

Clean, Green and Moving: Borders, Corridors and Gateways



Glen Kedzie

Vice President, Energy & Environmental Counsel
American Trucking Associations

American Trucking Associations

ATA is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight.

- Headquarters: Arlington, Virginia
- Capitol Hill Office: Washington, DC
- Regional Field Representatives

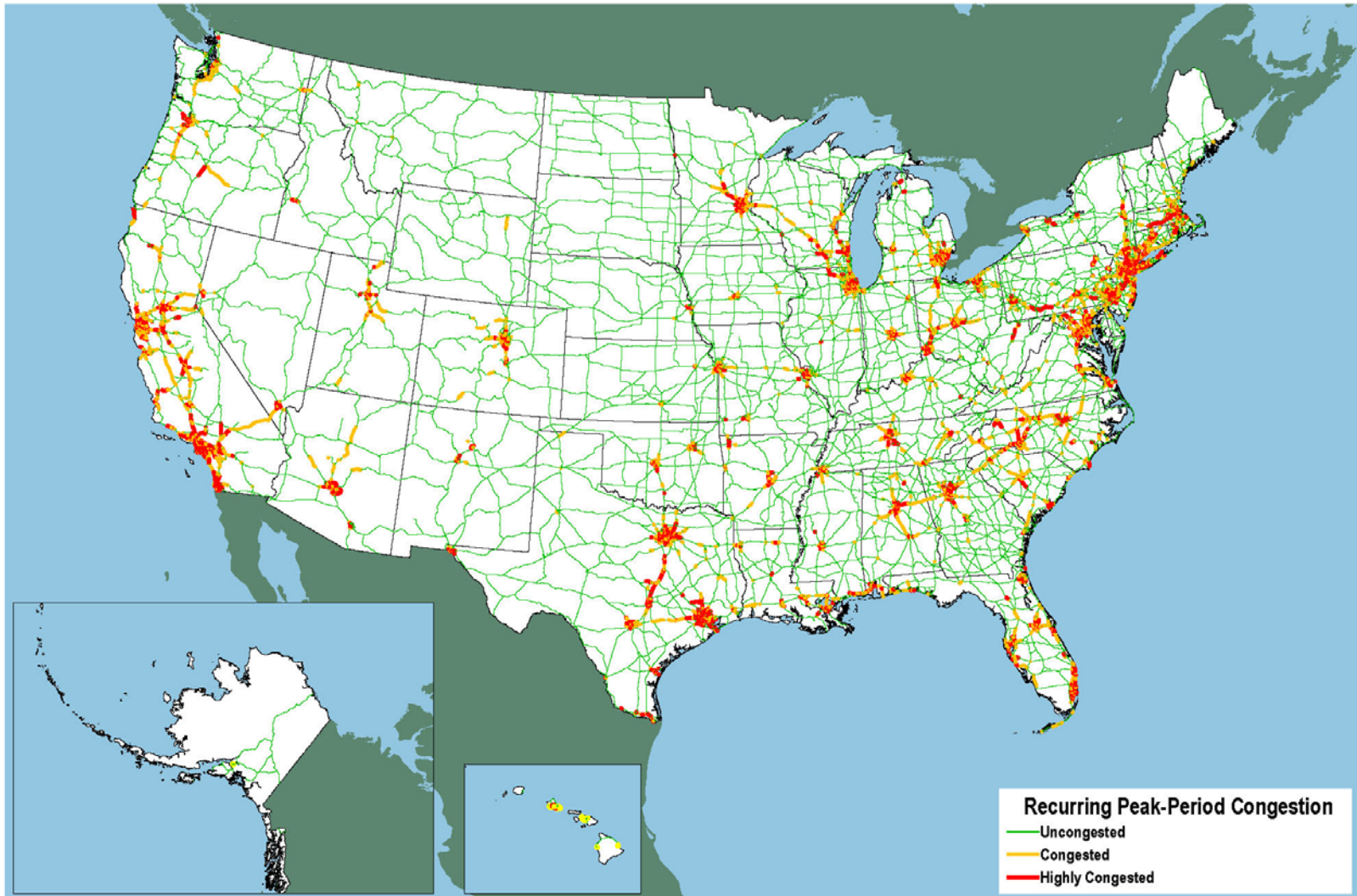


U.S. National Highway System

- The highway system is our workplace!
- 220,000 miles accounting for 97% of total truck miles
- 95% of vehicle miles travelled on pavement in acceptable condition
- 5% bridges structurally deficient
- 17% bridges functionally obsolete
- 35% urban interstate miles congested
 - CA (67%); NJ (53%)



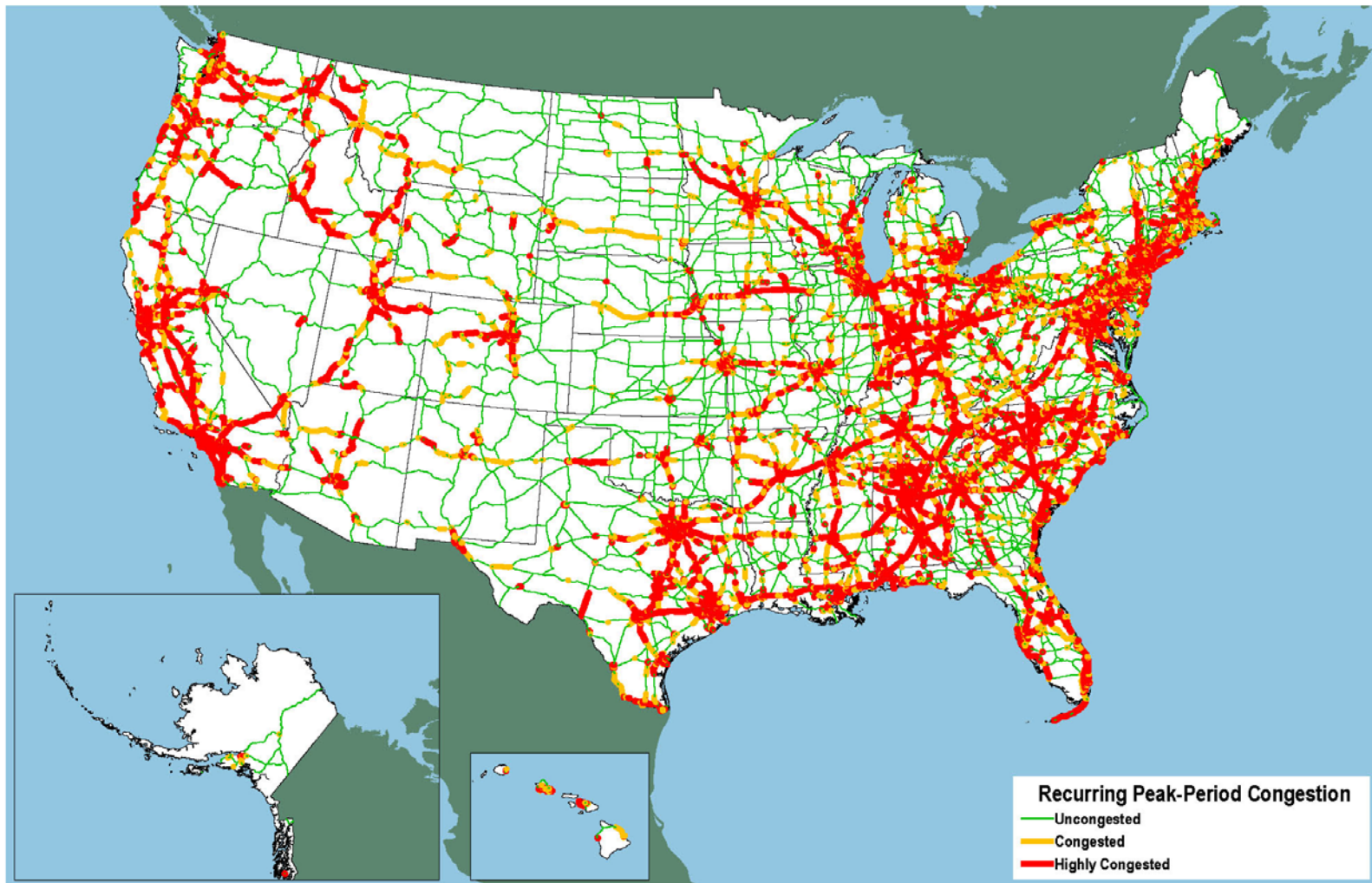
Peak-Period Congestion on the National Highway System: 2007



Note: Highly congested segments are stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95.

Source: U. S. Department of Transportation, Federal Highway Administration, Office of Highway Policy Information, Highway Performance Monitoring System, and Office of Freight Management and Operations, Freight Analysis Framework, version 3.1, 2010

Peak-Period Congestion on the National Highway System: 2040



Note: Highly congested segments are stop-and-go conditions with volume/service flow ratios greater than 0.95. Congested segments have reduced traffic speeds with volume/service flow ratios between 0.75 and 0.95. The volume/service flow ratio is estimated using the procedures outlined in the HPMS Field Manual, Appendix N

Source: U. S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.1, 2010

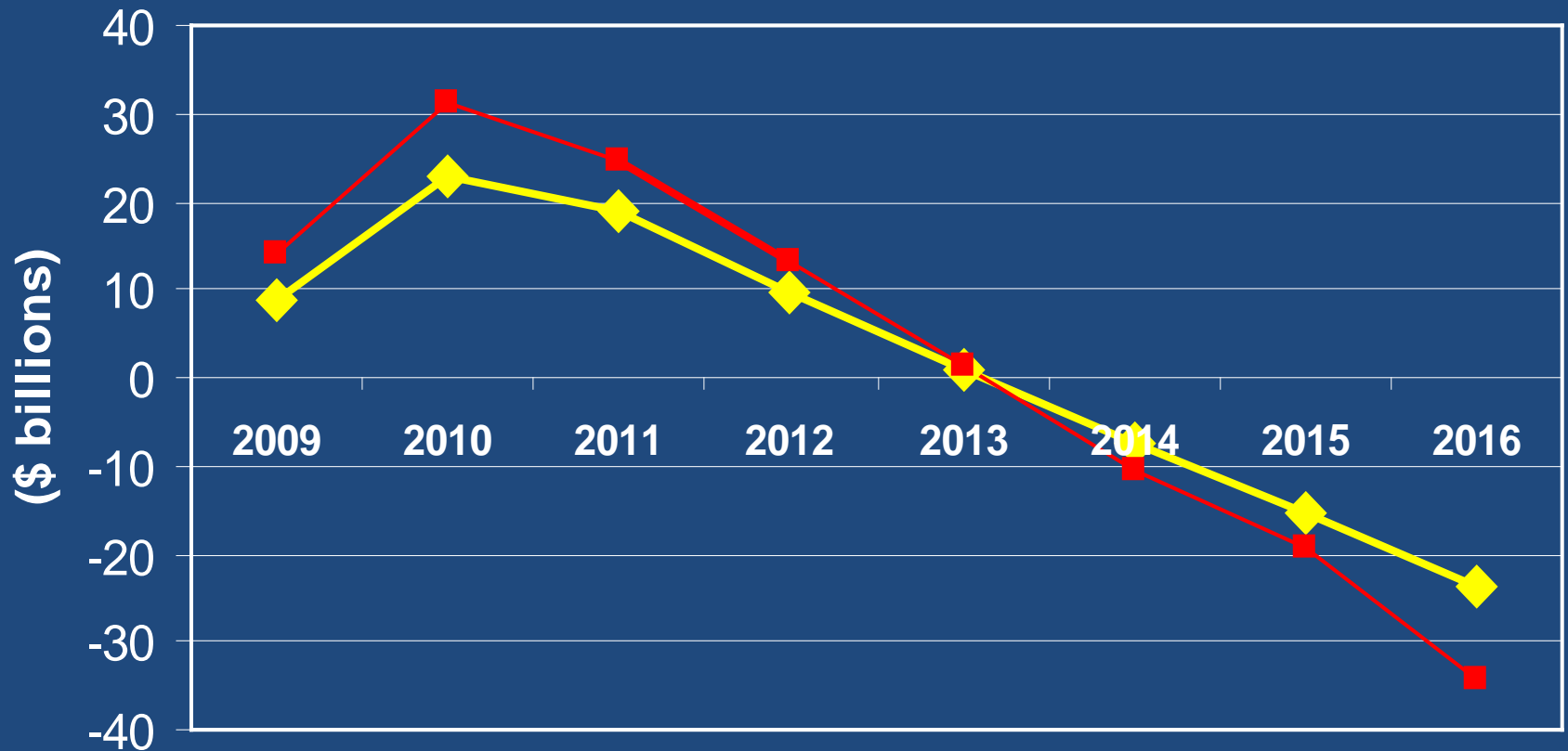
Cost of Congestion (2012)

- \$121 billion in 498 urban areas, up from \$24 billion in 1982 (adjusted for inflation)
- \$27 billion borne by trucking in lost fuel/wages
- Reliability just as important
 - In the most congested cities, peak period deliveries would have to add more than 5X additional time to achieve a 95% on-time arrival goal



Projected End-of-Year Balances for the Highway Trust Fund

—◆— Highway Account —■— Highway and Transit Accounts



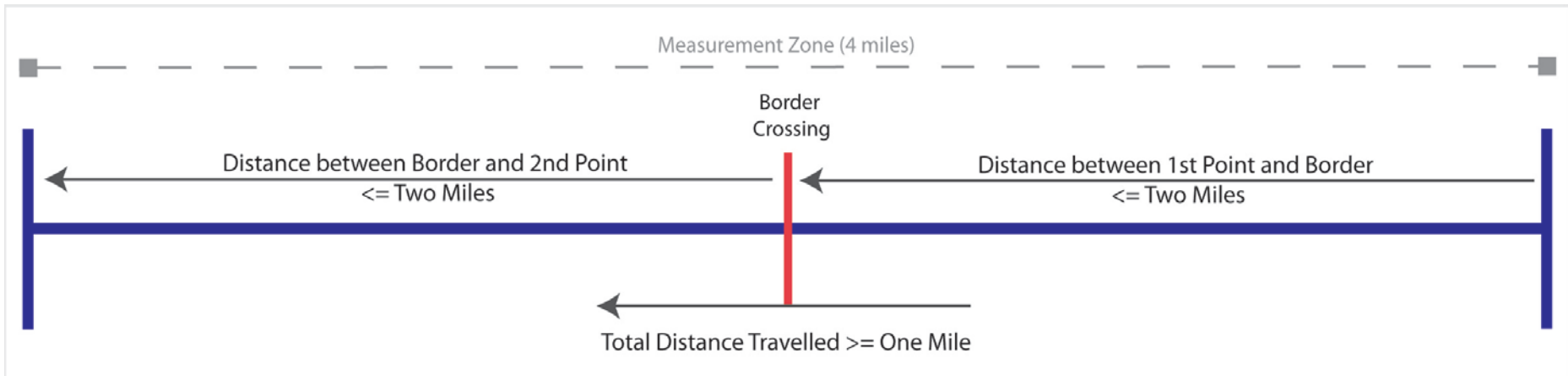
ATA Supports Infrastructure Funding

- ATA supports a dedicated federal program to address bottlenecks on major freight routes, including intermodal connectors
- Funded with federal fuel tax increase
- Without new revenue, existing resources need to be “reprioritized” to focus on highway projects of national importance

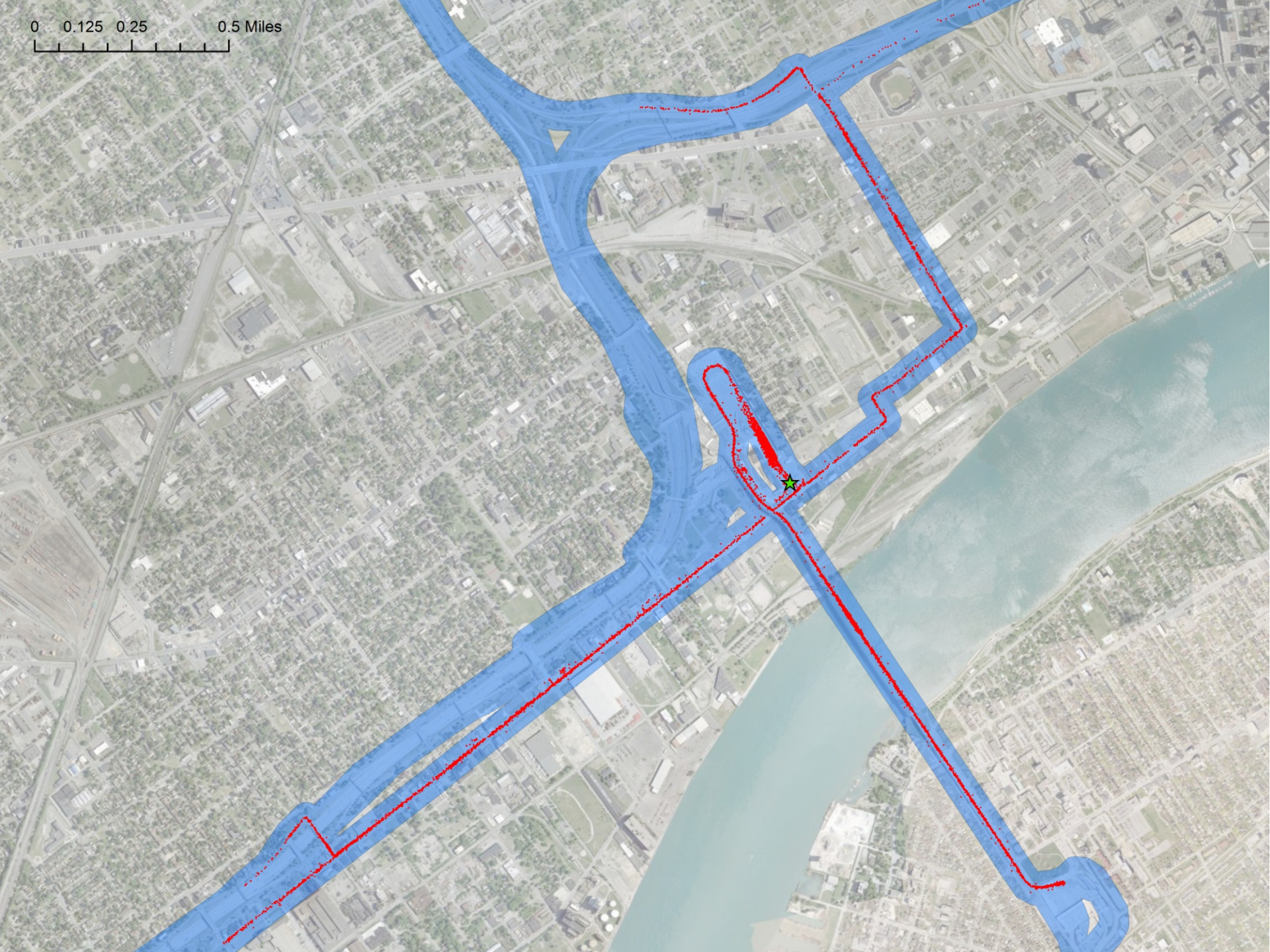


ATRI Assisting in Ranking Border Crossing Congestion

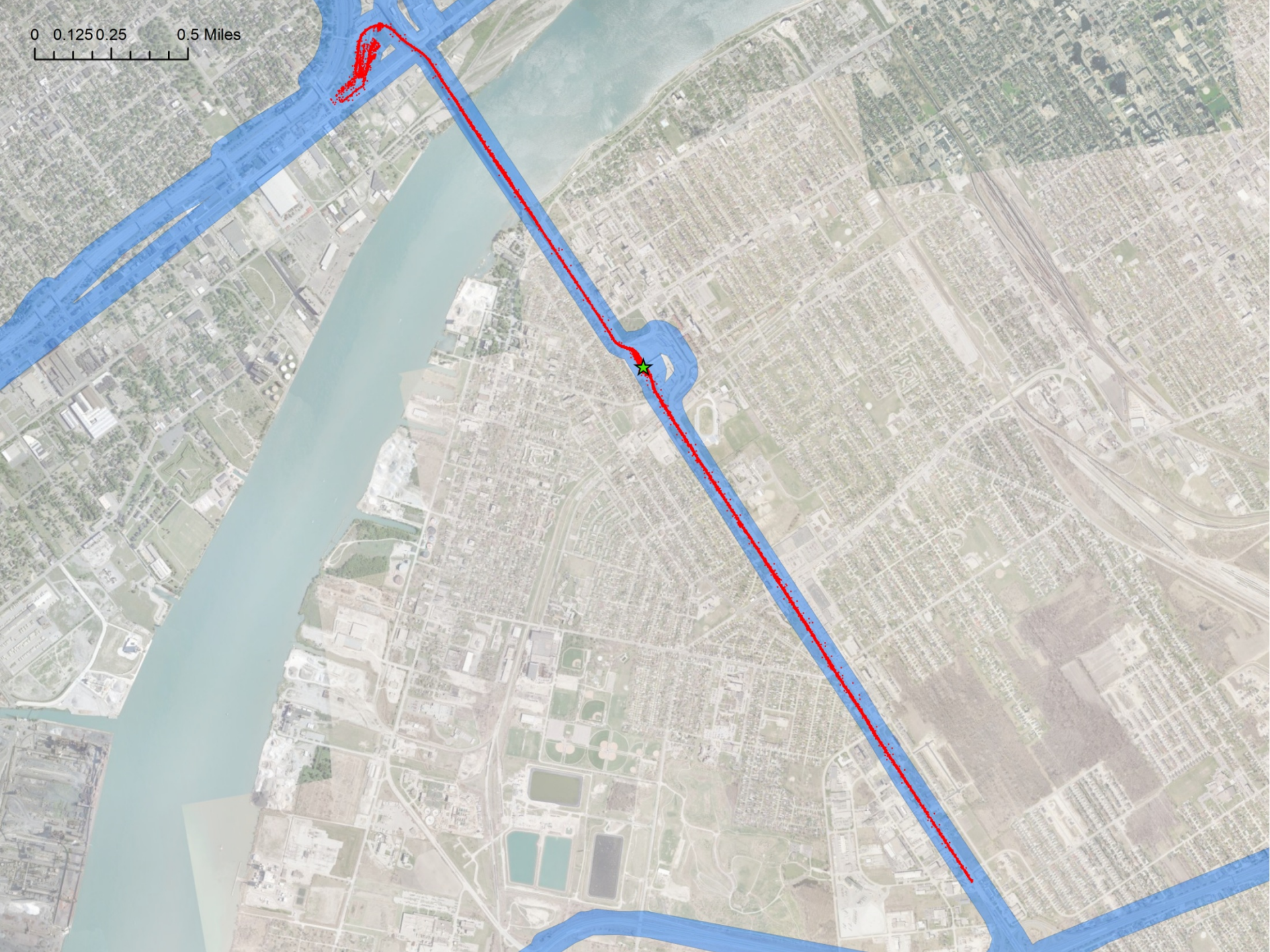
- Key border crossing measurement is monthly average of "minutes per mile" produced by linking two truck GPS points that meet following criteria:
 - each point on different side of border.
 - first and second points within 2 miles of the border.
 - points must be at least 1 mile apart.
- If a pair of truck GPS points meet these criteria the time and distance travelled between the points is calculated and a minutes per mile measurement for that trip is produced.



0 0.125 0.25 0.5 Miles

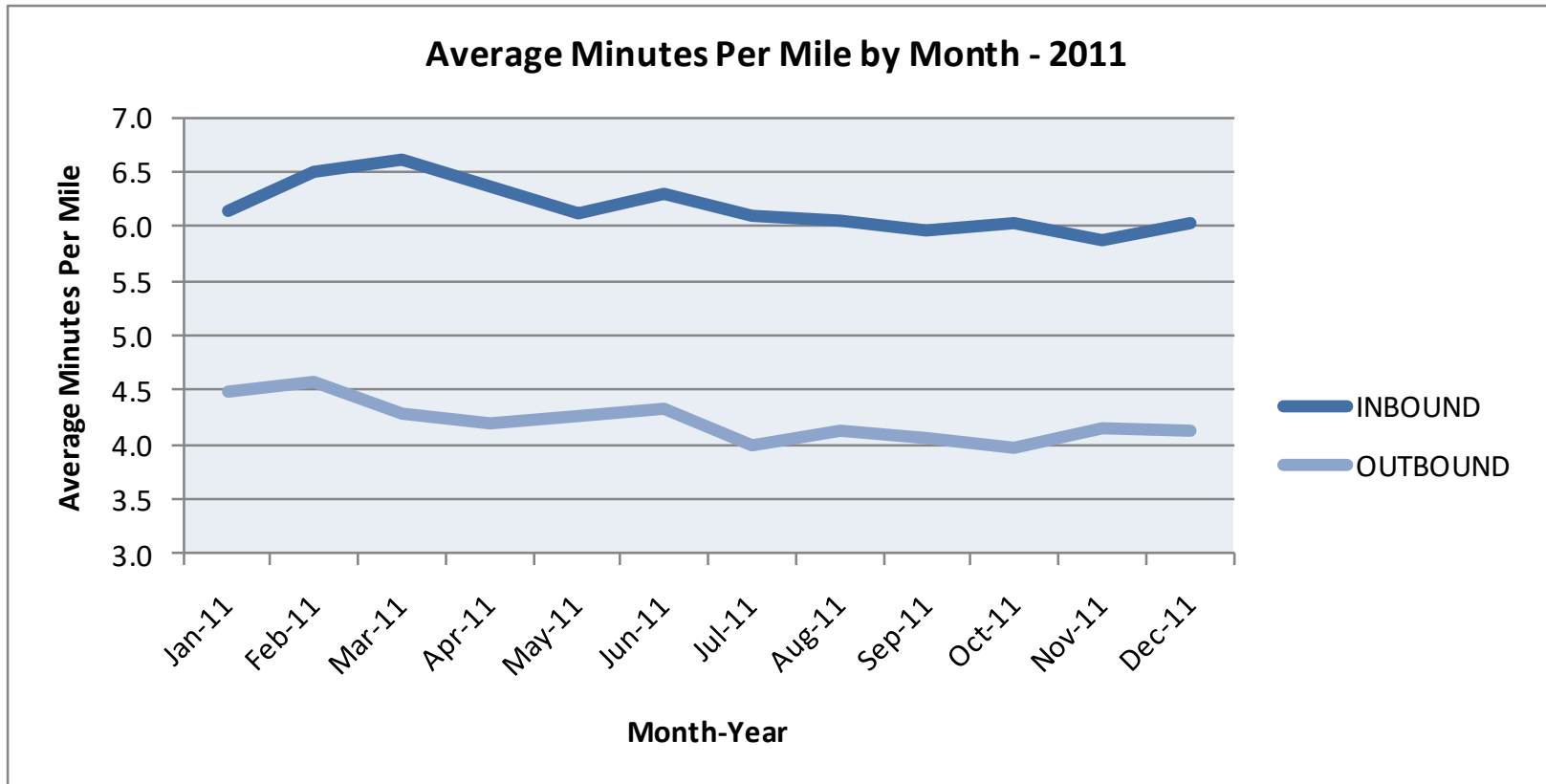


0 0.1250.25 0.5 Miles



Ambassador Bridge (2011)

	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11	Dec-11
INBOUND	6.14	6.51	6.61	6.37	6.11	6.31	6.11	6.06	5.97	6.03	5.88	6.02
OUTBOUND	4.48	4.58	4.29	4.20	4.26	4.34	4.00	4.12	4.06	3.98	4.15	4.13



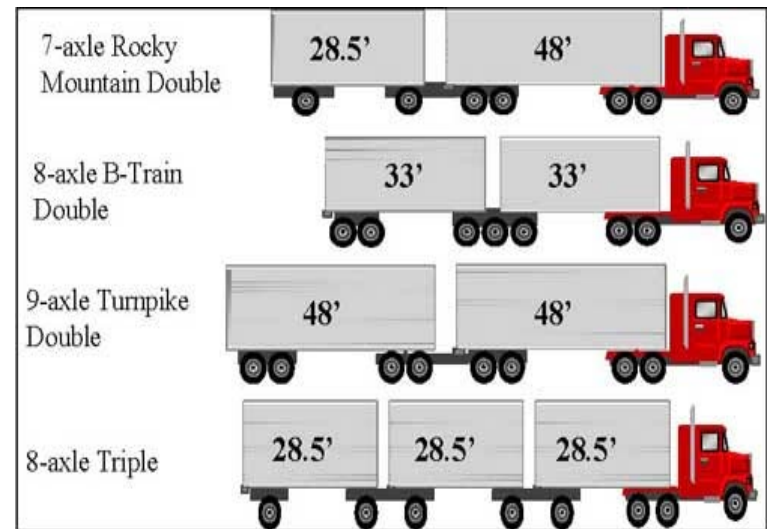
ATA Open to Other Funding Alternatives as Well



- Tolls for new capacity (Depends)
- Toll existing Interstates (Opposed)
- Public-Private Partnerships (Depends)
- Mileage Fees (Opposed)

ATA Supports Expanding Truck Size and Weight Rules

- Some Interstate weight limits frozen in time for more than 50 years
- No major federal weight increases in 39 years (change from 73,280 to 80,000 pounds in 1974)
- Interstate Highway weight limits increased 9% in 57 years!



ATA Seeks Weight Limit Harmonization

5-axle tractor-semitrailers

Denmark	96,800 lbs
Mexico	96,800 lbs
South Africa	95,700 lbs
Europe	88,000 lbs
Canada	86,900 lbs
US	80,000 lbs

6-axle tractor-semitrailers

South Africa	108,460 lbs
Mexico	106,700 lbs
Denmark	105,600 lbs
Canada	102,300 lbs
Australia	100,100 lbs
UK	96,800 lbs
US	80,000 lbs



gkedzie@trucking.org

703-838-1879