

Bigger trucks don't just break bridges, **THEY BUST TEXAS' BUDGET.**



Lobbyists in Austin are urging the Texas Legislature to pass legislation to allow heavier trucks up to 100,000 pounds on our roads (SB 1524 and HB 3854). This legislation will strip control from local governments to determine where these heavier trucks will operate and will limit local compensation for the damage, leaving both issues in the hands of state bureaucrats. Not only are safety leaders concerned with the added dangers these trucks pose to motorists, local elected officials and community leaders are also troubled by the negative impact heavier trucks would have on Texas roads and bridges. In fact, USDOT experts last year recommended against allowing heavier or longer trucks. And in 2015, Congress voted to reject both heavier and longer trucks.

Bigger Trucks Would Devastate Local Roads and Bridges

Engineers agree that heavier trucks would cause enormous damage to bridges. And since Congress rejected heavier trucks on Interstates, approving this proposal in Texas would mean the heaviest trucks would operate off of the Interstates and on state roads and bridges, through our towns and communities. These local roads and bridges are typically older, in worse shape, and not built to withstand the enormous impact of heavier trucks.

Bigger Trucks Mean Increased Taxpayer Burden

Heavier trucks would mean more money out of the pockets of Texas taxpayers. In fact, 100,000-pound trucks would only pay approximately 50 percent of the damage they cause to roads and bridges, according to FHWA.

Bigger Trucks Mean More Trucks and Even More Damage

Adding insult to injury, independent studies show that bigger trucks mean more trucks. In fact, a 2010 study found that increasing today's 80,000-pound limit to 97,000 pounds nationwide would result in a *net increase* of nearly 8 million more truck trips annually on the highway—an increase of 56 percent.

Tell your Texas legislators to keep the truck weight limit where it stands and stop the spiraling cost to roads and bridges before damage happens.

JUST THE FACTS:

- A 2015 study found that 61 percent of rural roads in Texas are either in poor or mediocre/fair condition. (TRIP)
- There are 25,320 bridges in Texas that are in fair/poor condition, or over 47 percent of all bridges statewide. (FHWA)
- A 2016 study of bridges in 18 coastal Texas counties (i.e., approximately a 30-mile radius surrounding water ports) found that it could cost as much as \$11.1 billion to replace bridges that would be "at risk" by 97,000-pound trucks. (R.D. Mingo and Associates)
- A 97,000-pound truck would need to pay an additional \$1.17 per gallon of diesel just to repay its damage to infrastructure. (Norbridge)
- Nearly half of the bridges in Texas are at least 40 years old. (USDOT)

CABT
Coalition Against Bigger Trucks