The Case Against Bigger Trucks

• Bigger trucks are bad for the public
  • Endanger motorists on the highway
  • Increase damage on roads and bridges
  • Increase taxpayer burden

• Bigger trucks are bad for business and jobs
  • Divert freight onto highways
  • Increase truck subsidies
  • Trade truck productivity for rail productivity
Legislative History

Bipartisan victory - February 2012 Congressional Vote

MAP-21 - Two year TSW Study
Legislative Situation: Summer 2014

Senate Appropriations Committee - June 5 Full Committee THUD Markup

• Double 33s and state weight amendments blocked

• CR expires December 2014
  - Possible amendments: Double 33s, Idaho LCV thaw, Mississippi, Wisconsin
Legislative Situation: Present-2015
MAP-21 Reauthorization

Senate
• No TSW in Senate EPW
• While unlikely, looking for lame-duck action

House T&I Committee
• Clean short-term extension - May 2015
• 97,000-lb. bill introduced
USDOT Study: Basics

• Two years

• Safety, diversion and infrastructure
USDOT Study: Numerous Problems

- Wrong trucks
- Wrong roads
- Wrong states
- Wrong data
- Wrong methodology
Wrong Trucks

→ Ignores long double-trailer trucks
Wrong Roads and Bridges

→ Ignores 90% of U.S. roads and bridges
Wrong Data

• Asks large trucking companies to volunteer crash-rate data

• Ignores feedback from law enforcement officers and truck drivers

• Ignores own findings that multi-trailer trucks have an 11% higher fatal crash rate
Wrong Methodology

Rail diversion

• Marginal costs vs. actual pricing

• Industry studies found 15-28% diversion
Rail Diversion

- 8 million more truck trips per year—a 56% increase
- “Clearly no industry could endure the loss of half its contribution as predicted in the LCV scenario.”
  – USDOT, 2000 TSW Study
Twin 33s

28-ft. trailers on intermodal rail cars

33-ft. trailers on intermodal rail cars
BIGGER TRUCKS ARE COMING
THEM ENDANGER MOTORISTS
THEY WRECK BRIDGES AND ROADS
THEY COST TAXPAYERS

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