



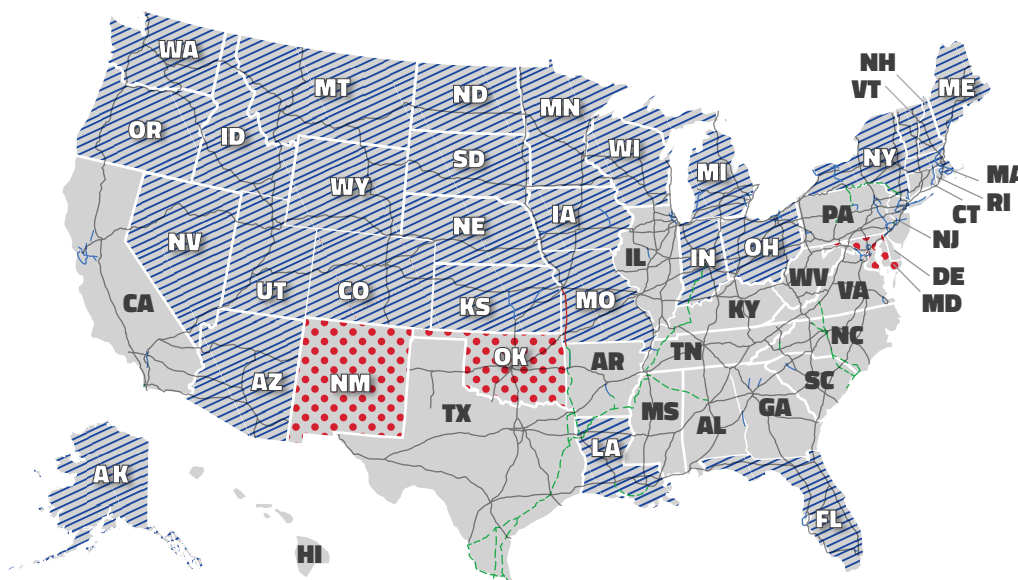
**SAFER
HAULING &
INFRASTRUCTURE
PROTECTION**

MAKE OUR ROADS SAFER

THE PROBLEM

- The weight limit for trucks on Interstate Highways is **80,000 lbs.**
- But all **50 states allow trucks carrying more to drive on local roads**—past schools, homes, and playgrounds¹.
- Trucks are forced to travel the country on these local and state routes—instead of utilizing the Interstate highways—ultimately contributing to **traffic and congestion, burning more fuel, and generating more greenhouse gas².**
- This 80,000 lbs. limit has been in place since 1982 despite **major advancements** in vehicle **safety** and **paving technology.**

It's time to bring trucking into the 21st century and allow states to raise their weight limits on Interstate Highways. Trucks perform better with a 6-axle, 91,000-lbs. configuration.



50 STATES

allow trucks above the 80,000 lbs. federal gross vehicle weight (GVW) limit on their roads through permits, pilot programs, or federal exemptions.³

MANY STATES ALLOW TRUCKS ABOVE 80,000 LBS. ON PORTIONS OF THEIR FEDERAL INTERSTATE HIGHWAYS AS WELL.

STATES THAT ALLOW TRUCKS ABOVE GVW ON LOCAL AND STATE ROADS BY RIGHT OR PERMIT

STATES THAT ALLOW TRUCKS ABOVE 91,000 LBS. ON PORTIONS OF INTERSTATE HIGHWAYS

STATES THAT ALLOW TRUCKS ABOVE THE FEDERAL GVW UP TO 90,000 LBS. ON PORTIONS OF INTERSTATE HIGHWAYS.

INTERSTATE HIGHWAYS

Modernizing the truck weight limit on Federal Interstate Highways will:



Make roads safer for our families



Minimize congestion on state and local roads



Reduce infrastructure costs, saving taxpayer dollars



Reduce fuel consumption and greenhouse gases emissions



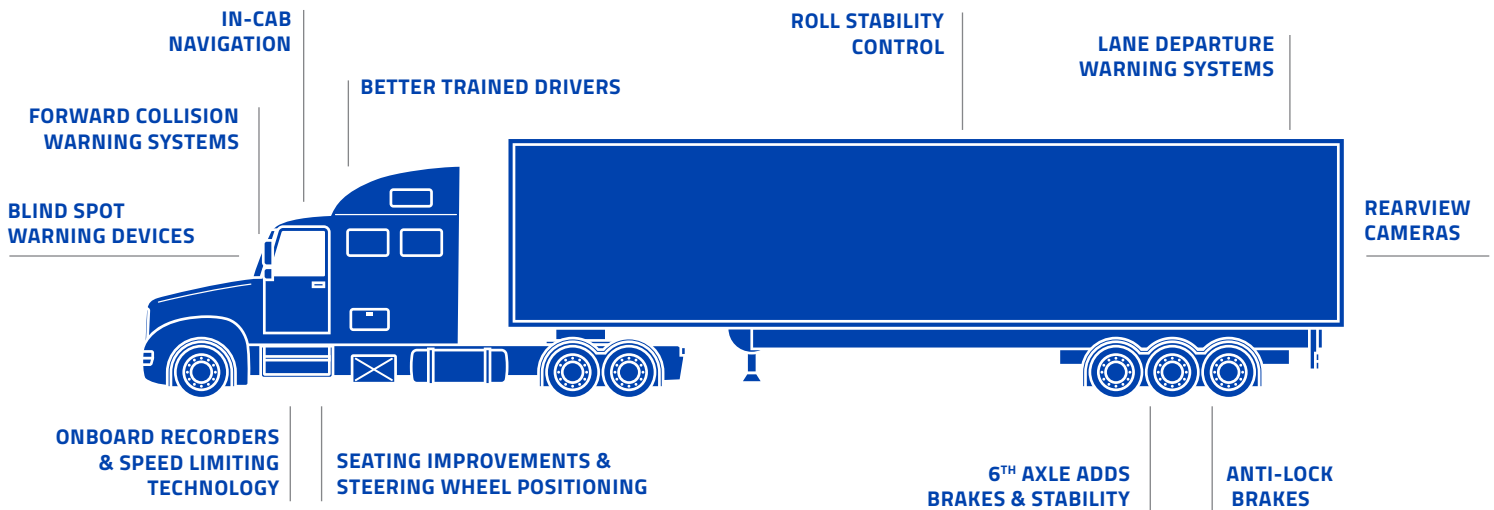
Create savings for American manufacturers that can be reinvested into our communities

¹U.S. DOT "Compilation of Existing State Truck Size and Weight Laws" May 2015, pps. 18-206

²American Transportation Research Institute "Energy and Emissions Impacts of Operating Higher Productivity Vehicles Update: 2008" March 2008

³U.S. DOT "Compilation of Existing State Truck Size and Weight Laws" May 2015, pps. 18-206

Current federal truck weight limits were set in 1982. Despite 35 years of advancements in paving and safety technology, our laws have not changed. It's time to modernize.



MYTH

Increasing the GVW limit will compromise safety.¹

Heavier trucks will damage roads and bridges, increase maintenance costs and create bigger federal deficits.⁴

Heavier trucks means bigger trucks.

Heavy trucks are energy hogs.⁸

FACT

→ A ten year pilot in Idaho found there was no heightened safety risk. And the U.S. DOT concluded that the six-axle truck had better braking.^{2,3}

→ The Minnesota Department of Transportation found that the addition of a sixth axle created a 37% reduction in road wear and an overall reduction in the number of trips needed to transport products.⁵

→ Modern trucks, for the SHIP pilot, are also federal bridge formula compliant.⁶

→ Increasing the weight limit will not mean longer, higher or wider trucks—just more productive trucks.

→ A six-axle configuration has the same overall dimension as trucks currently traveling the Interstate carrying 80,000 lbs.⁷

→ According to two separate studies, modern trucks result in lower fuel costs and fewer greenhouse gas emissions. The average fuel savings was 1 to 2 gallons per trip and greenhouse gas emissions were estimated to decrease by as much as 11% per trip.⁹

¹ Coalition Against Bigger Trucks at <http://www.cabt.org/about-us/>

² <http://www.capitalpress.com/Idaho/20150615/us-house-passes-idaho-truck-weight-bill>

³ US DOT Comprehensive Truck Size & Weight Limits Study Technical Reports, Vol. 2 "Highway Safety and Truck Crash Comparative Analysis Technical Report", June 2015, p. 65

⁴ Coalition Against Bigger Trucks at <http://www.cabt.org/about-us/>

⁵ Minnesota Department of Transportation "Minnesota Truck Size and Weight Project" June 2006, p.ES-3

⁶ Interstate Highway Truck Weights- White Paper- Maine DOT September 20,2010

⁷ <http://www.overdriveonline.com/legislation-proposed-to-allow-91000-pound-trucks-on-u-s-highways/>

⁸ Valentine, Katie "Big Trucks Emit Huge Amounts of Carbon Every Year. The EPA Is About to Do Something About It" June 2, 2015.

⁹ US DOT Comprehensive Truck Size & Weight Limits Study Technical Reports, Vol. 1 "Technical Summary Report", June 2015, p. ES 11