



CABT
Coalition Against Bigger Trucks

State Transportation Board of Georgia
November 16, 2011

Issues with TSW Increases

- Safety
- Infrastructure damage
 - Pavement
 - Bridges
- Underpayment

Issue: Safety

- Longstanding, significant concerns
 - Rollover
 - Heavier singles more likely to roll over when added weight stacked vertically (USDOT, 2000)
 - Braking
 - $\approx 20\%$ of commercial vehicles inspected are taken out of service for mechanical problems, most commonly brake violations (CVSA, 2011)
 - Trucks with out-of-service braking conditions are 1.8 times more likely to be assigned crash responsibility (UMTRI, 2011)

Issue: Safety

- Crash Rates
 - LCVs likely to have 11% higher fatal crash involvement rate (USDOT, 2000)
- Enforcement challenges
 - TSW increase would raise the bar
- Ongoing need for more complete data
 - Crash reports do not include truck configuration

Issue: Infrastructure Damage

- Increased pavement damage
- Bridges
 - Half of NHS bridges >40 years old (FHWA, 2011)
 - 25% of US bridges are deficient (FHWA, 2011)
 - \$188 billion cost to repair existing structurally deficient bridges (FHWA, 2006)
 - Ongoing need for more complete data

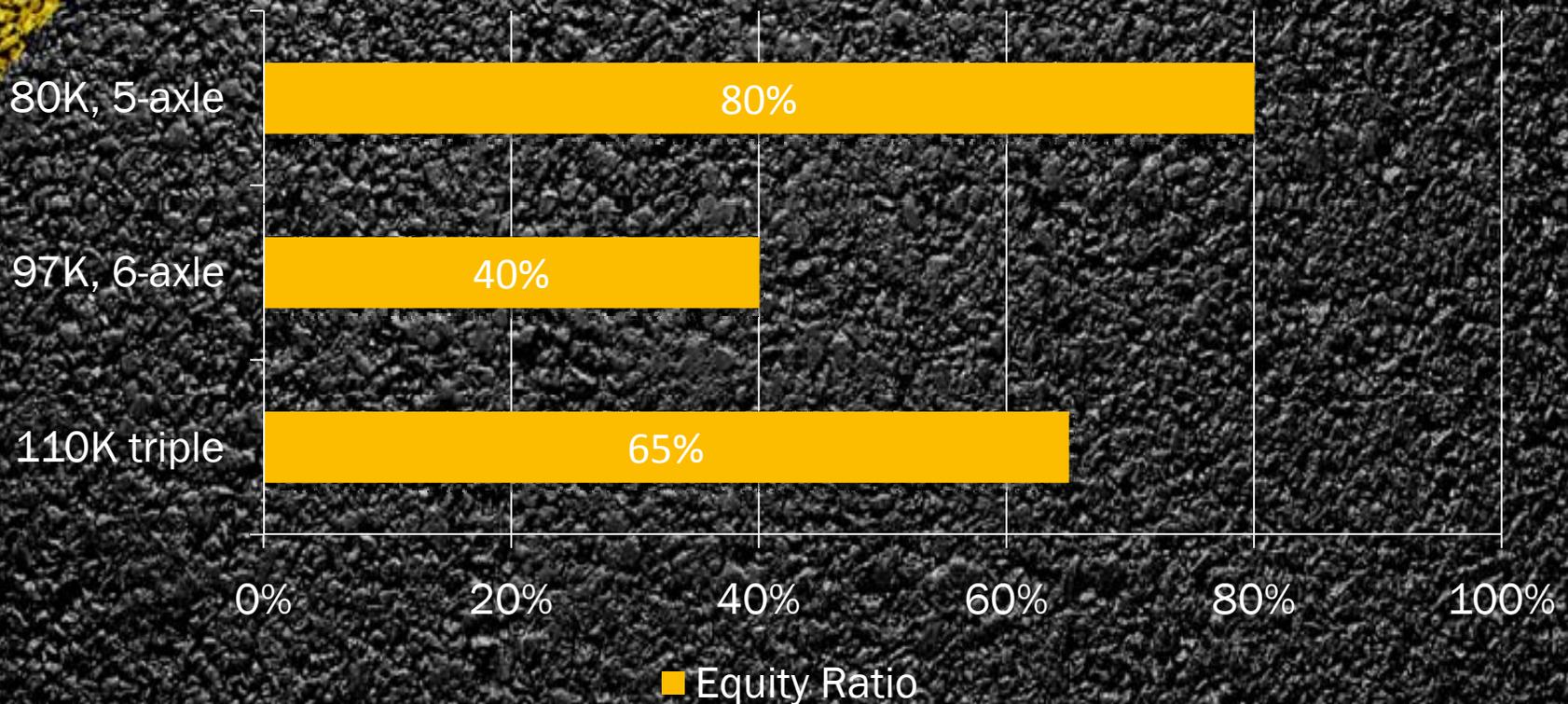
Bridges & Bigger Trucks

- 2000 DOT Study estimated \$50-\$63 billion bridge costs
- H.R. 763 includes HVUT increase, but it's inadequate
 - At most, HVUT would generate \approx \$525 million per year
- Posting violation rate as low as 2.5% results in significant loss in reliability (ASCE, 2005)
 - If posting not strictly enforced, reliability benefits of posting can almost vanish (ASCE, 2001)

Issue: Underpayment

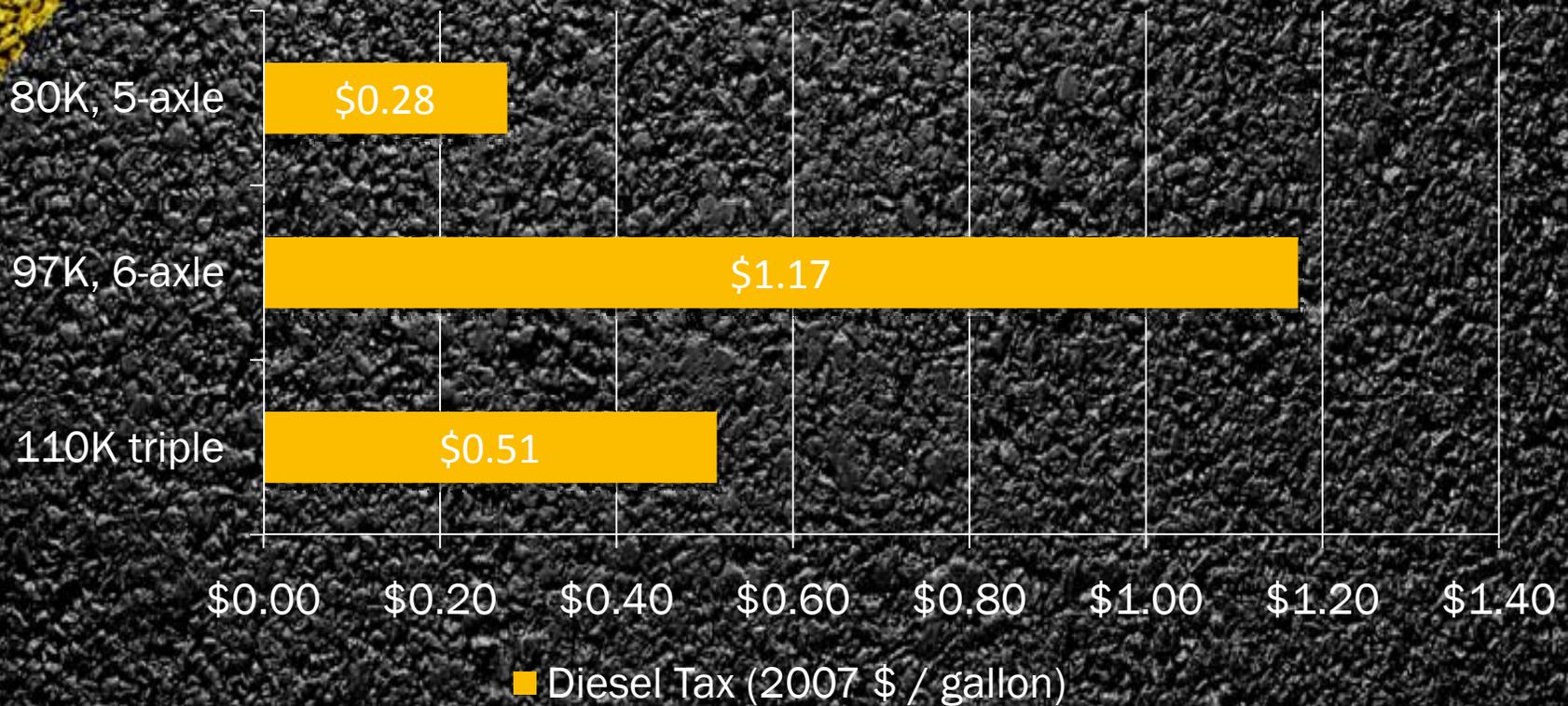
- Premise: vehicles should pay for the damage attributable to their operations
- Federal cost allocation study showed significant heavy truck underpayment

Heavy Truck Underpayment



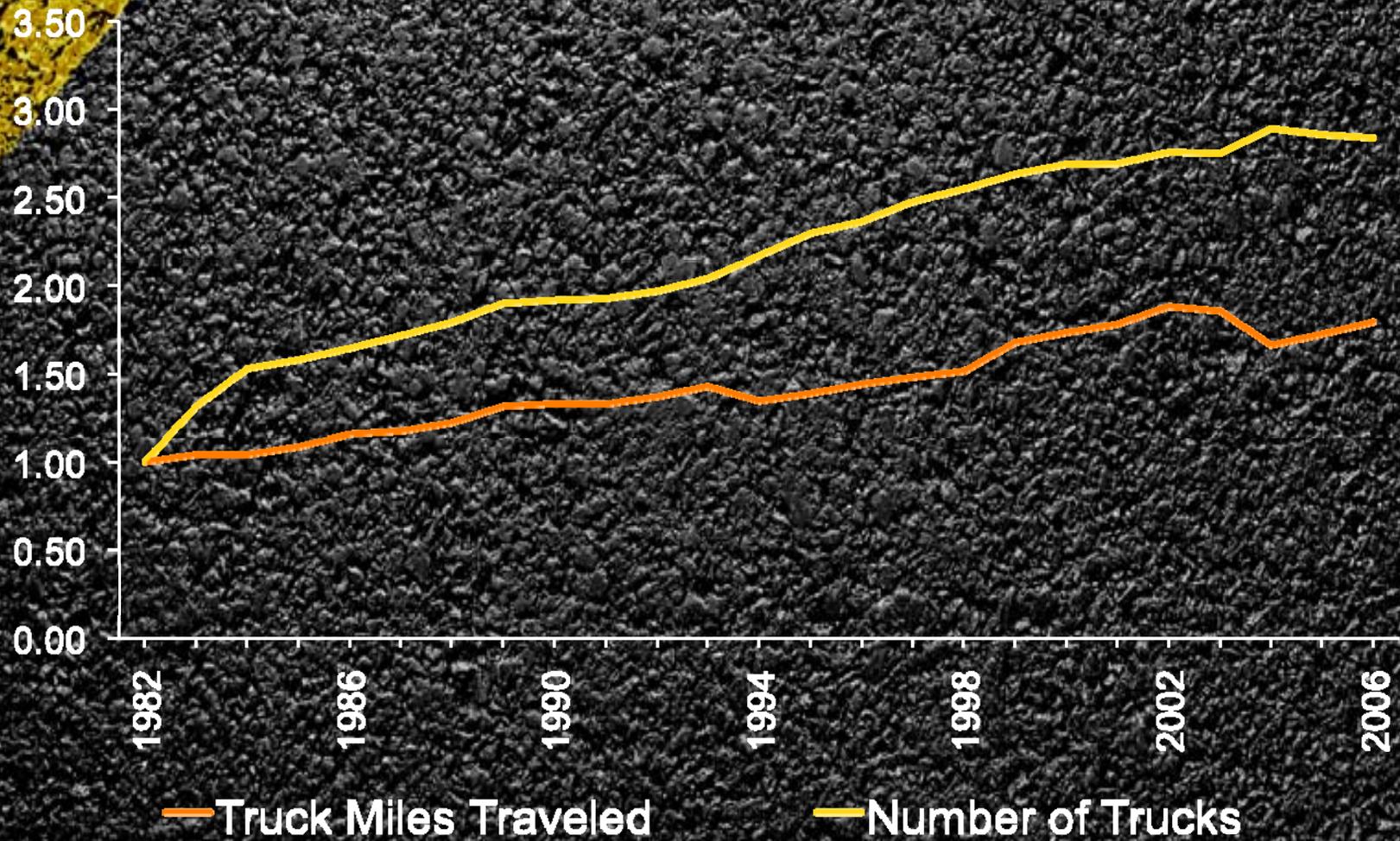
Source: Disaggregate work tables from *Addendum to the 1997 Federal Highway Cost Allocation Study*, FHWA, 2000.

Federal Cost Recovery



Source: CABT calculations based on disaggregate work tables from Addendum to the 1997 Federal Highway Cost Allocation Study Final Report, FHWA, 2000.

Bigger Trucks ≠ Fewer Trucks



Rail Diversion

- US DOT (2000)
 - 7% loss of car miles
 - 50% loss in contribution
- Martland
 - 17% short line traffic (2007)
 - 19% Class I traffic (2010)
- TTX (2011)
 - Render 25%-33% intermodal cars obsolete for doublestack service

Rail Diversion

- San Luis & Rio Grande Railroad
 - CO now allows 110K, 7-axle on state roads
 - 20% of bulk cargo diverted to highways
- Brownsville & Rio Grande Int'l Railroad
 - TX allows heavier trucks between Mexican border and Port of Brownsville
 - Lost nearly all of southbound traffic

A close-up photograph of a dark, textured asphalt surface. A yellow painted line is visible on the left side, running diagonally from the top left towards the center. The asphalt has a granular, pebbled appearance. The text "THANK YOU" is centered in the lower half of the image in a bold, yellow, sans-serif font.

THANK YOU