



Bigger Trucks: Not just potholes. A sink hole of

BIGGER SUBSIDIES, BIGGER DEFICITS

Our highways and bridges are in rough shape because we don't have the resources to keep them in good condition. Yet, nearly every single truck trip on a U.S. road is an exercise in deficit spending because trucks on the road today don't cover the cost of the damage they do. Allowing even bigger trucks would make this problem even worse.

The additional cost of repairing bridge damage caused by raising truck weights to 97,000 pounds could top \$53 billion alone. That's in addition to road damage. (USDOT Comprehensive Truck Size and Weight Study, 2000)

Trucks already receive \$2 billion in subsidies. Bigger trucks mean even bigger subsidies.

Trucks cover only 80% of damage now, will only cover 50% of damage if bigger trucks are allowed to pound the pavement.

The most recent federal study to look at the issue showed that the federal government already subsidizes heavy truck operations almost \$2 billion every year. (FHWA Addendum to Highway Cost Allocation Study, 2000)

- 80,000-pound single-trailer trucks only pay 80% of the cost of the damage they cause.
- The same study showed that increasing truck weights up to 97,000 pounds would result in trucks only paying for about 50% of the damage they do.
- If inflated to 2007 dollars, trucks on the road today would need to pay an additional \$0.28 per gallon of diesel just to break even and 97,000-pound trucks would need to pay an additional \$1.17 per gallon. (Full Recovery of Highway Costs Associated with Bigger Trucks, Norbridge, 2007)

Bigger trucks mean Bigger spending, Bigger deficits. The Highway Trust Fund is already broke.

- The Highway Trust Fund has already needed two cash infusions to stay solvent. Bigger trucks will make it worse.
- State highway departments are running out of money for key highway projects. Cities and schools across the country are cutting budgets to do more with less.
- Allowing even bigger trucks makes a problem we already can't afford to solve even worse. It means that every single truck trip costs other taxpayers even more money.

"WHEN LONGER COMBINATION VEHICLES (LCVs) AND OTHER HEAVY TRUCKS DO NOT PAY THE FULL COSTS OF THEIR OPERATIONS, OTHER MOTORISTS MUST MAKE UP THE DIFFERENCE. THIS IS INEQUITABLE TO THE HIGHWAY USERS WHO MUST SUBSIDIZE LCV OPERATIONS."

- WESTERN UNIFORMITY SCENARIO ANALYSIS, USDOT, 2004



Coalition Against Bigger Trucks, LLC