NCSL Fall Forum
Tampa Florida
12/1/2011

Earl Eisenhart
Common LCVs

Rocky Mountain Double
45' - 48' | 26' - 28'

Turnpike Double
45' - 48' | 45' - 48'

Triple
26' - 28' | 26' - 28' | 26' - 28'

Common Non-LCV Trucks

Combination With Single Trailer
40' - 53'

Combination With Twin Trailers
26' - 28' | 26' - 28'

Straight Truck With Trailer
Connected With Draw Bar (Lengths Vary)
The World Has Changed Since 1991

Everything from truck fuel economy to driver screening to safety technology has been vastly improved.
Since 2000, the fatal crash rate for large trucks has fallen 54.5%. The number of truck-involved injuries has declined by 39 percent.
The World Will Continue to Change…

Over just the next 10 years, freight in all modes is estimated to increase 25-30% raising serious capacity and environmental questions. How will we manage this?
How do we deliver more freight, more efficiently in support of current & future demands?
What can advanced LCV policy do (on a per vehicle basis)

<table>
<thead>
<tr>
<th>System category</th>
<th>Benefit Estimate</th>
<th>Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved productivity</td>
<td>YES</td>
<td>44%</td>
</tr>
<tr>
<td>Reduced fuel consumption</td>
<td>YES</td>
<td>32%</td>
</tr>
<tr>
<td>Reduced emissions</td>
<td>YES</td>
<td>32%</td>
</tr>
<tr>
<td>Reduced infrastructure consumption</td>
<td>YES</td>
<td>40%</td>
</tr>
<tr>
<td>Reduced VMT</td>
<td>YES</td>
<td>44%</td>
</tr>
<tr>
<td>Reduced shipper cost</td>
<td>YES</td>
<td>29%</td>
</tr>
</tbody>
</table>

Source: UMTRI
FHWA Western Uniformity Analysis (13 western states)

- reduce heavy truck vehicle miles traveled by 25%
- reduce fuel consumption and emissions by 12%
- save shippers $2 billion a year;
- reduce pavement costs by as much as 4% over 20 years, and
- reduce highway noise by 10%.
Ontario Ministry of Transport

- eliminate 750,000 truck trips per year
- remove 2,800 trucks per day from the roads around Toronto and
- reduce greenhouse gases by 151 kilotons a year
“These now-petrified standards have been rendered largely obsolete by advances in engineering, thus inhibiting productivity improvements for hauling freight. It’s time, therefore, for Washington to get out of the way...

[In 1991] proponents argued for standardizing the differing state rules. Railroads, too, had an interest in limiting trucking volume. Rather than harmonize the standards, however, Congress simply prohibited states from changing the routes or weight and length limits on LCVs that were in effect on June 1, 1991. And there they have remained ever since, despite major advances in transportation technology and safety...

State regulators are in a far better position to determine feasible standards based on local conditions and to be held accountable...”

-- Diane Katz, Heritage Foundation
Sources

- Comprehensive Truck Size and Weight Study, U.S. DOT, 2000
- Western Uniformity Scenario Analysis, U.S. DOT, 2004
- University of Michigan Transportation Research Institute, “Analysis of the Potential Benefits of Larger Trucks for U.S. Businesses Operating Private Fleets”
CST coalition members and supporters

Members
- AAA Cooper Transportation
- ABF Freight System, Inc. (ABF)
- American Trucking Associations
- Con-Way Inc.
- Estes Express Lines
- Old Dominion Freight Line
- Mack Trucks, Inc. and Volvo Trucks North America
- Southeastern Freight Lines

Supporters
- Highway Users Association
- International Warehouse and Logistics Association
- National Association of Manufacturers
- National Retail Federation
- NIT League
- The Retail Industry Leader's Association
- US Chamber of Commerce
- Western States Transportation Alliance
- Western Trucking Associations Executive Council