

# **The Coalition for Transportation Productivity**

*Making Roads Safer, Protecting the Environment  
& Strengthening the Economy  
Through Vehicle Weight Limit Reform*

**The Safe and Efficient Transportation Act  
(SETA)**

**For the Ag Transportation Summit  
July 30, 2013**



# 6-Axle Trucks: Same Size; More Efficient



80,000 5-Axle – displacing 4444 lbs./tire



97,000 6-Axle – displacing 4409 lbs./tire



## What about Braking Distance?

Vehicle Weight (lbs.)	Stopping Distance from 60 mph (in feet)	
	5-axle	6-axle
80,000	240	191
90,000	271	220
97,000	295	241

Source: Paul Johnson, Ind. Consultant, former Sr. Dir of Engineering, Meritor WABCO.



# CTP Proposal – The Safe and Efficient Transportation Act (SETA)

- Gives states the authority to allow 97,000 pound, six-axle vehicles access to their interstate highway systems.
- Sixth axle maintains weight per axle, tire displacement and braking distance.
- Higher Heavy Vehicle Use Tax would be required to carry the heavier load and earmarked for bridge repair.
- States or DOT Secretary could limit access on bridge-by-bridge or road-by-road basis.



# Factors Driving Support for SETA

*Rail will remain valuable mode, but shippers need more competitive trucking.*

- Significant pressure on U.S.-based shippers
- Many trucks “weigh-out” only partially filled
- Logistics costs in North America are rising
- Trucking capacity crisis – available capacity down 5% since 2007
- Driver shortage and increased regulatory pressures from CSA, HOS, etc.



## Weekly Savings from One CTP Member

Manufacturing plant produces  
27,000,000 pounds of product per  
week.

- Number of 5-axle, 80,000 lbs. trucks  
needed per week – **600**
- Number of 6-axle, 97,000 lbs. trucks  
needed per week – **450**

150 fewer trucks needed per week



## Weekly Savings from One CTP Member

- A reduction of 94,200 vehicle miles traveled
- A decline in fuel use of more than 13,000 gallons
- A reduction in CO<sub>2</sub> emissions of 300,000 lbs.
- A weight reduction of 5,250,000 lbs. off the roads and bridges in the southeast.



## Improved Safety

- Univ. of Mich. TRI Study – 2009
- Wisconsin DOT Study – 2009
- European Union Study – 2008
- UK Study – 2008
- National Acad. Of Sciences – 2002
- ...and many others





## Improved Safety

Based on the findings of a 2009 Wisconsin DOT study, if a law like SETA had been in place in 2006, it would have **prevented 90 truck-related accidents** in the state that year.<sup>1</sup>

<sup>1</sup> Wisconsin Truck Size & Weight Study, Cambridge Systematics, Inc., 2009



## Improved Safety

The UK **raised** weight limits to 97,000 pounds for six-axle vehicles in 2001 and by 2006:<sup>1</sup>

- Truck related fatalities declined by 35%.
- More freight had been shipped.
- VMTs declined.

<sup>1</sup> Transport Statistics Bulletin: Road Freight Statistics 2007, United Kingdom Department for Transport, 2008



# Cleaner Environment

- Six-axle trucks carrying 97,000 pounds get **17% more ton-miles** per gallon than five-axle trucks carrying 80,000 pounds.<sup>1</sup>
- The U.S. DOT estimates that 6-axle rigs would save **2 billion gallons** of diesel fuel annually, a **19 percent decrease** in fuel consumption

<sup>1</sup>American Transportation Research Institute, Energy and Emissions Impacts of Operating Higher Productivity Vehicles, Alexandria, VA, September 2004.



## Infrastructure

- The sixth axle reduces weight per tire impact on pavement.
- Wisconsin DOT found pavement wear savings exceed cost of added bridge maintenance – a net gain of \$2.42 million.
- States retain right to load-post bridges as necessary.
- MN Study showed increase in bridge costs of \$50,000 annually (statewide).
- Proposed user fee increase goes to fund bridge repair.



## Secondary Road Impacts

- Most states allow heavier (often five-axle) trucks on state roads, and many states already allow them on interstate highways by permit.
- Interstates are the safest, most efficient place for heavier traffic.
- Allowing six-axle trucks to access more capable Interstate highways for a portion of their route will optimize the state road network, reduce infrastructure and congestion costs, and improve safety.



# Impact of the Maine-Vermont Pilot Program

Hampden to Houlton, ME – Interstate v. Secondary Road Comparison

	<b>Route 2 (Secondary Road)</b>	<b>I-95</b>
<b>Total Mileage</b>	<b>121</b>	<b>122</b>
<b>Travel Time</b>	<b>2 Hrs. 55 minutes</b>	<b>2 Hrs. 5 minutes</b>
<b>Intersections</b>	<b>270 +</b>	<b>32 controlled – access ramps</b>
<b>Traffic Lights</b>	<b>30</b>	<b>0</b>
<b>Crosswalks</b>	<b>86</b>	<b>0</b>
<b>Driveways</b>	<b>3000 +</b>	<b>0</b>
<b>School Crossings</b>	<b>9</b>	<b>0</b>



## Charges by Opponents

- **Heavier trucks are not as safe.**
  - *The sixth axle maintains braking and safe handling characteristics and actually reduces weight-per-tire (TRB 2002).*
- **Allowing Heavier Trucks Won't Reduce Trucks**
  - *More trucks are coming with a growing economy, but our proposal will slow their rate of growth.*
- **SETA would put bridges at risk.**
  - *Our bill puts states in full control of implementation with DOT Secy. as backstop.*
- **SETA would divert rail freight to truck.**
  - *Rail will remain more cost efficient, but it doesn't go everywhere*



# Highlights of Railroad Grassroots Campaign

- Intense CEO-level involvement
- Creation of well-funded 3<sup>rd</sup> party org. – the Coalition Against Bigger Trucks
- Strategic alliances with union, public safety and law enforcement orgs.
- District based grasstops from state & local leaders
- Multi-million dollar media campaign





# CTP Campaign

- Focus on DOT Study
- Well funded grassroots campaign in key districts.
- Outreach to State DOT's, law enforcement, etc.
- Major new fundraising campaign: Steering Committee now \$50,000 per company
- Congressional lobbying



# A Little Perspective

## 2012 Revenues

Class I Rails	\$68,000,000,000
Commercial Trucking	\$650,000,000,000
US Manufacturing	\$1,700,000,000,000



# Our Challenge

We have a once in a generation opportunity to make a major improvement in trucking productivity that not only assists our bottom lines, but makes the highways safer for our families and our communities and more efficient for US industry.

**Join us!**

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