



Coalition for Transportation Productivity
Making Roads Safer - Protecting the Environment - Strengthening the Economy
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New Engineering Analysis of Maine Bridges Supports Case for Heavier, Six-axle Trucks on Interstates

Maine DOT Findings Buttress Case for 'Safe & Efficient Transportation Act' to Help States Modernize Interstate Weight Limits for Safer Six-Axle, Single-Trailer Trucks

WASHINGTON, D.C. (Sept. 6, 2011) – The Coalition for Transportation Productivity (CTP), a group of more than 180 shippers and allied associations dedicated to responsibly increasing federal vehicle weight limits on interstate highways, today encouraged members of Congress to review new engineering analysis from the Maine DOT. The study supports the case for federal truck weight legislation known as the Safe and Efficient Transportation Act (SETA), H.R. 763, S. 747. SETA—which would grant states the ability to raise interstate weight limits for safer six-axle trucks—is being considered for inclusion in the new surface transportation bill.

“Maine and many other states allow trucks weighing more than 80,000 pounds to operate on state roads, yet they are prevented by an outdated federal law from utilizing those same weight standards on interstate highways,” said CTP Executive Director John Runyan. “Higher productivity trucks are often forced to use secondary roads, even though interstates are engineered for heavy traffic. The new Maine DOT analysis proves that its bridge network can safely handle heavier loads, and builds the case for giving state governments the ability to control weight limits on both their state and interstate road networks.”

“The Safe and Efficient Transportation Act is the vehicle to help Maine and other states harmonize state and federal weight limits under very careful conditions,” continued Runyan. “SETA would help states remedy a critical efficiency issue, boost economic productivity and make roads safer. CTP urges Congress to review the Maine DOT engineering analysis and include the Safe and Efficient Transportation Act in the Highway Reauthorization bill.”

To read the full Maine DOT analysis, visit <http://www.maine.gov/mdot/docs/EngineeringAnalysis-of-MaineInterstateBridges8-15-11.pdf>.

About the Safe and Efficient Transportation Act (SETA)

The Safe and Efficient Transportation Act (SETA) was introduced in the House of Representatives by Reps. Jean Schmidt (R-OH) and Michael Michaud (D-ME) as H.R. 763. Identical companion legislation, S. 747, was introduced in the U.S. Senate by Sens. Mike Crapo (R-Idaho), Herb Kohl (D-Wis.), Susan Collins (R-Maine) and Rob Portman (R-Ohio).

The U.S. federal weight limit has been set at 80,000 pounds since 1982. Many shippers meet the limit with space left in their trailers and must use more truckloads, fuel and emissions. SETA gives each

state the option to set interstate weight limits of up to 97,000 pounds, but the higher weight limit would only apply to trucks equipped with six axles instead of the typical five. Without making the truck any larger, the additional axle maintains safety specifications—including stopping and handling capabilities and current weight per tire.

About the Coalition for Transportation Productivity

The Coalition for Transportation Productivity (CTP) is a coalition of more than 180 shippers and allied associations dedicated to addressing the safety, economic and environmental challenges facing our nation’s freight transportation network through carefully crafted truck weight reform. For more information, and to read supportive studies and data, visit www.transportationproductivity.org.

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