

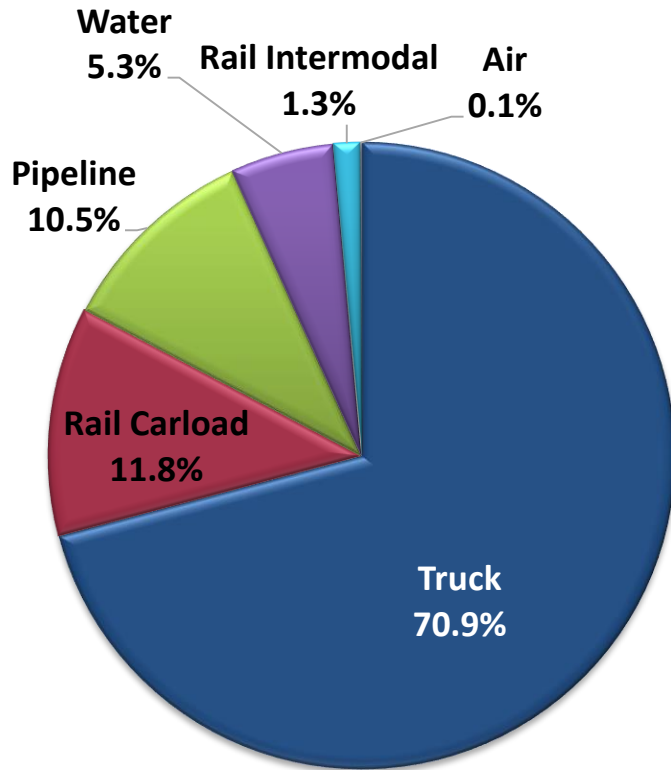
Darrin Roth
American Trucking Associations
droth@trucking.org

Overview of Rural Challenges: Freight

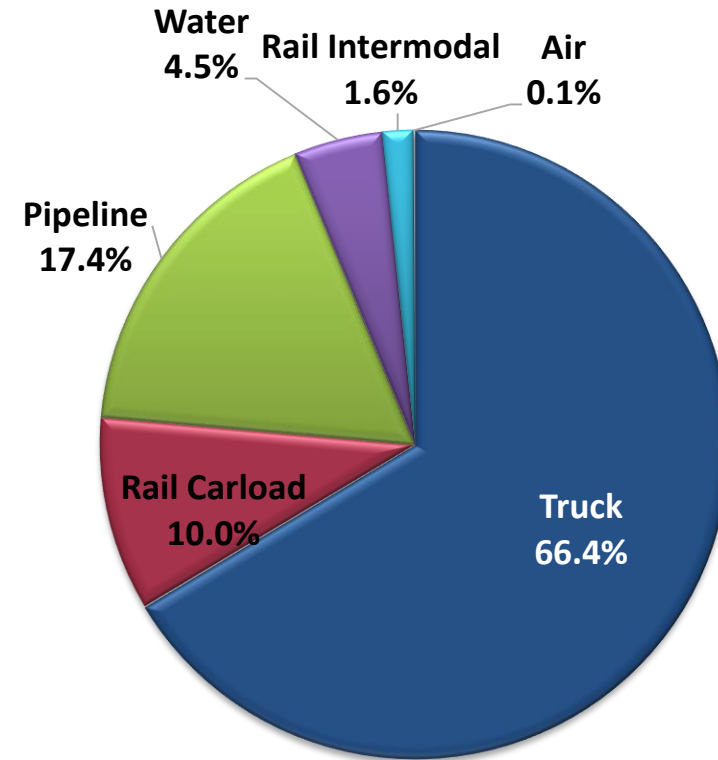
September 7, 2016



Distribution of Tonnage by Mode: 2016 vs 2027



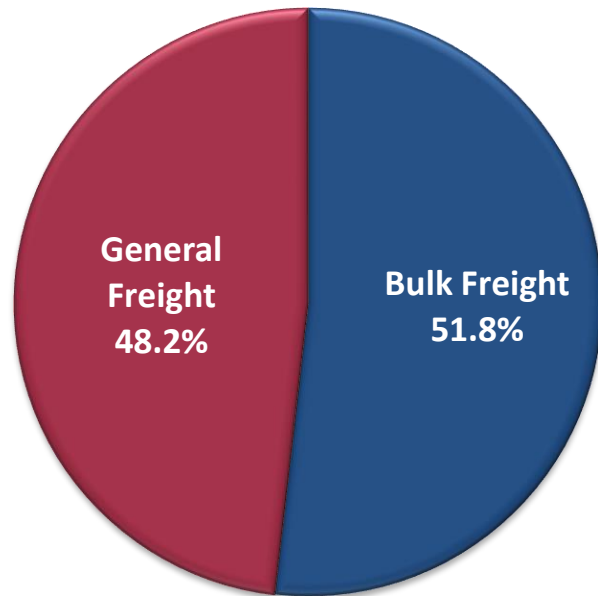
2016



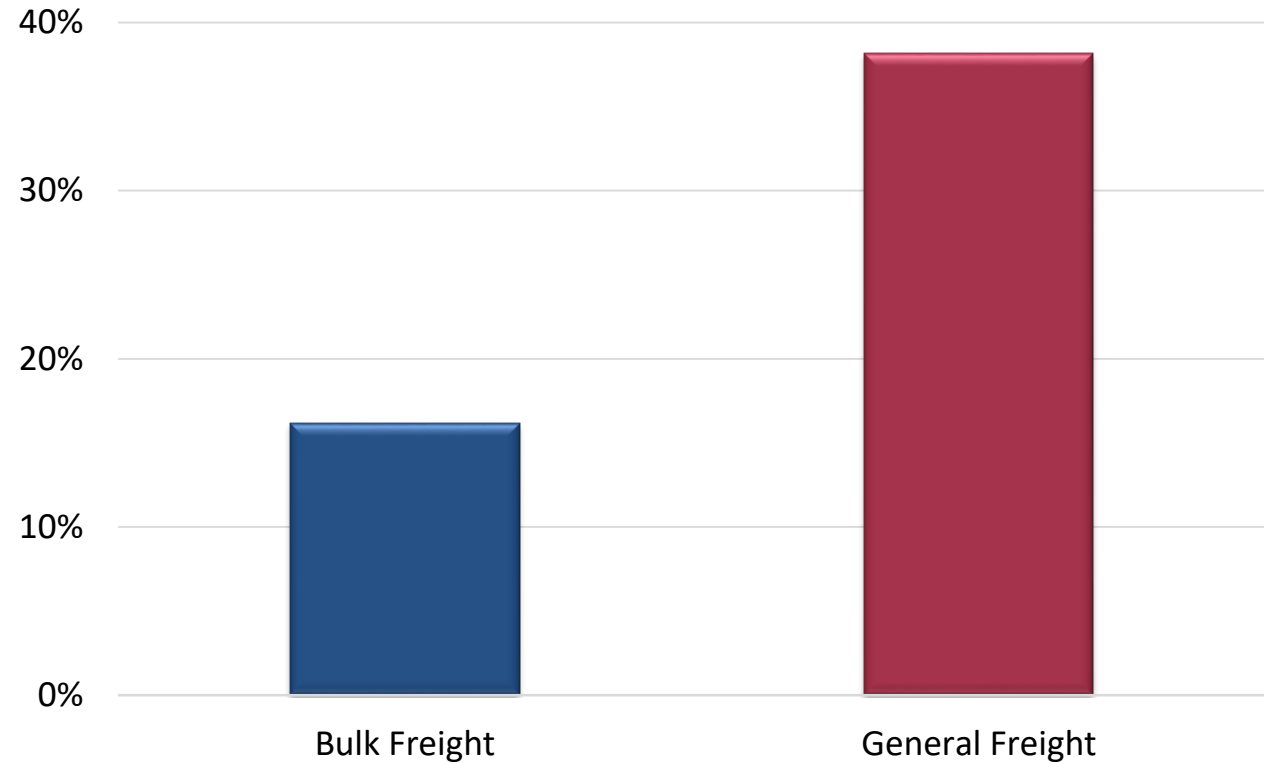
2027

Bulk Freight vs General Freight (Tonnage)

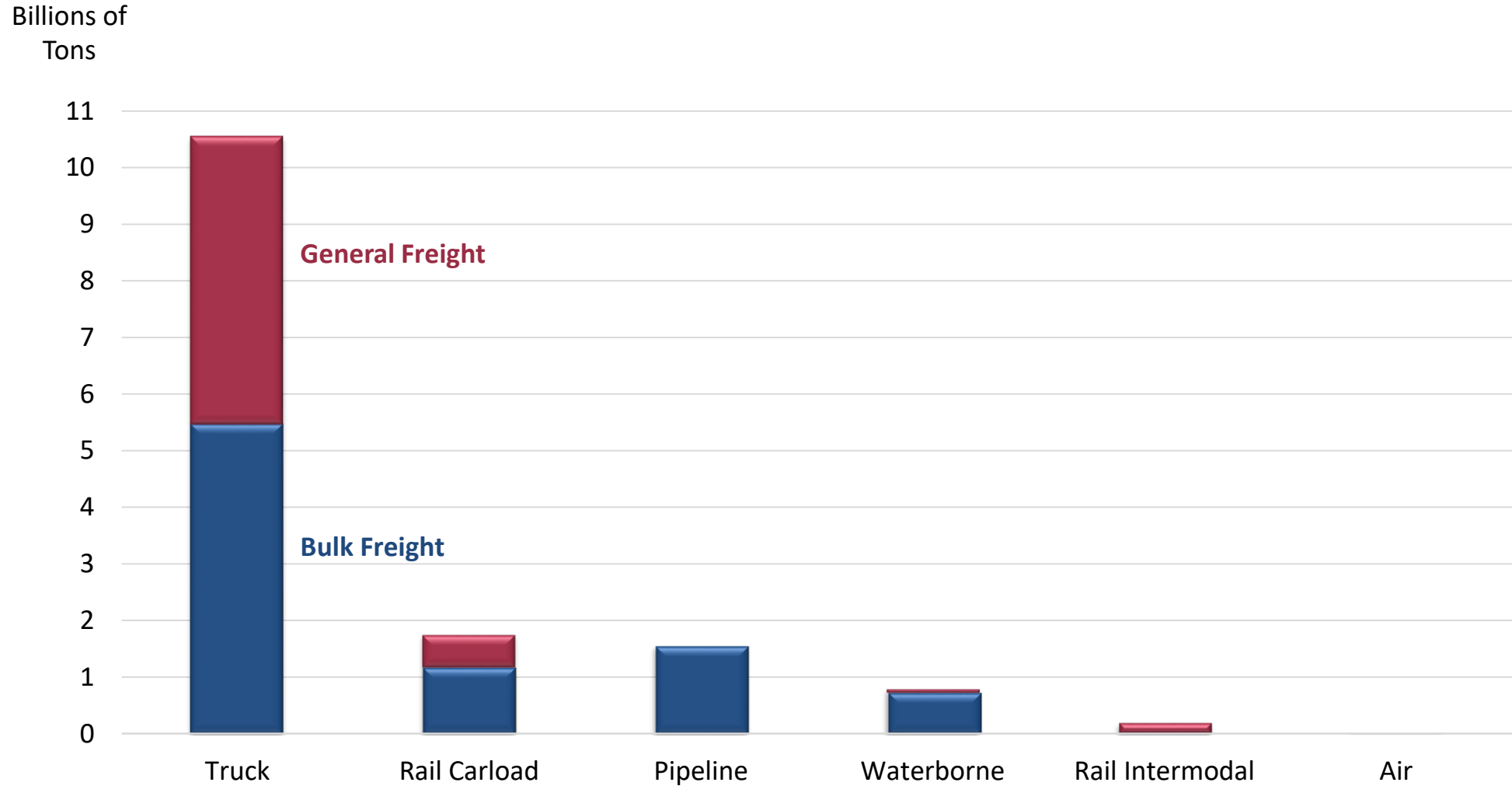
2016



Total Increase: 2016-2027



Tonnage by Mode - 2016



Source: U.S. Freight Transportation Forecast to 2027



Trucking Moves the Rural Economy

- Agricultural Products
 - 70% of value
 - 61% of tonnage
- Mining Products
 - 45% of value
 - 60% of tonnage
- Petroleum and Coal
 - 23% of value
 - 22% of tonnage

Source: 2012 Commodity Flow Survey



Truck Safety

- Tremendous gains since deregulation in 1980
 - Number of large truck-involved fatal crashes down 32%
 - Fatal crash rate dropped 74%
 - Trucks' overall crash rate 28% lower than other vehicles
- BUT 3,900 fatalities, 100,000 injuries in large truck-involved crashes is too much
- ATA is been the leading proponent of truck safety initiatives
 - Speed limiters, e-logs, drug and alcohol clearinghouse, etc.
- Technology can prevent many truck crashes



NCSA DATA RESOURCE WEBSITE

FATALITY ANALYSIS REPORTING SYSTEM (FARS) ENCYCLOPEDIA

[Pubs/Data Requests](#)

[FARS Data Tables](#)

[Query FARS Data](#)

[State Traffic Safety Info](#)

[Help](#)

NEW [File Versions](#)

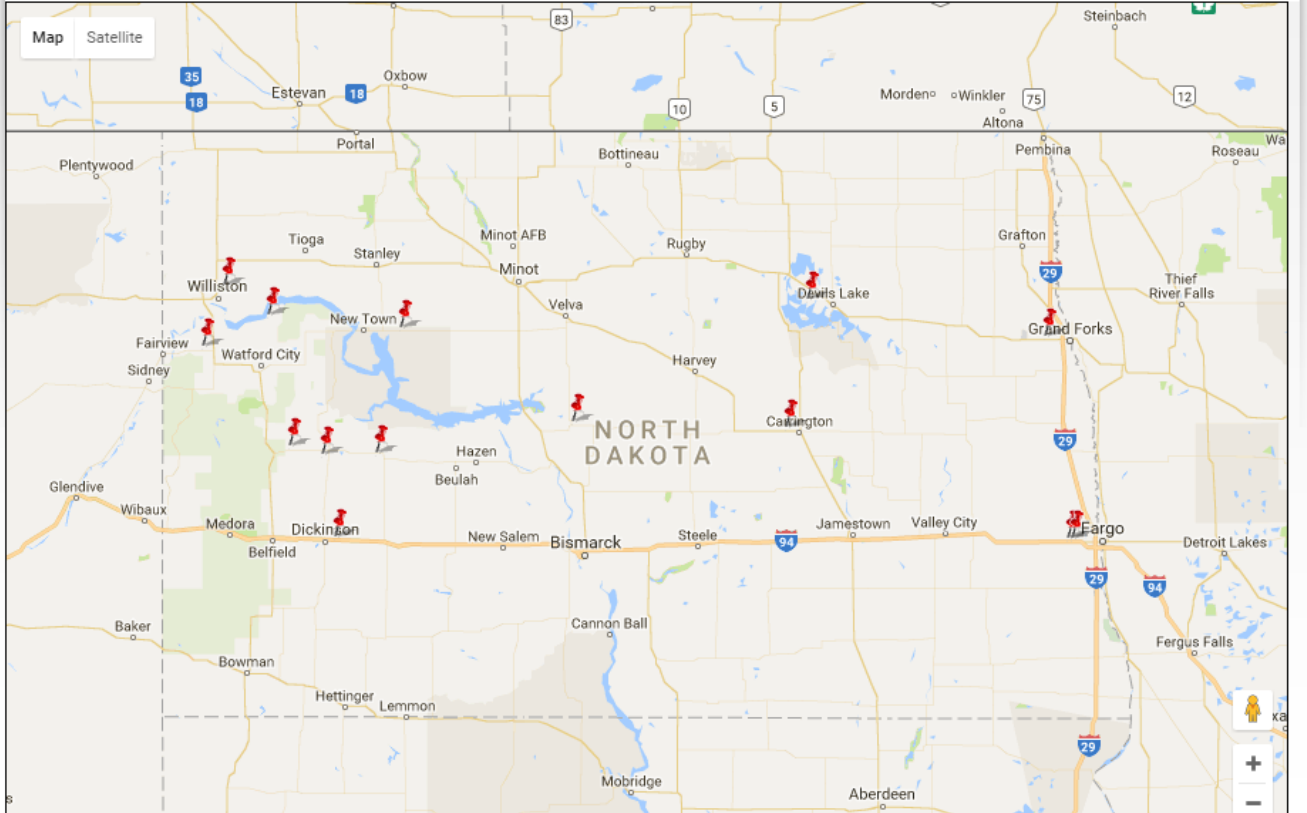
NEW [GIS Map features](#)

NEW [Vehicle Registration and VMT Changes](#)

Report: Large Truck Related (Large Truck Related= Heavy Truck Related)

STATE: ND YEAR: 2010

Crashes: 14





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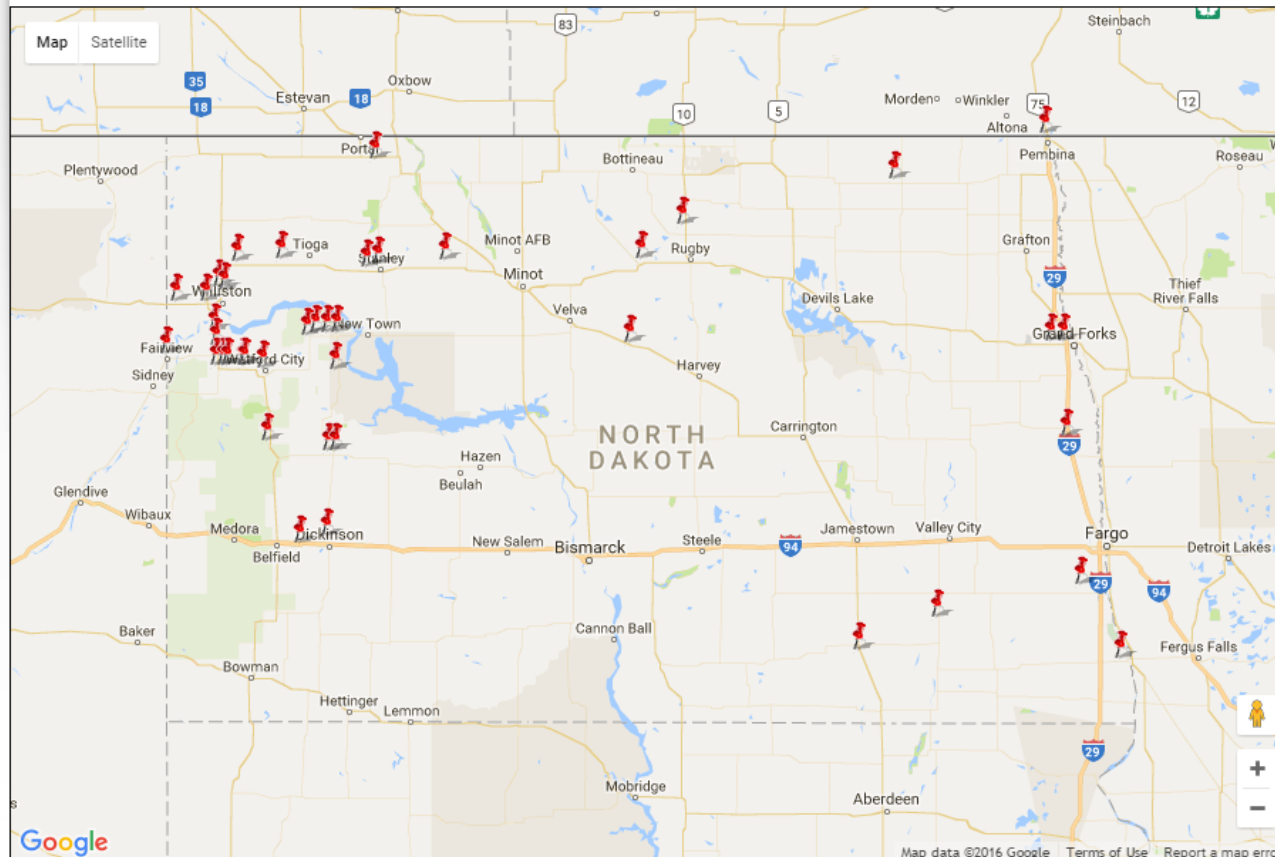
STATE: ND

YEAR: 2014

Crashes: 41



Back to tabulation page



Rural Trucking Headwinds

- Congestion
- Hours of Service/Electronic Logs
- Speed Limiters
- Driver Shortage

Major Truck Routes on the NHS: 2011

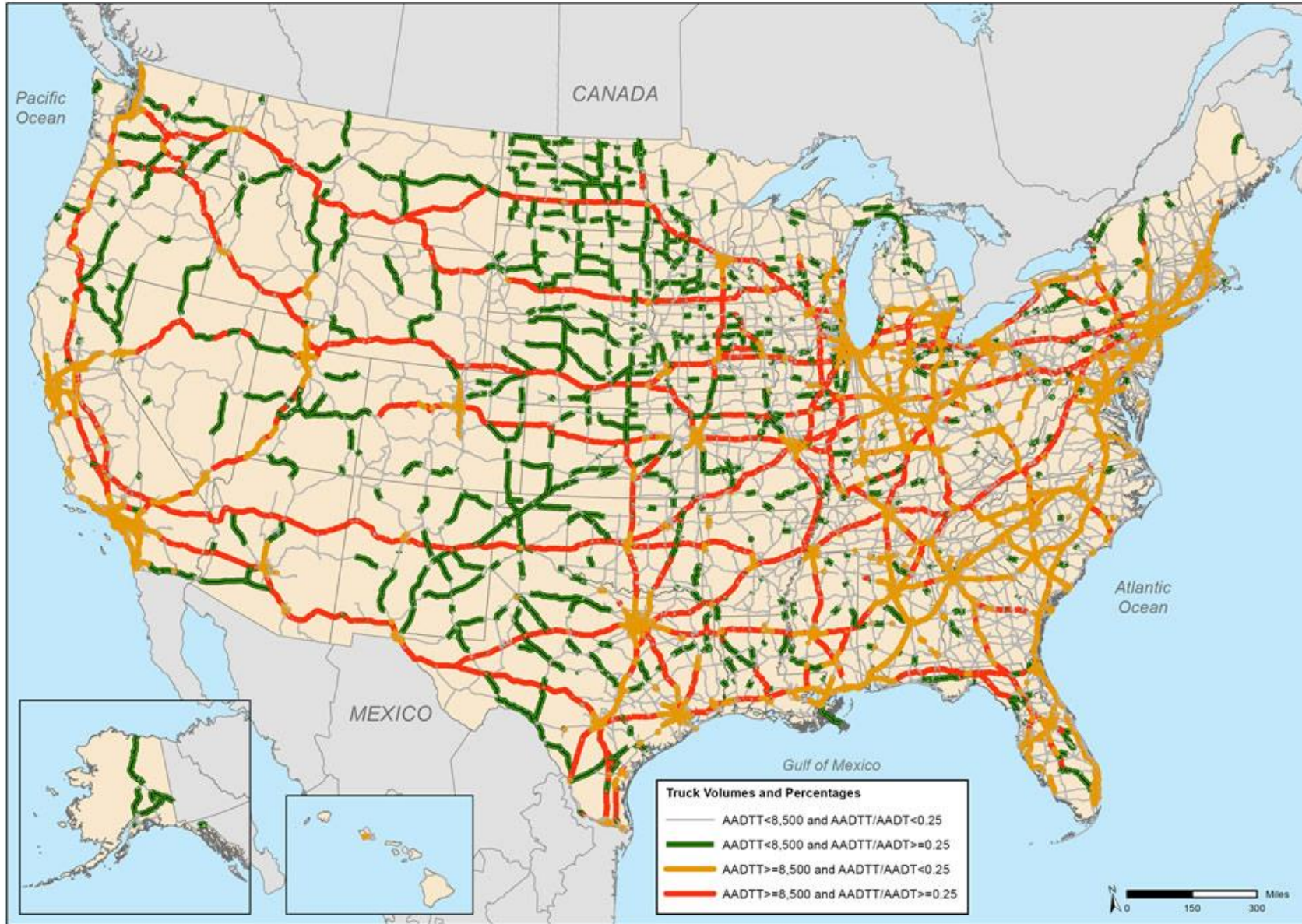


Notes: AADTT is average annual daily truck traffic and includes all freight-hauling and other trucks with six or more tires. AADT is average annual daily traffic and includes all motor vehicles. NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.



TRUCKING
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Major Truck Routes on the NHS: 2040

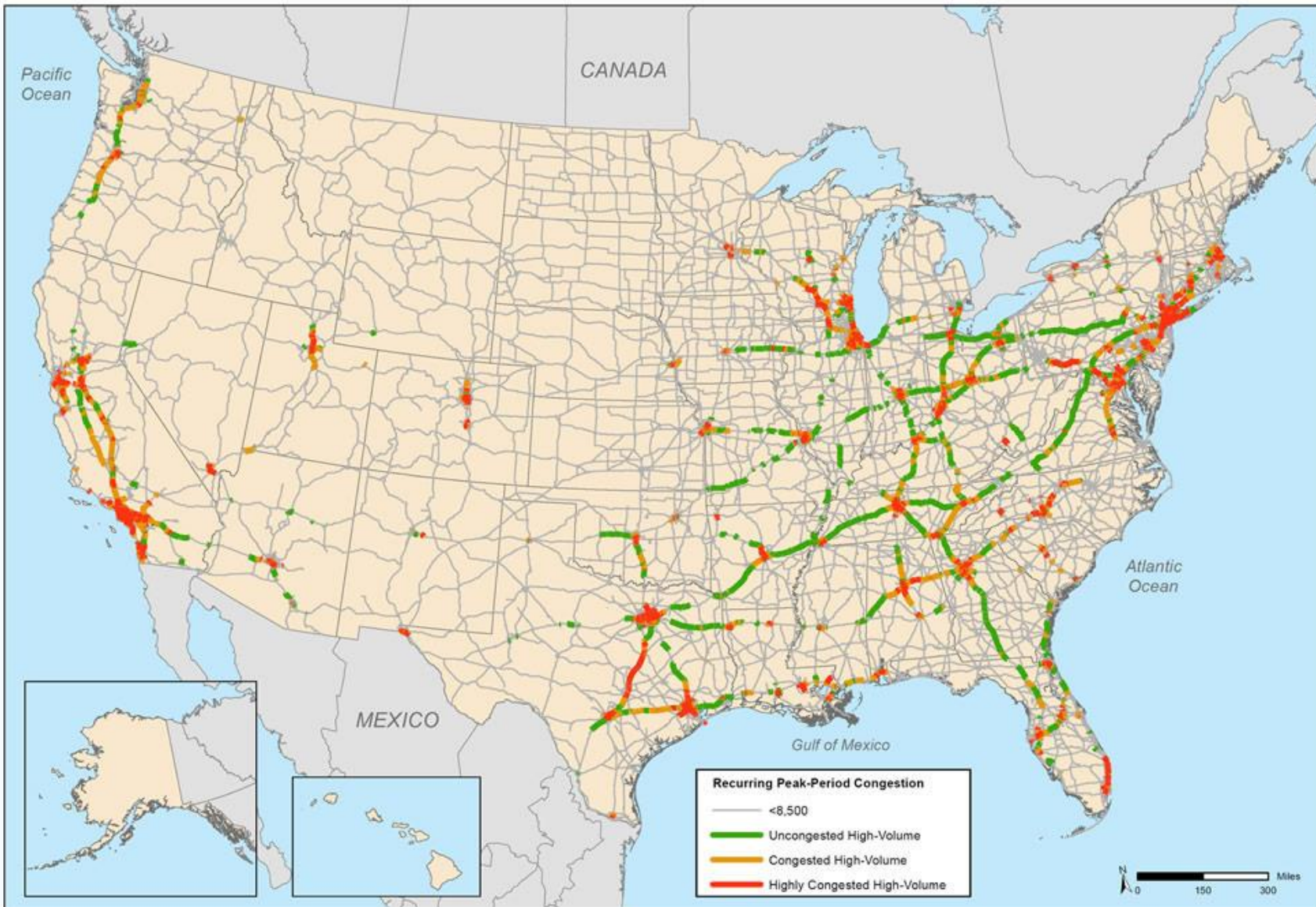


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Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework, version 3.4, 2013.



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Peak-Period Congestion on High-Volume Truck Portions of the NHS: 2011



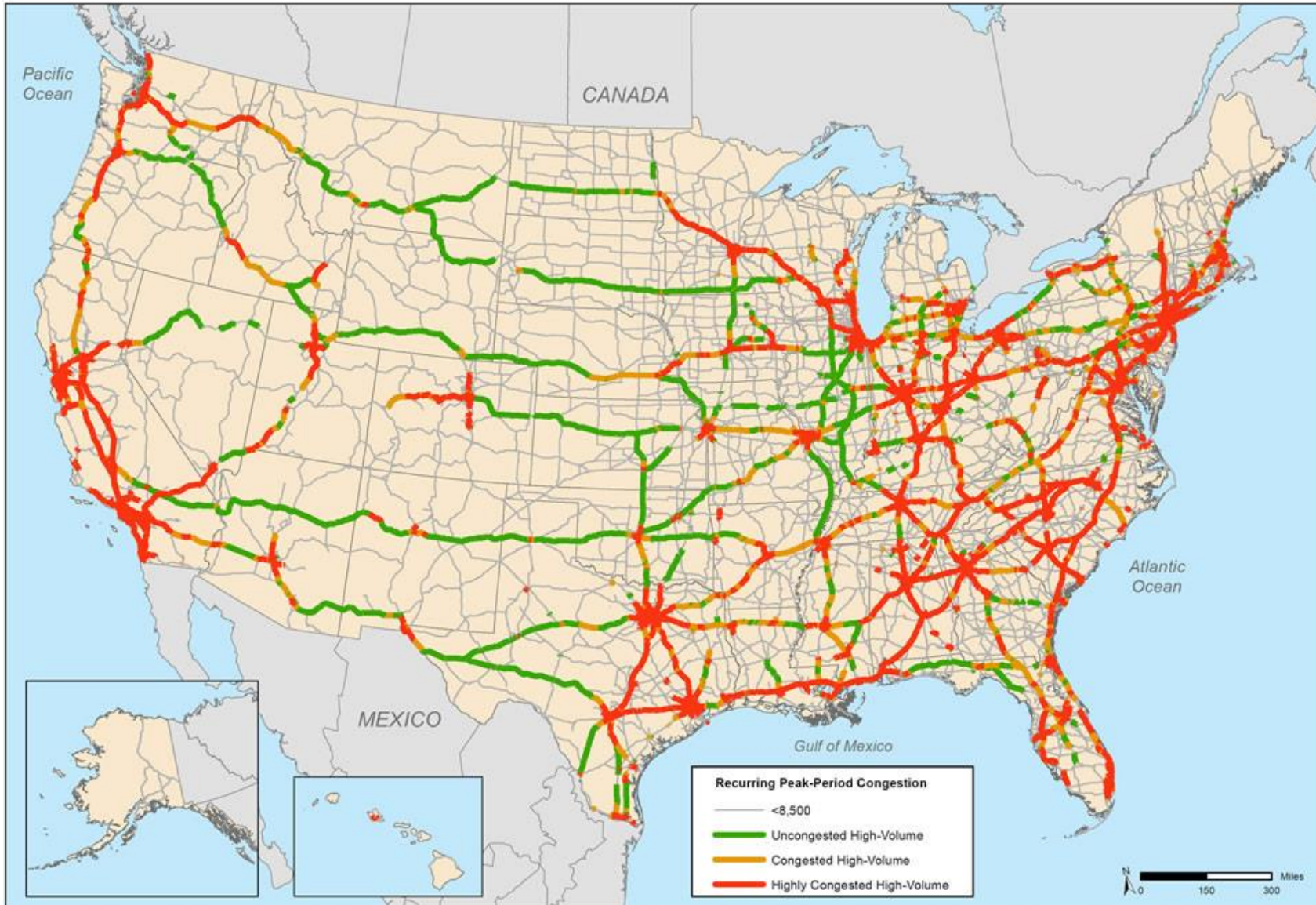
Notes: High-volume truck portions of the National Highway System carry more than 8,500 trucks per day, including freight-hauling long-distance trucks, freight hauling local trucks, and other trucks with six or more tires. Highly congested segments are stop-and-go conditions with volume/service flow ratios 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. NHS mileage as of 2011, prior to MAP-21 system expansion.

Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.



TRUCKING
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Peak-Period Congestion on High-Volume Truck Portions of the NHS: 2040



- Congestion costs trucking industry \$9.5 billion annually
- Most severe congestion is in cities critical to rural economies (Chicago, Los Angeles, Seattle, Houston, etc.)

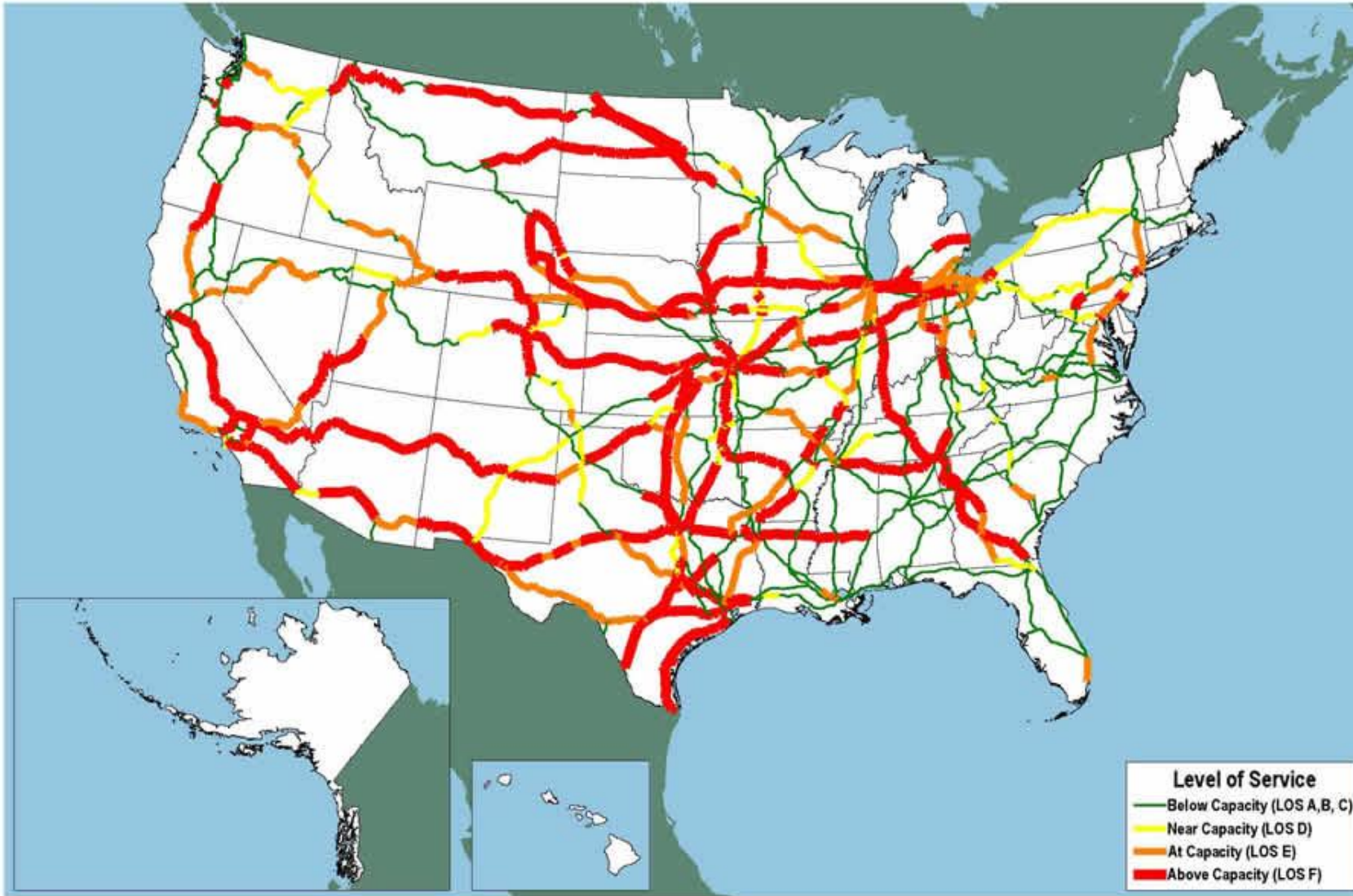
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Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, *Freight Analysis Framework*, version 3.4, 2013.



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Train Volumes in 2035 Compared to Current Capacity



Note: Level of Service (LOS) A through F approximates the conditions described in Transportation Research Board, *Highway Capacity Manual 2000*.

Source: Association of American Railroads, *National Rail Infrastructure Capacity and Investment Study*, prepared by Cambridge Systematics, Inc. (Washington, DC: September 2007), figure 5.4, page 5-5.



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Hours of Service/Electronic Logs

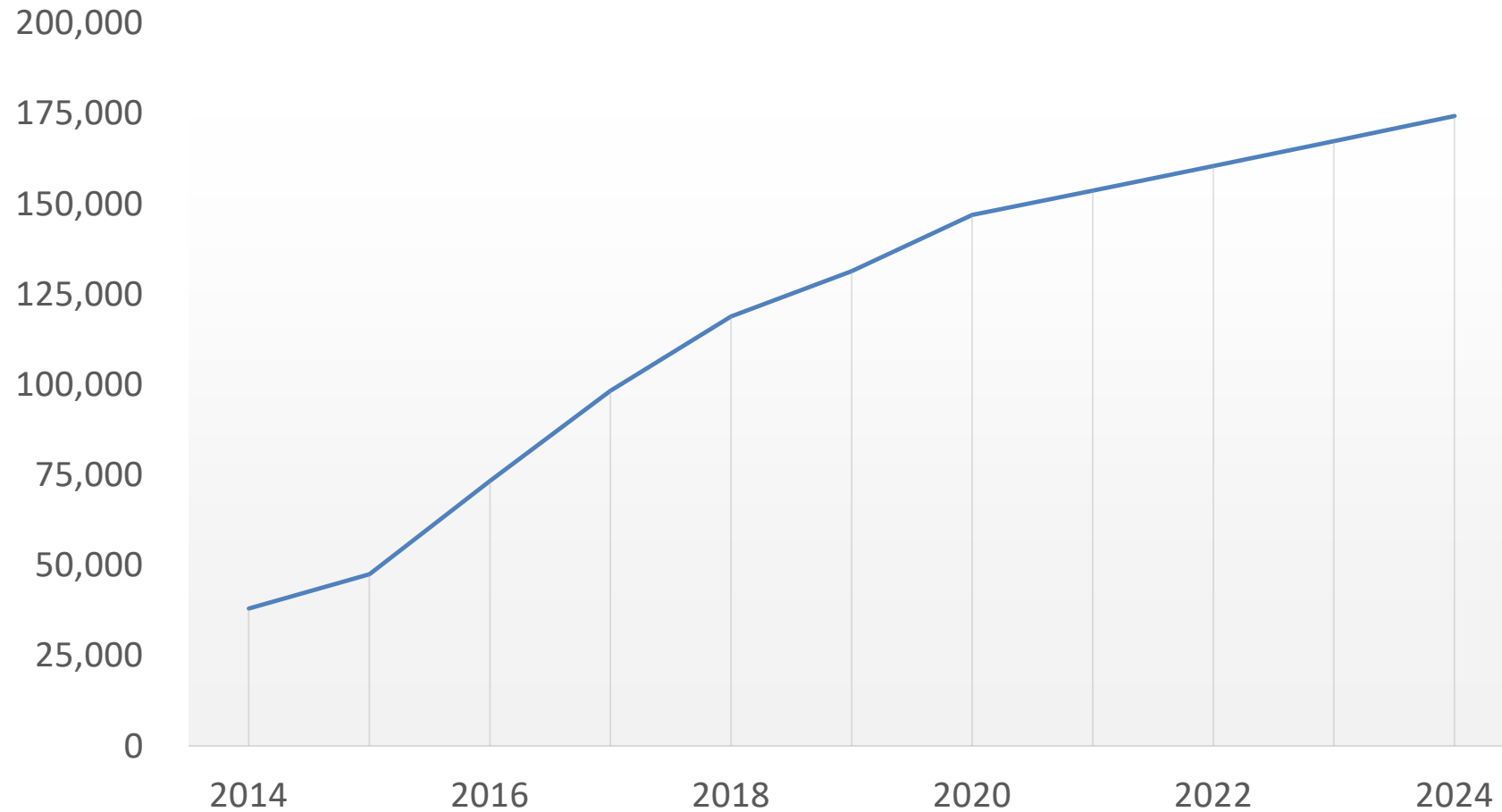
- Drivers limited to 14 hours on-duty/11 hours driving/30 minute break
- Longer shipping distances in the West are a challenge
 - Denver-SLC: 8 hours
 - Denver-Kansas City: 9 hours
 - Denver-Dallas: 12 hours
- Electronic logs reduce flexibility on routes with tight HOS limits
 - Mandated Dec. 18, 2017
 - ATA supports mandate

Speed Limiters

- USDOT issued NPRM Aug. 26 proposing to mandate speed limiters in all new commercial vehicles over 26,000 lbs. GVWR
- No specific speed, but suggested 60, 65, 68 as potential limits
- Some routes that have tight HOS limits could be impacted
- ATA supports limiters

Truck Driver Shortage

Shortage was 48,000 in 2015. At current trends, it would balloon to 175,000 in 2024.



Source: ATA's *Truck Driver Shortage Analysis 2015*

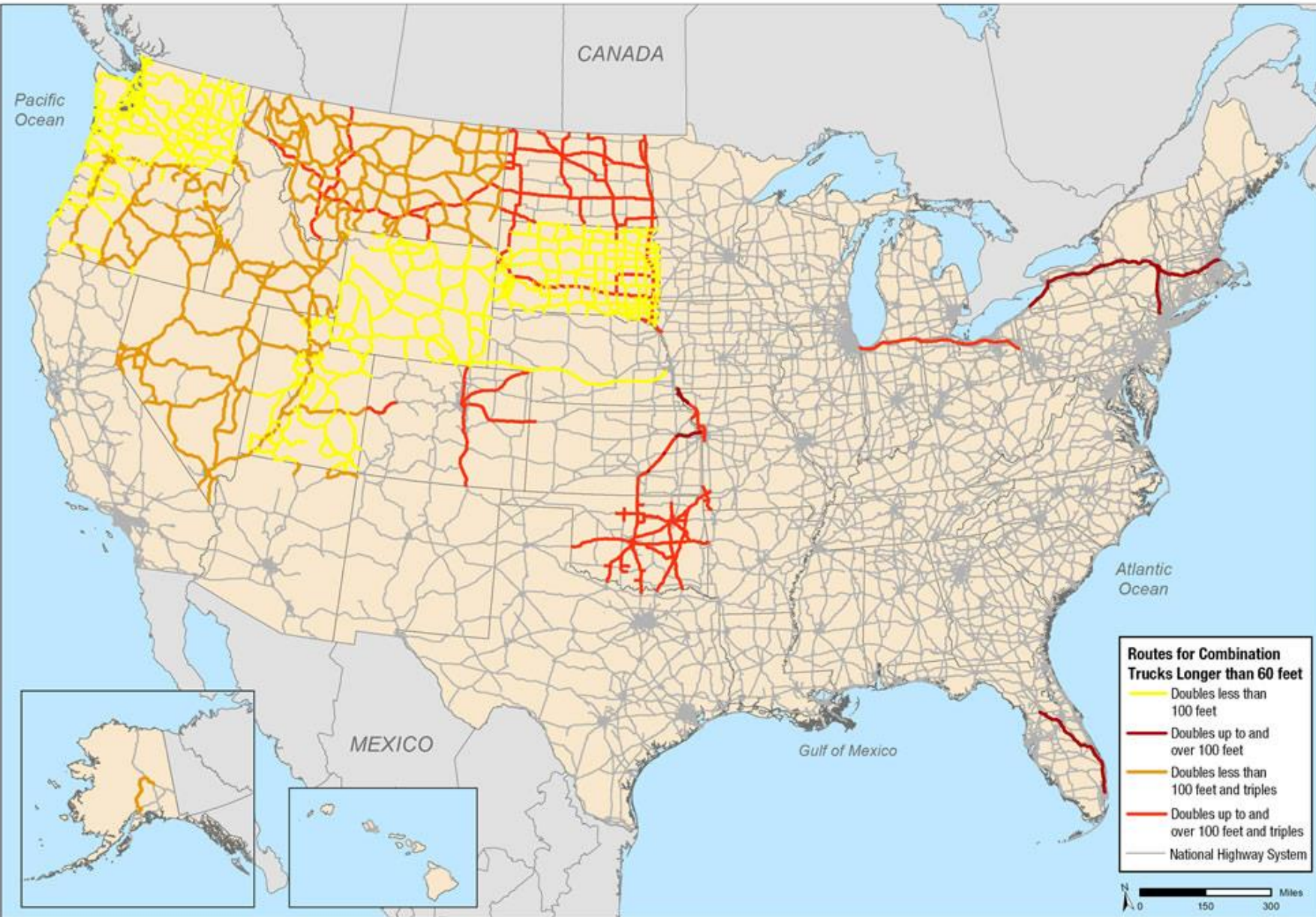
Solutions

- More investment/more strategic investment in transportation infrastructure
 - Investment in highways roughly 50% less than need
 - Rural states disproportionately affected by less federal spending
- Fix HOS 34-hour restart

Solutions

- Address driver shortage
 - Enhanced federal funding for driver training programs, removal of barriers to access federal financial aid for students to attend truck driving schools
 - Legislation that facilitates transition of veterans to driving jobs
 - Legislation establishing new graduated CDL standards for 18-20 year olds
- Address lack of uniformity of regulations governing longer combination vehicles in the West

Permitted Longer Combination Vehicles on the NHS: 2011



Notes: Empty triples are allowed on I-80 in Nebraska, NHS mileage as of 2011, prior to MAP-21 system expansion.
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, 2013.

THANK YOU!

DROTH@TRUCKING.ORG

