



Coalition for Transportation Productivity  
8 E St. SE  
Washington, DC 20003  
202-543-0032  
[www.transportationproductivity.org](http://www.transportationproductivity.org)

October 22, 2015

Dear Member of Congress:

On behalf of the more than 200 members of the Coalition for Transportation Productivity, I urge your support for the SAFE Trucking Act (H.R. 3488) that will be offered as an amendment when the Highway bill comes before the full House. CTP is a coalition of manufacturers, growers, producers, wholesalers, distributors and carriers united in support of safer, more productive truck transportation.

The SAFE Trucking Act is a reasonable middle ground in the long-standing truck weight debate that will give states the option to utilize heavier, six-axle trucks on any stretch of Interstate Highway the state deems appropriate for their use.

**The SAFE Trucking Act (H.R. 3488) includes the following key features which commend it to Congress:**

- It provides an **OPTION** for states to open up stretches of Interstate highways to six-axle, 91,000-pound trucks, but is not a mandate. States that opt-in to the legislation could limit the use of this truck to one corridor between a port and an industrial center, if they so choose. **This bill is an opt-in, not an opt-out.**
- The bill **does not change the current state jurisdiction over state and local roads.** Such roads will continue to operate under current limits unless proper governing authorities in the state decide to change them. **Nothing in the bill forces states to provide “reasonable access” to state routes from Interstate highways.** It is entirely up to states to decide where and when these trucks travel.
- The **U.S. DOT has the authority to override a state’s decision to open up access for a heavy truck on a particular bridge** if the U.S. DOT has evidence that the bridge cannot handle the extra load. This is a critical safeguard in the bill that **ensures that the U.S. DOT will be a partner, not a bystander, in these implementation decisions.**
- The bill **requires that trucks comply with the federal bridge formula,** so it must use axle weight limits that ensure compliance. There are axle limits in the bill that cannot be exceeded, but none of them override the provision that the truck be compliant with the federal bridge formula as a condition of receiving a permit.
- The **bill includes a significant provision that allows the U.S. DOT to add an additional piece of safety equipment to SAFE Trucking Act vehicles as a requirement.** Such safety equipment could include forward collision avoidance or roll stability control technology. This requirement **creates a world-class**

standard truck for the movement of heavy goods and ensures that SAFE Trucking Act vehicles are the safest vehicles on the highway for such loads.

The recent U.S. DOT Truck Size and Weight Study found a great deal of positive data about the 91,000-pound, six-axle configurations. **According to the U.S. DOT Study, compared to the 80,000-pound, five-axle control vehicle, the 91,000-pound, six-axle truck embodied in the SAFE Trucking Act (H.R. 3488):**

- **Stops faster** (Vol. II, Safety Analysis, p. 65)
- **Reduces pavement life cycle costs by up to 4.2 percent** (Vol. I, Technical Summary, p. ES-8)
- **Handles comparably to the five-axle, 80,000-pound vehicle during actual testing** (Vol. II, Safety Analysis, p.73)
- **Reduces logistics costs for US manufacturers by over \$6.5 billion annually** (Vol. I, Technical Summary, p. ES-11)
- **Reduces congestion related costs, energy consumption and emissions** (Vol. I, Technical Summary, p.40)
- **Diverts less than \$200 million of freight from rail to truck which is less than the annual expected growth in freight rail volume of two percent** (Vol. I, Technical Summary, pp.ES-6 & 39)
- **Is compliant with the federal bridge formula and imposes no greater one time rehab costs on Interstate bridges than an 80,000-pound, five-axle truck** (Vol. II, Bridge Analysis, p. 63)

Today, dozens of states allow heavier trucks to travel on five-axle trucks by permit – often well in excess of the SAFE Trucking Act limit of 91,000 pounds. By allowing additional safety technology beyond what is required on other trucks, the SAFE Trucking Act provides states with a safer option for the movement of heavy goods. As we grow the supply of six-axle trucks across the nation, states will finally have a chance to move these heavy loads to six-axle trucks that are much better for safety, better for infrastructure and better for the traveling public.

In conclusion, the more than 200 members of CTP strongly encourage you to cosponsor and support the SAFE Trucking Act. The bill is a measured, reasonable approach to safely address the current capacity crunch, reduce costs and utilize fewer trucks to deliver a given amount of freight.

Sincerely,



John Runyan  
Executive Director  
The Coalition for Transportation Productivity

## CTP Member Associations and Companies

ADM  
Agriculture Transportation Coalition (AgTC)  
Alabama Forestry Association  
Alcoa  
American Beverage Association  
American Chemistry Council  
American Forest & Paper Association  
American Frozen Food Institute  
American Iron and Steel Institute  
American Soybean Association  
Americold Transportation Services  
Anheuser-Busch  
Ball Brothers Produce  
Basic American Foods  
Best Buy  
Black Hills Forest Resource Association  
Boler Company  
Campbell Soup  
Cargill  
CEMEX, Inc.  
CenterPoint Energy  
Challenger Motor Freight Inc.  
Clearwater  
Coca Cola Company  
Colorado Potato Administrative Committee  
Colorado Timber Industry Association  
Commercial Metals Company  
Composite Panel Association  
ConAgra Foods  
Cotton Transportation and Warehousing  
CRST International  
CVS/Caremark  
Dairy Marketing Services, LLC  
Dannon  
Dean Foods  
Deere & Company  
Delta Timber Company  
DIAGEO  
Direct Scaffold Supply  
Domtar  
Dorsch Express, LLC  
Dow Chemical  
EquipTrac  
Exiros-Tenaris  
ExxonMobil Chemical  
Far West Agribusiness Association  
Fibre Box Association  
Flambeau River Paper & Johnson Timber  
Florida Forestry Association  
Florida Pulp & Paper Association  
FMC Corp.  
Forest Resources Association  
Fresh Produce Association of the Americas  
Frontier Logistics  
General Mills  
Georgia Pacific  
Glatfelter  
Global Cold Chain Alliance  
Gnosis Management Group  
Goodstein & Associates  
GPOF  
Graphic Packaging International, Inc.  
Grocery Manufacturers Association  
Hardwood Federation  
HEB  
Home Depot  
Idaho Forest Group  
Idaho Grower Shippers Association  
Idaho Potato Commission  
International Dairy Foods Association  
International Foodservice Distributors Association  
International Paper  
J.R. Simplot  
JM Smucker  
Johnson Timber  
Jordan Forest Products, LLC  
Katoen Natie  
Kentucky Forest Industries Association  
Kraft Foods  
Land O Lakes  
Leprino Foods Company  
Louisiana Forestry Association  
LP  
LyondellBasell Industries  
Maine Motor Transport Association  
Maine Pulp & Paper Association  
Manufacture Alabama  
Mars  
Maverick USA, Inc.  
Menard Inc.  
Mennell Milling Company  
Metal Service Center Institute  
Midwest Shippers Association  
MillerCoors  
Minnesota Forest Industries/Minnesota Timber Producers  
Missouri Forest Products Association  
Mobisoft Infotech  
Modern Transportation Services  
Morrissey Strategic Partners  
Mullica Hill Cold Storage

Food Marketing Institute  
NASSTRAC  
National Association of Manufacturers  
National Association of Wholesaler-Distributors  
National Cattlemen's Beef Association  
National Confectioners Association  
National Council of Farmer Cooperatives  
National Frozen Foods Corporation  
National Grain and Feed Association  
National Industrial Transportation League  
National Milk Producers Federation  
National Onion Association  
National Potato Council  
National Private Truck Council  
National Renderers Association  
National Stone, Sand & Gravel Association  
National Taxpayers Union  
Neiman Enterprises, Inc.  
Nestle  
NewPage Corp.  
North Carolina Forestry Association  
Northeastern Loggers Association  
Northwest Food Processors Association  
Occidental Petroleum  
Ohio Chamber of Commerce  
Ohio Forestry Association  
Ohio Manufacturers Association  
Old Castle  
Oregon Potato Commission  
Philadelphia Regional Port Authority  
Plum Creek Timber Co.  
Portland Cement Association  
Potlatch Corp.  
Praxair  
Prestage Farms  
Printing Industries of America  
Procter & Gamble  
Rayonier Advanced Materials  
Resolute Forest Products  
Retail Industry Leaders Association  
Roseburg Forest Products  
RR Donnelley  
Safeway, Inc.  
Sappi North American Fine Paper  
SC Fuels  
SC Johnson & Son, Inc.

Schwans Foods  
Scotts Miracle Gro  
Shelf-Stable Food Processors Association  
Shintech  
Shipping Matters  
Smoke City Express Transport, LLC  
Snack Food Association  
Soy Transportation Coalition  
Steel Manufacturers Association  
Sun Glo of Idaho  
Sunny D  
SuperValu  
SYSCO Corp.  
Target  
Taylor Produce, Inc.  
Tenaris  
Texas Association of Manufacturers  
Texas Chemistry Council  
The Aluminum Association  
The Clorox Company  
The Fertilizer Institute  
The Institute of Scrap Recycling Industries  
Total Transportation Services  
TranzAct Technologies  
Truckers for Common Sense  
True Value Company  
Tyson Foods  
U.S. Foodservice  
Unilever  
United Aluminum Corporation  
United Fresh Produce Association  
United States Steel  
UPM, Blandin Paper  
Verso Paper  
Vinmar International Ltd.  
Virginia Forest Products Association  
Wada Farms  
Washington State Potato Commission  
West Central Cooperative  
Western Growers  
Western States Trucking Association  
WestRock  
WhiteWave Foods  
Wisconsin Paper Council  
Wisconsin Ready Mixed Concrete Association