



Driving Trucking's Success

SASHTO Annual Conference

Mapping out a National Freight Network: MAP-21 Freight Provisions

New Orleans, LA
August 25, 2014

MAP - 21

Performance Management Framework

- **Congestion Reduction**
- **Safety**
- **Infrastructure Conditions**
- **System Reliability**
- **Freight Movement and Economic Vitality**
- **Environmental Sustainability**
- **Reduced Project Delivery Delays**

Trucking Performance

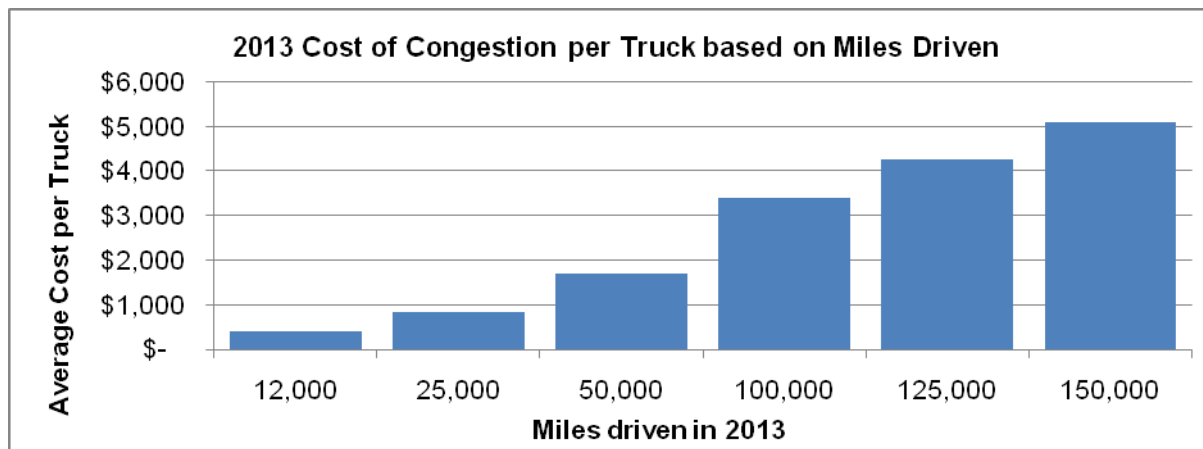
- **In 2013, trucking collected \$682 billion in revenues, 81.2% of all freight transportation revenues;**
- **By 2025, trucking expected to collect \$1.2 trillion in freight revenue, or 81.5% of all transportation revenue;**
- **In 2013, trucks hauled 9.7 billion tons of freight = 69.1% of total freight tonnage;**
- **In 2025, trucks are projected to haul 12.4 billion tons of freight, a 27.6% increase over 2013 and equaling 71.4% of all freight tonnage.**

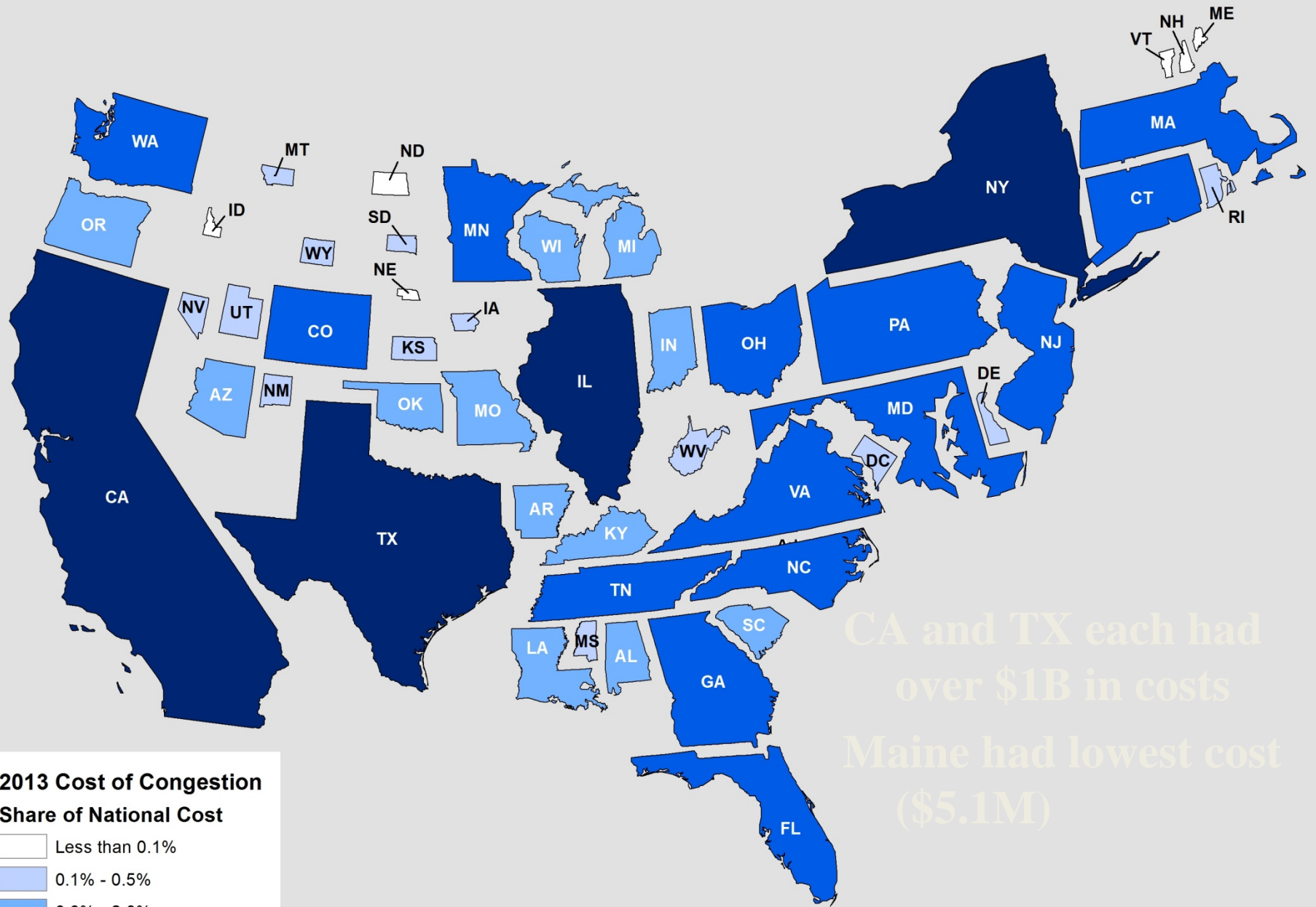
Overall Cost of Congestion

- **ATRI Study Calculates total trucking industry cost of congestion on Interstates**
 - **Complex analysis combining empirical truck GPS data and national volume estimates**
 - **Contains 2012 and 2013 national figures**
 - **Ranks by state, metro and county**
 - **Case studies of infrastructure investment benefits**

Cost of Congestion

- 2013 cost of \$9.2 billion
- 141 million lost hours of productivity
 - Translates to over 51,000 drivers sitting idle for a working year
- Overall average of \$864 per registered large truck (GVWR 10k+ lbs.)





CA and TX each had over \$1B in costs
 Maine had lowest cost (\$5.1M)

**2013 Cost of Congestion
 Share of National Cost**

- Less than 0.1%
- 0.1% - 0.5%
- 0.6% - 2.0%
- 2.1% - 5.0%
- 5.1% or Greater

Cost of Congestion



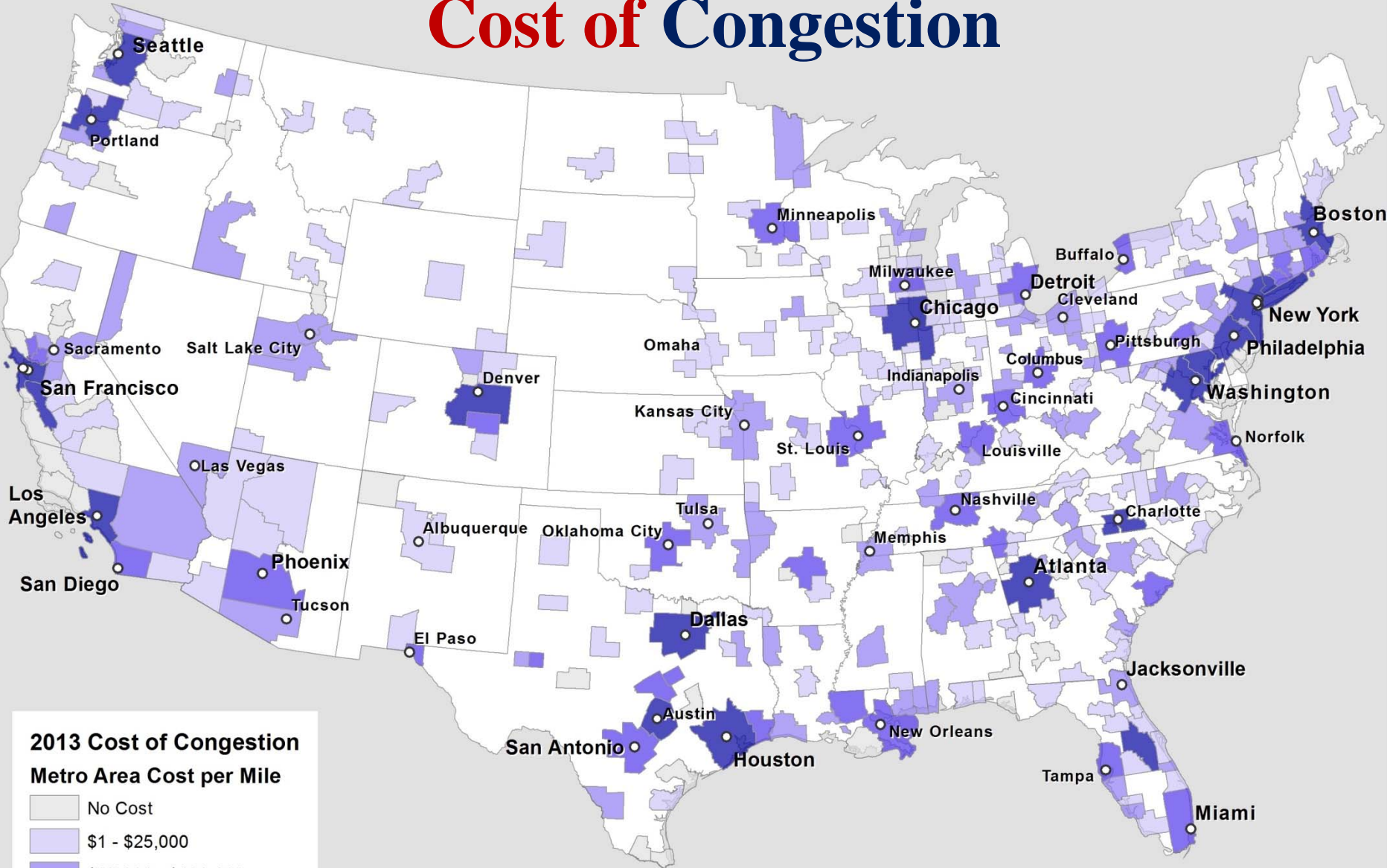
2013 Cost of Congestion

Cost per Mile

- \$25,000 or Less
- \$25,001 - \$100,000
- \$100,001 or Greater



Cost of Congestion



2013 Cost of Congestion
Metro Area Cost per Mile

- No Cost
- \$1 - \$25,000
- \$25,001 - \$100,000
- \$100,001 - \$300,000
- \$300,001 or Greater

Los Angeles metro worst with \$1.1B in costs

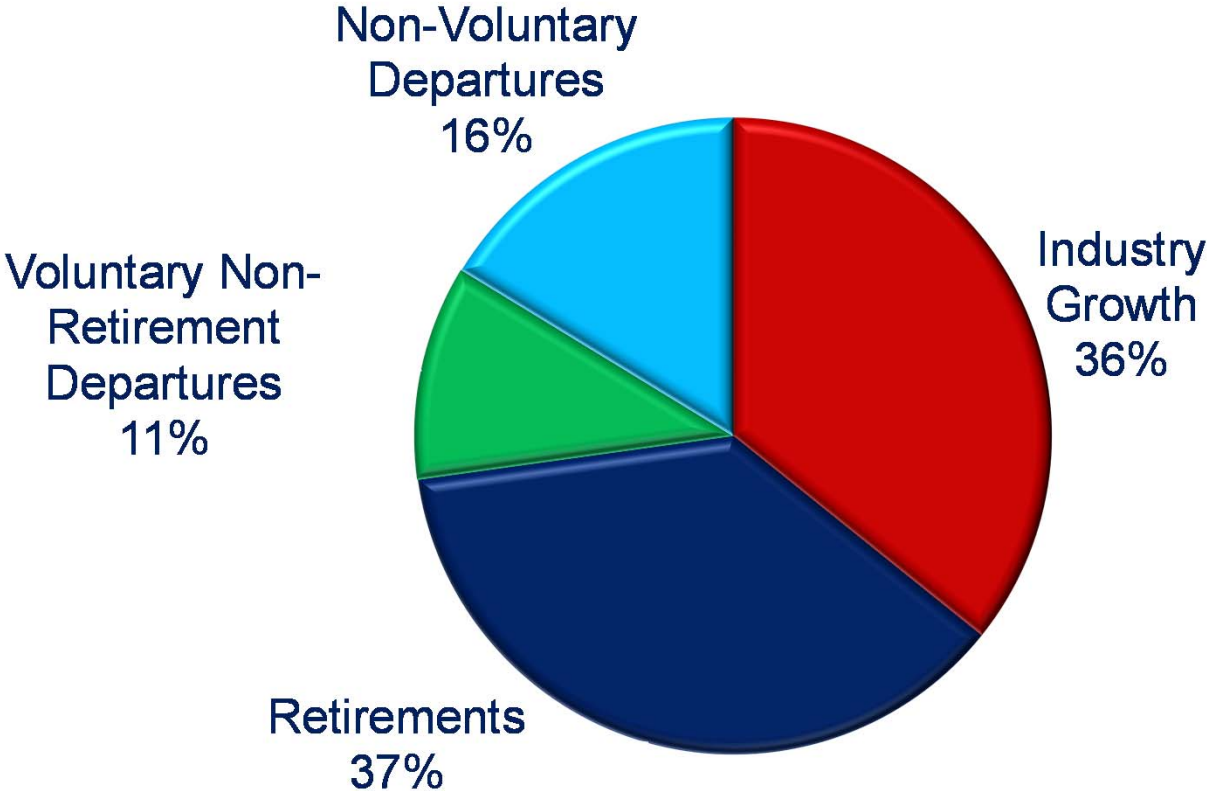


Cost of Congestion

Rank	State	2013 Cost per Mile
Top Ten by Total Cost per Mile		
1	District of Columbia	\$1,087,578
2	California	\$343,450
3	Maryland	\$320,231
4	Connecticut	\$272,729
5	New Jersey	\$266,214
6	Massachusetts	\$264,047
7	New York	\$244,839
8	Delaware	\$199,388
9	Washington	\$163,612
10	Texas	\$156,034

Rank	State	2013 Cost per Mile
Bottom Ten by Total Cost per Mile		
49	Nebraska	\$5,387
48	Montana	\$5,596
47	Idaho	\$6,264
46	Iowa	\$6,878
45	Maine	\$7,022
44	North Dakota	\$7,328
43	South Dakota	\$7,806
42	Wyoming	\$11,102
41	New Mexico	\$11,221
40	Vermont	\$11,469

Average Number of New Drivers Needed Per Year Over the Next 10 Years: 96,178



Source: *ATA Benchmarking Guide for Driver Recruitment & Retention*

Drayage Congestion Impacts

- **Port trucking related delays are costing the industry \$348 million, 14 million hours and 9 million gallons of fuel annually (Tioga Group study);**
- **Delays add 103,000 tons of GHGs unnecessarily to ports' emissions' footprint;**
- **Less truck "turns" = less revenues/income;**
- **Some major port regions loosing 20% of port drivers.**

Intermodal/Port Trucking

➤ Port Operational Issues - -

Congestion, Capacity, Compensation

➤ Truck Regulations - -

– **Hours of Service (HOS) 34 Hour**

Restart

– **Compliance, Safety, Accountability
(CSA)**

– **Roadability- Chassis Safety**

Terminal Gate Operations

- **Terminal Gate Congestion**
- **Long Lines/Hours Waiting**
- **Drivers can't make enough "turns"**
- **Negative Impacts on Driver Resources**

Container Volumes

- **Larger Vessels;**
- **Compressed Arrival Schedules;**
- **Container Handling Capacity;**
- **Congestion Impacts-Late Fees.**

Trucker-Public Sector

American Trucking Associations

- **National Infrastructure-Highway Funding;**
- **National Transportation Policy Priorities;**
- **National Sector Operational Restrictions**
 - **Safety**
 - **Hours of Service**
 - **CSA**

Federal Truck Regulations

- **Funding-gas tax, etc.;**
- **Highways, railroads, multi use;**
- **HOS-Operational Impacts;**
- **CSA-Driver Resources;**
- **Port congestion, operational options/flexibility;**
- **Actions to change/modify HOS, CSA, Driver (Mis)Classification.**

State Trucking Associations

ATA is a Federation...50 State Trucking Assns.

- **Within each state, infrastructure related issues addressed by state association/truckers;**
- **State group works with “local” or regional public and private groups to negotiate-coordinate solutions;**
- **State trucking associations provide local impacts, needs, etc.;**
- **National-ATA provides legal, economic, research support;**

Summary

Shared Goals

- **Reestablish transportation as a national priority;**
- **Maintain the highways, highway and safety programs at sustainable and sufficient funding levels;**
- **Advocate and advance effective transportation-related policies to support state efforts to efficiently and safely move goods.**



Driving Trucking's Success

Thank You!

