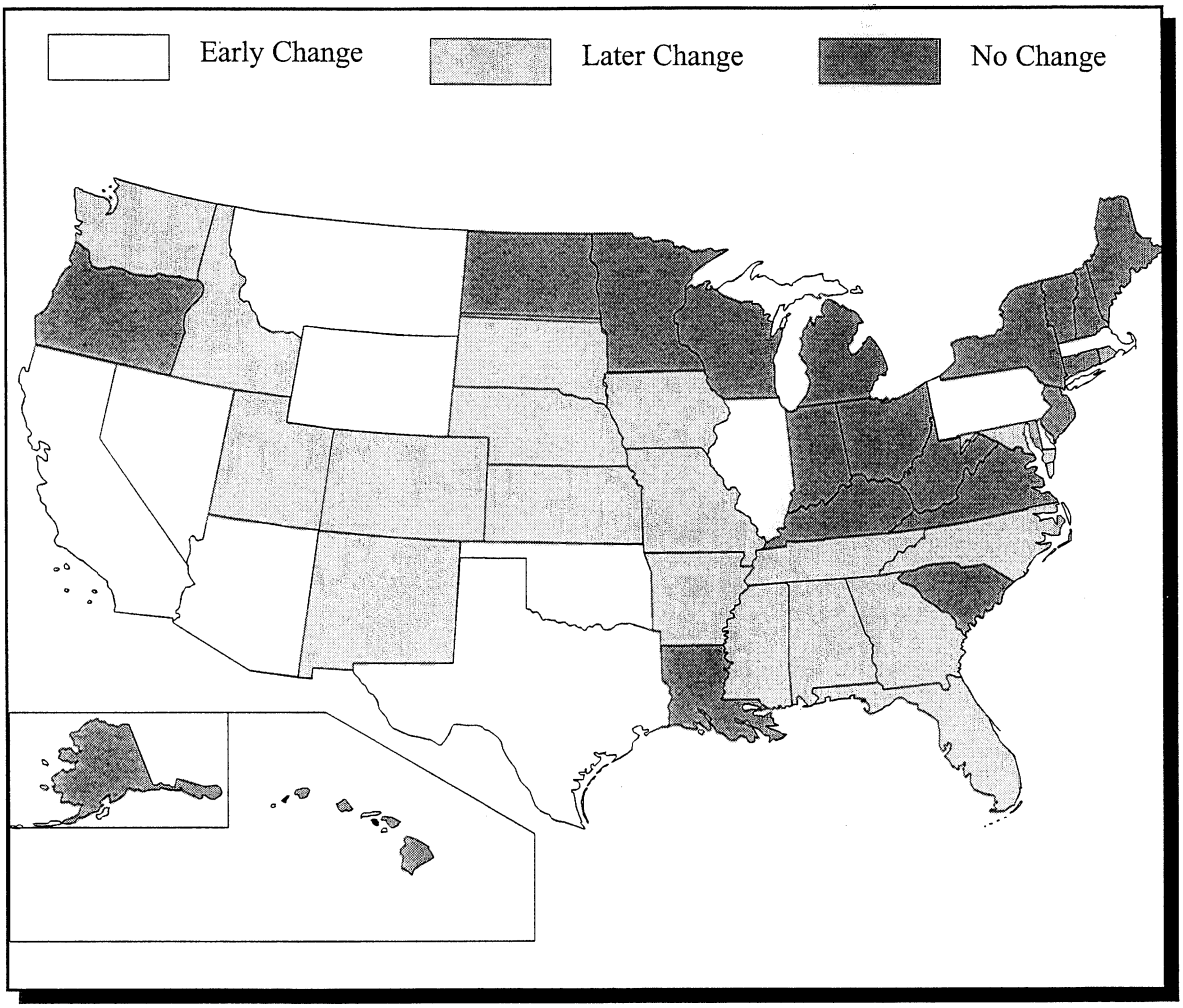
## Attachment A

### State Status of Speed Limit Changes




| Timing of Speed Limit Change | No. of States | States Included |
|---|---|---|
| Raised Limit in Late 1995 or Early in 1st Quarter of 1996 | 11 | Arizona, California, Delaware, Illinois, Massachusetts, Montana, Nevada, Oklahoma, Pennsylvania, Texas, Wyoming |
| Raised Limit Later in 1996 | 21 | Alabama, Arkansas, Colorado, Florida, Georgia, Idaho, Iowa, Kansas, Maryland, Michigan, Mississippi, Missouri, Nebraska, New Mexico, North Carolina, Ohio, Rhode Island, South Dakota, Tennessee, Utah, Washington |
| Maintained Previous Limit, i.,e., No Changes in 1996 | 19 | Alaska, Connecticut, DC, Hawaii, Indiana, Kentucky, Louisiana, Maine, Minnesota, New Hampshire, New Jersey, New York, North Dakota, Oregon, South Carolina, Vermont, Virginia, West Virginia, Wisconsin |

## Attachment B

### Changes in Fatalities & Injuries by Posted Speed Limit
### 1995 vs. 1996

| | No. of Fatalities | | | No. of Injuries | | |
|---|---|---|---|---|---|---|
| Posted Speed Limit | 1995 | 1996 | % Change | 1995 | 1996 | % Change |
| Less than 55 mph | 18,798 | 18,360 | -2.3% | 2,635,000 | 2,722,000 | 3.3% |
| 55-60 mph | 19,403 | 16,669 | -14.1% | 699,000 | 649,000 | -7.2% |
| 65 mph and above* | 2,839 | 5,768 | 103.2% | 51,000 | 138,000 | 170.6% |
| No speed limit | 75 | 175 | 133.3% | 2,000 | 2,800 | 40.0% |
| Unknown | 702 | 935 | 33.2% | **-------- | **-------- | **-------- |
| Total | 41,817 | 41,907 | 0.2% | 3,387,000 | 3,511,800 | 3.7% |

* No roads were posted at speed limits above 65 mph prior to December 1995.
** Information not available.

Source: National Highway Traffic Safety Administration; Federal Highway Safety Administration

## Attachment C

### Changes in Total Non-Interstate Fatalities by Timing of States' Speed Limit Change
### 1995 vs. 1996

| Timing of States' Speed Limit Change | No. of Fatalities | | |
|---|---|---|---|
| | 1995 | 1996 | % Change |
| In 1995 or early 1996 | 11,506 | 11,605 | -0.9% |
| Later in 1996 | 16,091 | 15,663 | -2.7% |
| No change in 1996 | 9,102 | 8,906 | -2.2% |
| Total | 36,699 | 36,174 | -1.4% |

Source: National Highway Traffic Safety Administration;
Federal Highway Safety Administration

## Attachment D

# MAXIMUM POSTED SPEED LIMITS FOR PASSENGER VEHICLES as of October 2001

The following table lists the speed limits for various types of roads in the 50 U.S. states and the District of Columbia. Limited access highways are multiple-lane roads with restricted access using exit and entrance ramps rather than intersections. Interstate highways are part of the national system of limited access highways that connect the nation's principal metropolitan areas and industrial centers. The interstate system is divided into urban and rural sections. The distinction between urban and rural areas is based on population density figures from the US Census Bureau and adjusted by state and local government to reflect planning and other issues. Urban sections are within a census area with an urban population of 5,000 to 49,999 or within a designated urbanized area with a population of 50,000 or greater.

As a result of Congress repealing the National Maximum Speed Limit in 1995, 44 states have raised their speed limits, some of which on small portions of roads.

| | Rural Interstates | Urban Interstates | Other Limited Access Roads | Other Roads | Effective Date of Limits on | | Effective Date of Limits on | |
|---|---|---|---|---|---|---|---|---|
| State | Cars (mph) | Cars (mph) | Cars (mph) | Cars (mph) | Rural Interstates | Urban Interstates | Other Limited Access Roads | Other Roads |
| Alabama | 70 | 70 | 65 | 65 | 5/9/96 | 5/9/96 | 5/9/96 | 5/9/96 |
| Alaska | 65 | 55 | 65 | 55 | 1/15/88 | no action | 8/25/99 | no action |
| Arizona | 75 | 55 | 55 | 55 | 12/8/95 | no action | no action | no action |
| Arkansas | 70 trucks: 65 | 55 | 60 | 55 | 8/19/96 | no action | 8/19/96 | no action |
| California | 70 trucks: 55 | 65 | 70 | 55 | 1/7/96 | 1/7/96 | 1/7/96 | no action |
| Colorado | 75 | 65 | 65 | 55 | 6/24/96 | 6/24/96 | 6/24/96 | no action |
| Connecticut | 65 | 55 | 65 | 55 | 10/1/98 | no action | 10/1/98 | no action |
| Delaware | 65 | 55 | 65 | 55 | 1/17/96 | no action | 1/17/96 | no action |
| District of Columbia | N/A | 55 | N/A | 25 | 1974 | no action | no action | no action |
| Florida | 70 | 65 | 70 | 65 | 4/8/96 | 4/8/96 | 4/8/96 | 4/8/96 |
| Georgia | 70 | 65 | 65 | 65 | 7/1/96 | 7/1/96 | 7/1/96 | 7/1/96 |
| Hawaii | 55 | 50 | 45 | 45 | 1974 | no action | no action | no action |
| Idaho | 75 trucks: 65 | 65 | 65 | 65 | 5/1/96 | 5/1/96 | 5/1/96 | 5/1/96 |
| Illinois | 65 trucks: 55 | 55 | 65 | 55 | 4/27/87 | no action | 1/25/96 | no action |
| Indiana | 65 trucks: 60 | 55 | 55 | 55 | 6/1/87 | no action | no action | no action |
| Iowa | 65 | 55 | 65 | 55 | 5/12/87 | no action | 6/6/96 | no action |
| Kansas | 70 | 70 | 70 | 65 | 3/7/96 | 3/7/96 | 3/7/96 | 3/7/96 |
| Kentucky | 65 | 55 | 55 | 55 | 6/8/87 | no action | no action | no action |
| Louisiana | 70 | 55 | 70 | 65 | 8/15/97 | no action | 8/15/97 | 8/15/97 |
| Maine | 65 | 55 | 55 | 55 | 6/12/87 | no action | no action | no action |

## Attachment D Con't.

| State | Rural Interstates Cars (mph) | Urban Interstates Cars (mph) | Other Limited Access Roads Cars (mph) | Other Roads Cars (mph) | Effective Date of Limits on Rural Interstates | Effective Date of Limits on Urban Interstates | Effective Date of Limits on Other Limited Access Roads | Effective Date of Limits on Other Roads |
|---|---|---|---|---|---|---|---|---|
| Maryland | 65 | 65 | 65 | 55 | 7/1/95 | 8/1/96 | 8/1/96 | no action |
| Massachusetts | 65 | 65 | 65 | 55 | 1/5/92 | 1/29/96 | 1/29/96 | no action |
| Michigan | 70 trucks: 55 | 65 | 70 | 55 | 8/1/96 | 8/1/96 | 8/1/96 | no action |
| Minnesota | 70 | 65 | 65 | 55 | 7/1/97 | 7/1/97 | 7/1/97 | no action |
| Mississippi | 70 | 70 | 70 | 65 | 2/29/96 | 2/29/96 | 2/29/96 | 2/29/96 |
| Missouri | 70 | 60 | 70 | 65 | 3/13/96 | 3/13/96 | 3/13/96 | 3/13/96 |
| Montana | 75 trucks: 65 | 65 | day: 70 night: 65 | day: 70 night: 65 | 5/28/99 | 5/28/99 | 5/28/99 | 5/28/99 |
| Nebraska | 75 | 65 | 65 | 60 | 6/1/96 | 6/1/96 | 6/1/96 | 6/1/96 |
| Nevada | 75 | 65 | 70 | 70 | 12/8/95 | 12/8/95 | 12/8/95 | 12/8/95 |
| New Hampshire | 65 | 65 | 55 | 55 | 4/16/87 | 5/29/96 | no action | no action |
| New Jersey | 65 | 55 | 65 | 55 | 1/19/98 | no action | 1/19/98 | no action |
| New Mexico | 75 | 55 | 65 | 55 | 5/15/96 | no action | 5/15/96 | no action |
| New York | 65 | 65 | 65 | 55 | 8/1/95 | 7/16/96 | 7/16/96 | no action |
| North Carolina | 70 | 65 | 65 | 55 | 8/5/96 | 8/5/96 | 10/1/96 | no action |
| North Dakota | 70 | 55 | 65 | day: 65 night: 55 | 6/10/96 | no action | 6/10/96 | 6/10/96 |
| Ohio | 65 trucks: 55 | 65 | 55 | 55 | 7/15/87 | 7/28/96 | no action | no action |
| Oklahoma | 75 | 70 | 70 | 70 | 8/29/96 | 8/29/96 | 8/29/96 | 8/29/96 |
| Oregon | 65 trucks: 55 | 55 | 55 | 55 | 6/27/87 | no action | no action | no action |
| Pennsylvania | 65 | 55 | 65 | 55 | 7/13/95 | no action | 5/10/96 | no action |
| Rhode Island | 65 | 55 | 55 | 55 | 5/12/96 | no action | no action | no action |
| South Carolina | 70 | 70 | 60 | 55 | 4/30/99 | 4/30/99 | 4/30/99 | no action |
| South Dakota | 75 | 65 | 65 | 65 | 4/1/96 | 4/1/96 | 4/1/96 | 4/1/96 |
| Tennessee | 70 | 70 | 70 | 55 | 3/25/98 | 5/15/01 | 5/15/01 | no action |
| Texas | 70 | 70 | 70 | 70 | 12/8/95 | 12/8/95 | 12/8/95 | 12/8/95 |
| Utah | 75 | 65 | 55 | 55 | 5/1/96 | 5/1/96 | no action | no action |
| Vermont | 65 | 55 | 50 | 50 | 4/21/87 | no action | no action | no action |
| Virginia | 65 | 55 | 65 | 55 | 7/1/88 | no action | 2/13/96 | no action |
| Washington | 70 trucks: 60 | 60 | 55 | 55 | 3/15/96 | 3/15/96 | no action | no action |
| West Virginia | 70 | 55 | 65 | 55 | 8/25/97 | no action | 8/25/97 | no action |
| Wisconsin | 65 | 65 | 65 | 55 | 6/17/87 | 8/1/96 | 8/1/96 | no action |
| Wyoming | 75 | 60 | 65 | 65 | 12/8/95 | 12/8/95 | 12/8/95 | 12/8/95 |



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