

Bigger trucks don't just break bridges, **THEY BUST MINNESOTA'S BUDGET**



Lobbyists in Saint Paul are urging the Minnesota Legislature to allow 97,000-pound trucks on our roads, an increase of over 8 tons. Not only are safety leaders concerned with the added dangers these trucks pose to motorists, local elected officials and county engineers are also troubled by the negative impact heavier trucks will have on Minnesota's infrastructure.

Bigger Trucks Mean Increased Taxpayer Burden

Because trucks on the road already don't pay their share of infrastructure damage, heavier trucks would directly translate into tax increases for Minnesotans. Today's 80,000-pound trucks only pay 80 percent of the damage they cause to roads and bridges, and heavier trucks would pay even less. Supporters of heavier trucks already receive almost \$2 billion in subsidies annually for the damage they cause to interstates alone. Let's not ask Minnesota taxpayers to pay even more.

Bigger Trucks Devastate Roads and Bridges

Engineers agree that heavy trucks already cause enormous damage to bridges, and allowing heavier trucks will accelerate this deterioration. Bridges are designed with a safety margin of error to ensure against bridge failure. Heavier trucks erode that margin of error and increase the risk of catastrophic failure. In fact, according to the Federal Highway Administration, Minnesota has 1,513 structurally deficient and functionally obsolete bridges.

Bigger Trucks Mean More Trucks and Even More Damage

Adding insult to injury, every independent study published to date has found that bigger trucks mean more trucks. In fact, a 2010 study found that an increase in truck weight limits from today's 80,000-pound limit to 97,000 pounds would result in a *net increase* of nearly 8 million more truck trips on the highway—a 56-percent increase.

Tell your Minnesota legislator to keep the truck weight limit where it stands and stop the spiraling cost to roads and bridges **BEFORE DAMAGE HAPPENS.**

JUST THE FACTS:

- A 2014 study found that 44 percent of rural roads in Minnesota are either in poor or mediocre/fair condition. (TRIP)
- A 2013 study found that bigger semitrailers would increase heavy truck traffic by 3.05 billion vehicle miles per year. (Associate Professor Gerard McCullough, University of Minnesota)
- We would have to spend at least an additional \$53 billion to rebuild bridges if we allowed truck sizes and weights to go even higher—on top of the \$121 billion already needed to fix existing bridge deficiencies. (USDOT)
- A 97,000-pound truck would only repay approximately half of the damage it causes to roads and bridges. (Norbridge)
- More than half of the bridges on the National Highway System are at least 40 years old. (USDOT)

CABT
Coalition Against Bigger Trucks

BIGGER TRUCKS THREATEN MINNESOTA MOTORISTS



Lobbyists in Saint Paul are urging the Minnesota Legislature to allow heavier trucks on our state and local roads, each weighing up to 17,000 pounds more than today's semitrailers. This proposal would create serious safety issues and further endanger Minnesota motorists.

Bigger Trucks Mean Bigger Problems

Added weight on these proposed heavier trucks further endangers motorists:

- Higher gross vehicle weight increases the risk of a truck rolling over. (Transportation Research Board)
- Higher gross vehicle weight increases the speed differential between a truck and surrounding traffic, escalating the chance for conflicts in lane changes and at intersections. (Transportation Research Board)
- Increasing truck weight is likely to lead to brake maintenance problems and longer stopping distances. (USDOT)
- A truck with an out-of-adjustment brake condition is nearly twice as likely to be the vehicle that precipitates a crash. (Blower et al.)

Bigger Trucks Mean More Severe Collisions

Additional truck weight at high speeds is a recipe for disaster. The laws of physics tell us that increased kinetic energy will lead to increased crash severity. Not only will there be more injuries in a collision, but many of today's large-truck injuries will undoubtedly become fatalities if we allow heavier trucks on Minnesota highways.

Supporters of bigger trucks say these rigs are just as safe, but law enforcement leaders and truck drivers agree that adding weight to a truck makes it more dangerous, especially in a collision.

Tell your Minnesota legislator that bigger trucks are not worth the expense to your highway safety.

JUST THE FACTS:

- There were 2,452 large-truck crashes in Minnesota last year, a 28-percent increase from 2012. (FMCSA)
- In 2012, the last reported year, 60 Minnesotans lost their lives in large-truck crashes. (FMCSA)
- A 2013 independent study found that the heaviest trucks (i.e., with six axles or more) have an 8-times higher fatality rate based on limited data. (Marshall University-led study)
- Over 95 percent of law enforcement officers surveyed believe that adding more weight makes a truck more dangerous. Over 90 percent of truck drivers surveyed say more weight negatively impacts braking. (Marshall University-led study)
- A 2013 review of 30 years of safety research concluded that gross vehicle weight would appear to be associated with higher crash rates. (USDOT)



Minnesotans Opposing Truck Size & Weight Increases

Statewide Organizations

MN State Patrol Troopers Association

MN Chiefs of Police Association

MN Peace and Police Officers Association

AAA Minneapolis

Association of Minnesota Counties

Brain Injury Alliance of Minnesota

Citizens League

MN United Transportation Union

Teamsters Joint Council 32

Law Enforcement and First Responders

Anoka County Sheriff James Stuart

Dakota County Sheriff Tim Leslie

Duluth Fire Chief John Strongitharm

Goodhue County Sheriff Scott McNurlin

Hennepin County Sheriff Rich Stanek

Maplewood Fire Chief Steve Lukin

Maplewood Police Chief Paul Schnell

Metro Transit Police Chief John Harrington

Ramsey County Sheriff Matt Bostrom

Roseville Fire Chief Tim O'Neill

Owatonna Fire Chief Mike Johnson

Owatonna Police Chief Keith Hiller

County Commissioners

Matt Look, Anoka County Commissioner	Judy Storlie, Houston County Commissioner
Joe Vene, Beltrami County Commissioner	Steve Schuldt, Houston County Commissioner
Richard Anderson, Beltrami County Commissioner	Justin Zmyewski, Houston County Commissioner
Vance Stuehrenberg, Blue Earth County Commissioner	Dana Kjome, Houston County Commissioner
Drew Campbell, Blue Earth County Commissioner	Ken Brown, Olmsted County Commissioner
Randy Maluchnik, Carver County Commissioner	Paul Wilson, Olmsted County Commissioner
Kevin Campbell, Clay County Commissioner	Jim Bier, Olmsted County Commissioner
Wayne Ingersoll, Clay County Commissioner	Matt Flynn, Olmsted County Commissioner
Frank Gross, Clay County Commissioner	Sheila Kiscaden, Olmsted County Commissioner
Grant Weyland, Clay County Commissioner	Stephanie Podulke, Olmsted County Commissioner
Thomas Egan, Dakota County Commissioner	Lou Ohly, Olmsted County Commissioner
Randy Dahl, Fillmore County Commissioner	Toni Carter, Ramsey County Commissioner
Duane Bakke, Fillmore County Commissioner	Blake Huffman, Ramsey County Commissioner
Marc Prestby, Fillmore County Commissioner	Mary Jo McGuire, Ramsey County Commissioner
Thomas Kaase, Fillmore County Commissioner	Raphael Ortega, Ramsey County Commissioner
Christopher Shoff, Freeborn County Commissioner	Jim McDonough, Ramsey County Commissioner
Dan Rehtzigel, Goodhue County Commissioner	Victoria Reinhardt, Ramsey County Commissioner
Jan Callison, Hennepin County Commissioner	Lon Walling, Redwood County Commissioner
Marion Greene, Hennepin County Commissioner	Patrick Boyle, St. Louis County Commissioner
Linda Higgins, Hennepin County Commissioner	Frank Jewell, St. Louis County Commissioner
Peter McLaughlin, Hennepin County Commissioner	Ted Bearth, Washington County Commissioner
Mike Opat, Hennepin County Commissioner	Karla Bigham, Washington County Commissioner
Randy Johnson, Hennepin County Commissioner	Gary Kriesel, Washington County Commissioner
Teresa Walter, Houston County Commissioner	

Mayors and Local Elected Officials

Mayor Tom Ryan, Blaine	Mayor Jerry Young, Maple Plain
Mayor Kathy Hemken, New Hope	Sharla Gardner, Duluth City Council Member
Mayor Marvin Johnson, Independence	Barb Russ, Duluth City Council Member
Mayor Matt Little, Lakeville	Joel Sipress, Duluth City Council Member
Mayor Peter Lindstrom, Falcon Heights	Kevin Reich, Minneapolis City Council Member
Mayor Don Ness, Duluth	Cam Gordon, Minneapolis City Council Member
Mayor Dan Roe, Roseville	Abdi Warsame, Minneapolis City Council Member
Mayor Nora Slawik, Maplewood	



National Organizations Opposing Truck Size & Weight Increases

National Troopers Coalition
National Sheriffs' Association
International Association of Chiefs of Police
National Association of Police Organizations
National Association of Emergency Medical Technicians
AAA
National Association of Counties
National League of Cities
National Association of County Engineers
International City/County Management Association
The U.S. Conference of Mayors
Owner-Operator Independent Drivers Association
International Brotherhood of Teamsters
Truck Safety Coalition
Citizens for Reliable and Safe Highways
Road Safe America
Parents Against Tired Truckers
American Short Line and Regional Railroad Association
Railway Supply Institute
Association of American Railroads

January 25th, 2015

Senator Matt Schmit
75 Rev. Dr. Martin Luther King Jr. Blvd.
Capitol, Room 306
St. Paul, MN 55155-1606

Dear Senator Schmit:

As a member of the Goodhue County Board of Commissioners, I am writing to express my opposition to increasing Minnesota's current truck size and weight limits. I am opposed to such an increase for several reasons, including the detrimental effects these heavier vehicles would have on our transportation infrastructure in our county and throughout Minnesota, as well as the broader implications heavier trucks would have for public safety.

With transportation and infrastructure funding among the top priorities for the Minnesota legislature this session, this issue has come up at a critical time. Minnesota is one of only 14 states that has had an increase in the number of deficient bridges in recent years. Nearly 1,200 of our state's 13,109 bridges were ranked deficient, up from 1,151 just two years ago. This report also estimated it would cost nearly \$500 million to rehab the state's structurally deficient bridges.

According to a 2005 Analysis by MNDOT, excessively overweight trucks (operating above the current legal limit) cause over \$30 million in damage per year to the trunk highway system. To make matters worse, today's 80,000 pound trucks only pay for 80% of the damage they cause and heavier trucks (97,000 pounds or more) would cover an even smaller percentage (around 50%).

As you are well aware, there are only so many dollars available to fund transportation projects at the local, county, and state level. Allowing heavier trucks means we will need to provide more funding for bridge maintenance and road repair/replacement due to increased infrastructure damage. Where are those dollars going to come from?

At the end of the day, for our county, it is not just a question of cost. Heavier trucks will negatively impact public safety and the quality of life of our residents. Traffic delays, closures of roads and bridges, and the ability to safely and efficiently travel through our county are costs we are currently paying. Bigger trucks are not the answer. I urge you to carefully consider the *local* effects of allowing heavier trucks, and to please take the local roads and bridges into full consideration and oppose legislation to increase semi-truck weights.

Sincerely,

Insert Name
Goodhue County Commissioner

January 25th, 2015

Representative Tim Kelly
559 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd.
Saint Paul, Minnesota 55155

Dear Representative Kelly:

As a member of the Goodhue County Board of Commissioners, I am writing to express my opposition to increasing Minnesota's current truck size and weight limits. I am opposed to such an increase for several reasons, including the detrimental effects these heavier vehicles would have on our transportation infrastructure in our county and throughout Minnesota, as well as the broader implications heavier trucks would have for public safety.

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Sincerely,

Insert Name
Goodhue County Commissioner

January 25th, 2015

Representative Steve Drazkowski
591 State Office Building
100 Rev. Dr. Martin Luther King Jr. Blvd.
Saint Paul, Minnesota 55155

Dear Representative Drazkowski:

As a member of the Goodhue County Board of Commissioners, I am writing to express my opposition to increasing Minnesota's current truck size and weight limits. I am opposed to such an increase for several reasons, including the detrimental effects these heavier vehicles would have on our transportation infrastructure in our county and throughout Minnesota, as well as the broader implications heavier trucks would have for public safety.

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Sincerely,

Insert Name
Goodhue County Commissioner

OPPOSING TRUCK SIZE OR WEIGHT INCREASES

WHEREAS, Goodhue County is concerned with the welfare of motorists and the cost, quality and reliability of city, county, and state infrastructure; and

WHEREAS, the trucking industry is an important part of the nation's economy and safely sized and weighted trucks are vital to truck drivers to conduct their essential work in a safe and responsible manner; and

WHEREAS, allowing heavier or longer trucks would threaten the safety of the traveling public because heavier and longer trucks would be more difficult to control, increase wear and tear on equipment and increase crash severity; and

WHEREAS, in Minnesota there were 2,542 large-truck crashes in 2013 and 60 fatalities in 2012 in large-truck crashes; and

WHEREAS, 1,513 bridges in Minnesota are rated as structurally deficient or functionally obsolete, according to the Federal Highway Administration; and

WHEREAS, it would cost \$121 billion to repair current structurally deficient and functionally obsolete bridges nationwide and an additional \$53 billion in costs to allow 97,000-pound trucks, according to USDOT; and

WHEREAS, today's 80,000-pound trucks accelerate the deterioration of road surfaces and bridges but only repay approximately 80 percent of the damage they cause; and

WHEREAS, allowing heavier trucks to operate would add new costs and proposed 97,000-pound trucks would only repay approximately 50 percent of the damage they cause.

NOW, THEREFORE, BE IT RESOLVED that Goodhue County opposes any increase in truck size or weight on our state and local roads.