

Separating Myth from Fact:

The truth about the Safe and Efficient Transportation Act (SETA) and the Safe Highways and Infrastructure Preservation Act (SHIPA).

Myth

SHIPA will make roads safer and preserve infrastructure.

Trucks operating off the interstate are not regulated.

SHIPA will properly regulate truck weight limits.

SETA will put bigger trucks on the road.

SETA would allow trucks to carry too much weight.

Raising the interstate weight limit will mean more trucks on the road.

SETA will shift business away from railroads.

SETA will put heavier trucks on bridges that weren't meant to hold the extra weight.

Raising the interstate weight limits will make roads more dangerous.

Fact



SHIPA will jeopardize safety and infrastructure. With truck freight doubling in the next 20 years, additional weight restrictions mean that even more trucks will take to the road to satisfy growing demand.



Every state currently enforces its own weight limits on state roads.



SHIPA would freeze weight limits on all roads in the national highway system and take away each state's ability to decide its own weight limits based on local safety and environmental factors.



The size of the truck would not change. Trucks that are no bigger than today's 53' rigs would simply be equipped with an extra axle to safely handle heavier loads.



A six-axle vehicle loaded at 97,000 pounds displaces the same amount of weight per tire and stops at the same distance as five-axle, 80,000-pound vehicles currently allowed on interstates.



The passage of SETA will allow companies to ship the same amount of product, and meet demand, with fewer trucks.



There is no evidence of this, as rail rates would still be significantly cheaper than truck rates. Rail transportation is often the first choice, but does not run everywhere freight must be delivered.



Each state could restrict operation on interstate routes not suited for commercial traffic. Moreover, SETA would implement a higher fee for heavier vehicles that would fund bridge repair.



The current interstate weight limit often forces trucks to travel on rural roads that pass schools and private driveways, where accidents are more likely to occur. SETA would put these trucks on divided interstate highways, where they can safely and efficiently transport goods.



Coalition for Transportation Productivity

Making Roads Safer | Protecting the Environment | Strengthening the Economy

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