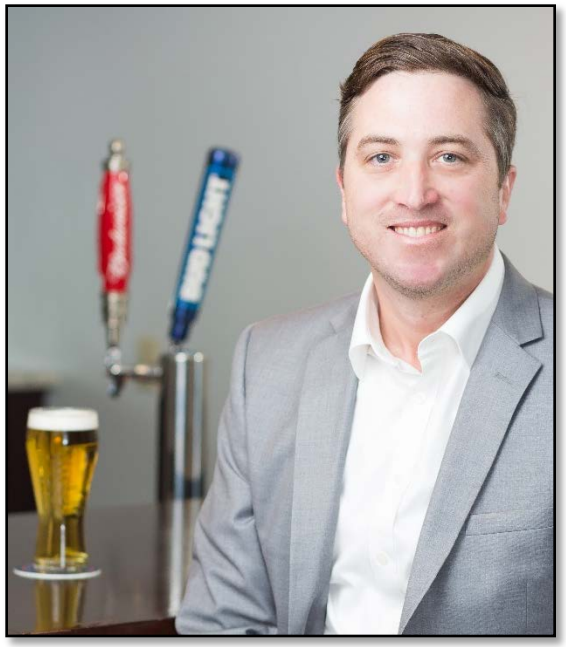
Zach Hartman

Anheuser-Busch Companies
Director, U.S. National Affairs



Zachary Hartman was named Director of U.S. National Affairs for Anheuser-Busch in May of 2014. Hartman manages federal policy and engagement on issues relating to transportation, agriculture, judiciary, regulatory affairs, and corporate reputation.

Hartman is Anheuser-Busch's lead representative for several key trade associations and organizations in Washington, D.C, including the and the Safer Hauling and Infrastructure Protection Coalition, the Beer Institute, National Barley Growers Association, National Grain and Feed Association.

Prior to joining Anheuser-Busch, Hartman served for more than six years as Senior Legislative Assistant for U.S. Senator John Boozman, at which time he served as the Senator's lead advisor for Agriculture, Defense, Veterans, and Labor Policy. Before joining Senator Boozman's team, he spent one and a half years working for U.S. Congressman John Sullivan and prior to that worked for two years as a lobbyist in the Georgia State Capitol.

Zach holds a bachelor’s degree from the University of Georgia and a master’s degree in National Security and Strategic Studies from the Naval War College. Zach currently serves on the board of the Friends Of The Soldiers Home and the legislative advisory board of Rivers of Recovery veteran service organizations.

Contact Info:
Zachary Hartman
Zachary.Hartman@Anheuser-Busch.com
202-747-4557

Safer Hauling & Infrastructure Protection Coalition

S.H.I.P.

SAFER HAULING & INFRASTRUCTURE PROTECTION

Modernization

1982

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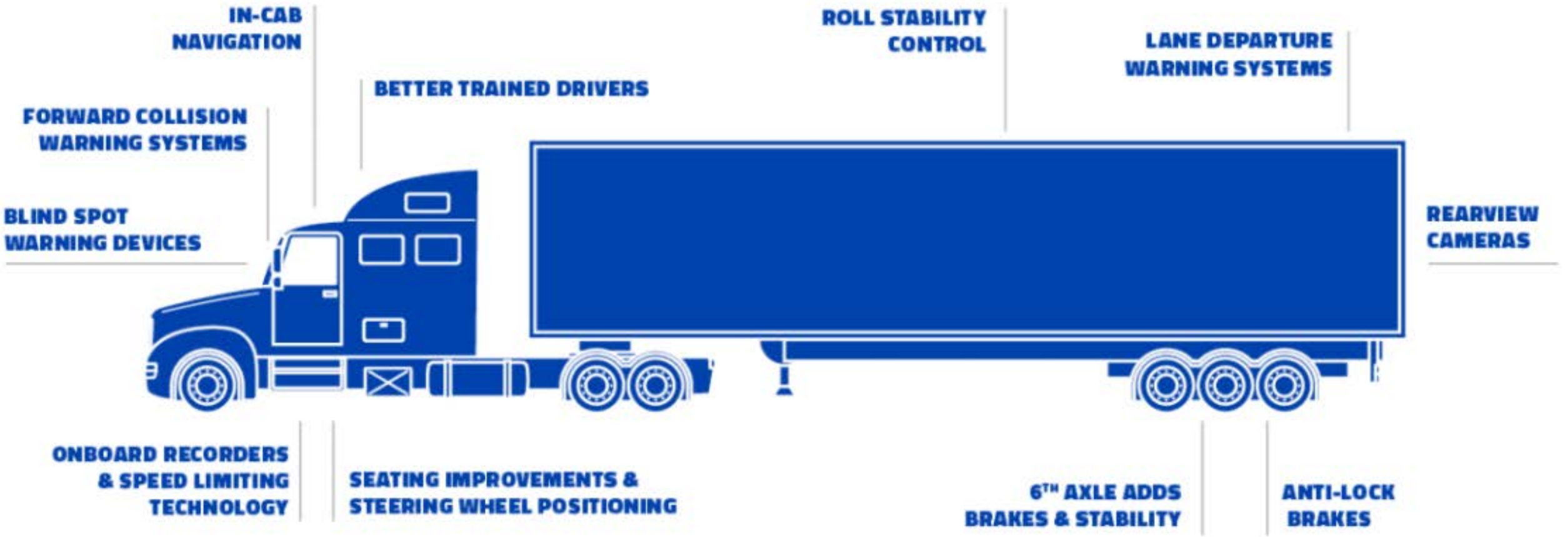
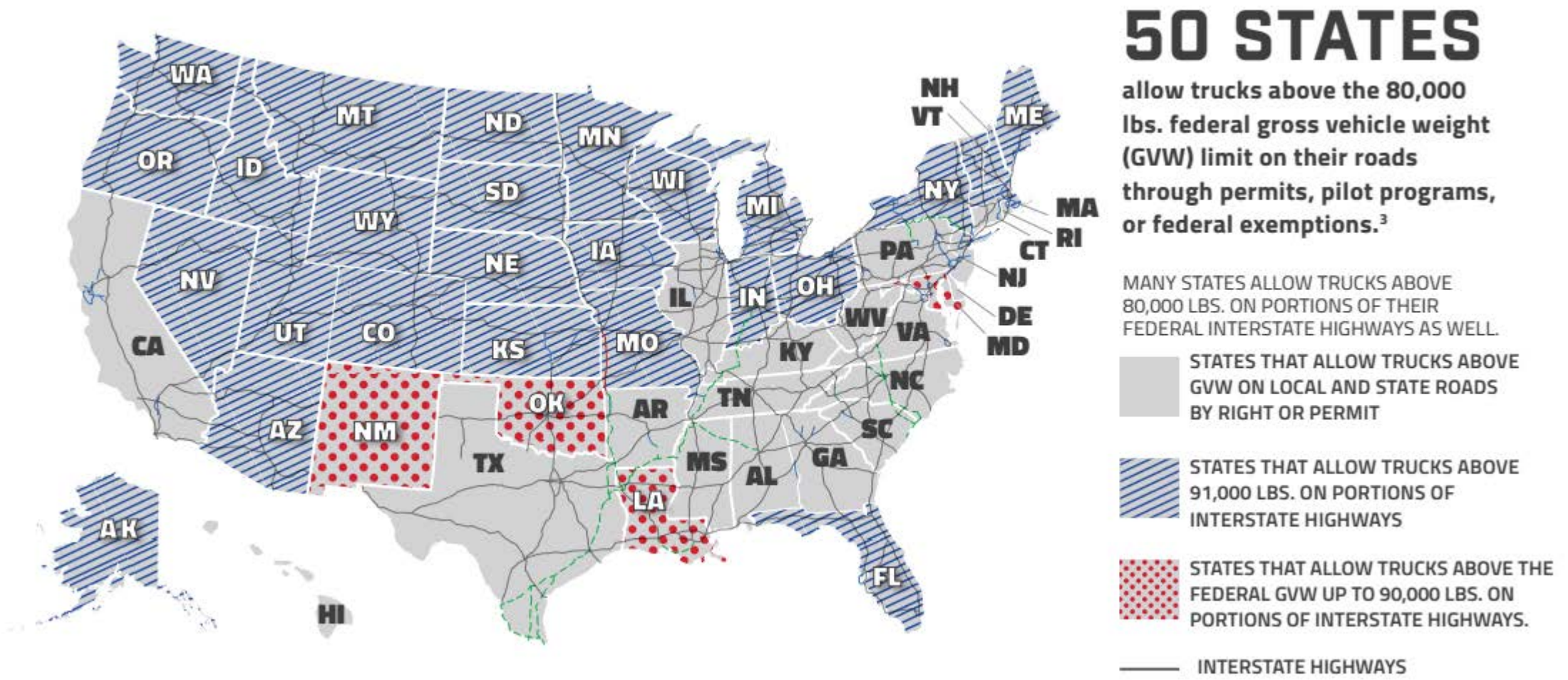


Public Policy

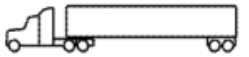
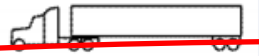
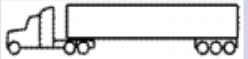
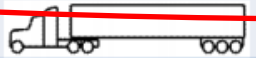
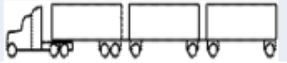
- Long history of efforts to increase gross vehicle weight limits
- Resulting in a patchwork of laws on Federal Interstate Highways as well as state and local roads



Recent Federal Research

- US DOT Comprehensive Truck Size and Weight Limit Study (2015-2016)
  - Authorized by MAP 21 in 2012
  - Data published in June of 2015
  - Final peer-reviewed report published in early 2016
- Evaluated a number of weights and axle configurations
- Findings
  - Inconclusive on correlation between GVW, accidents, and severity
  - Want data on vehicle GVW and number of axles at the time of a crash

Table ES-1: Truck Configurations and Weights Scenarios Analyzed in the 2014 CTSWL Study

Scenario	Configuration	Depiction of Vehicle	# Trailers or Semi-trailers	# Axles	Gross Vehicle Weight (pounds)	Roadway Networks
Control Single	5-axle vehicle tractor, 53 foot semitrailer (3-S2)		1	5	80,000	STAA[1] vehicle; has broad mobility rights on entire Interstate System and National Network including a significant portion of the NHS
1	5-axle vehicle tractor, 53 foot semitrailer (3-S2)		1	5	88,000	Same as Above
2	6-axle vehicle tractor, 53 foot semitrailer (3-S3)		1	6	91,000	Same as Above
3	6-axle vehicle tractor, 53 foot semitrailer (3-S3)		1	6	97,000	Same as Above
Control Double	Tractor plus two 28 or 28 ½ foot trailers (2-S1-2)		2	5	80,000 maximum allowable weight 71,700 actual weight used for analysis[2]	Same as Above
4	Tractor plus twin 33 foot trailers (2-S1-2)		2	5	80,000	Same as Above
5	Tractor plus three 28 or 28 ½ foot trailers (2-S1-2-2)		3	7	105,500	74,500 mile roadway system made up of the Interstate System, approved routes in 17 western states allowing triples under ISTEA Freeze and certain four-lane PAS roads on east coast[3]
6	Tractor plus three 28 or 28 ½ foot trailers (3-S2-2-2)		3	9	129,000	Same as Scenario 5[3]

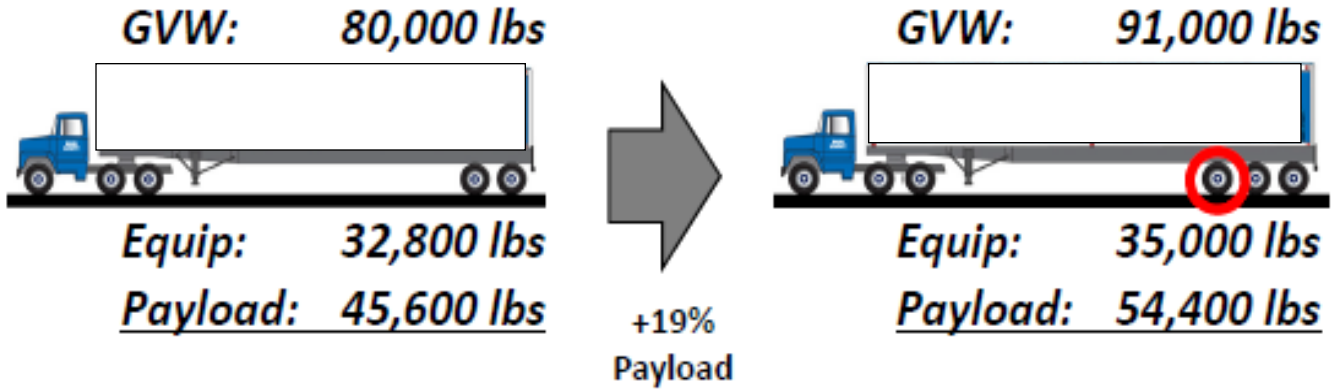
Good News about 91,000 lbs on 6 axles

Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

Safety

- Stops 1ft shorter than current 80,000 lb, 5-axle limit
- No significant difference in handling and maneuverability from current limit

Proposed Configuration



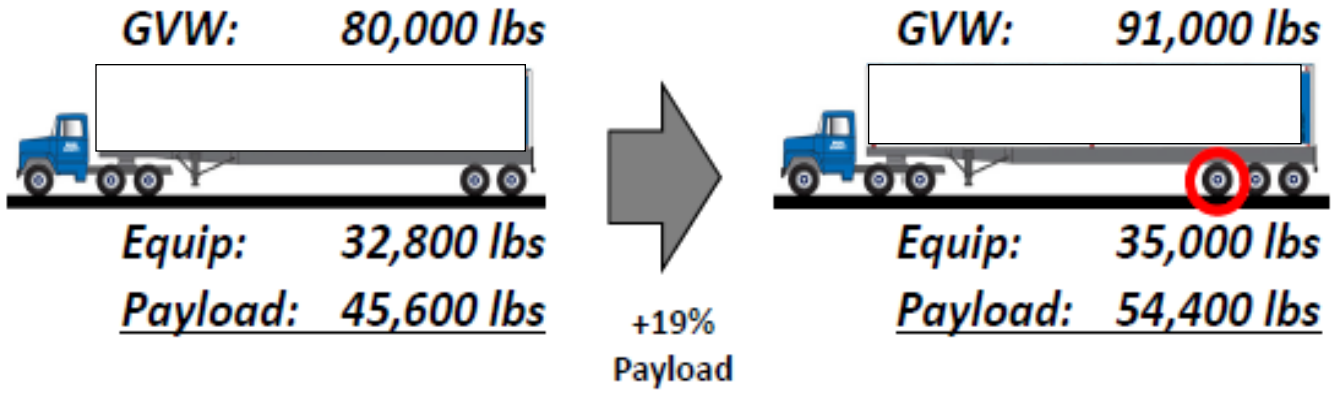
Good News about 91,000 lbs on 6 axles

Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

Infrastructure

- 2.4 – 4.2% reduction in lifecycle pavement maintenance cost on Federal Interstate Highways
- Federal Bridge Formula Compliant

Proposed Configuration



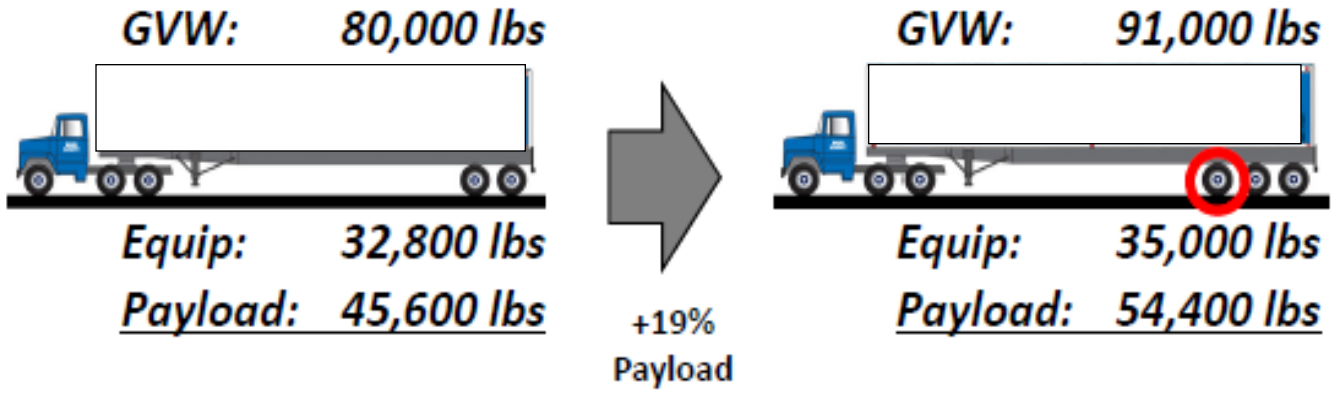
Good News about 91,000 lbs on 6 axles

Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

Reduced Congestion

- 1.2 billion mile reduction in Vehicle Miles Traveled
- $358 million reduction in annual congestion costs

Proposed Configuration



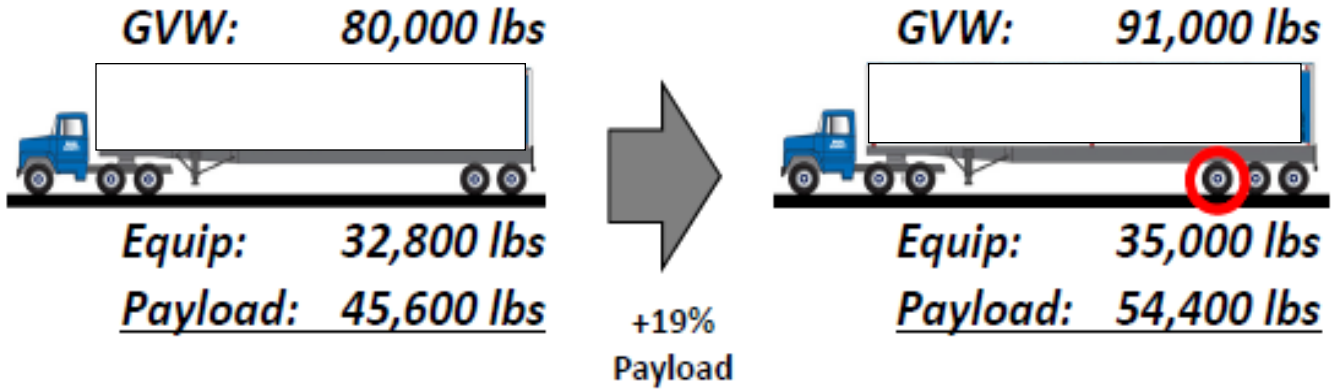
Good News about 91,000 lbs on 6 axles

Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

Environmental

- 109 million gallon reduction in annual fuel consumption
- 2.4 billion pound reduction in annual carbon emissions

Proposed Configuration



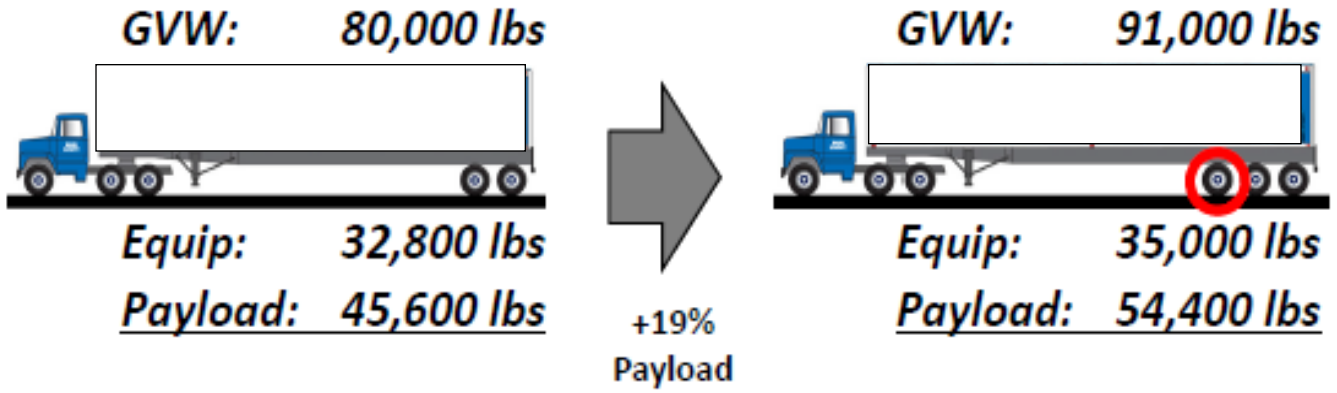
Good News about 91,000 lbs on 6 axles

Many positive findings in the US DOT Comprehensive Truck Size and Weight Limit Study

Productivity

- $5.6 billion reduction in logistics costs for American businesses

Proposed Configuration



USDOT Seeks More Data in 2015/20116 CTSWLS

Even with all that good news, in the 2015 and 2016 truck size and weight reports, USDOT made clear that it wants more truck crash data, specifically including the number of axles on the truck and its GVW (loaded weight). Today, that data is not often reported.

Limitations and Issues

Although FHWA's technical work was able to employ the latest modeling techniques in a number of areas, the analytical work revealed very significant data limitations that severely hampered efforts to conclusively study the effects of the size and weight of various truck configurations. These limitations are discussed below.

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Safety

Truck Weight Data in Crash Databases - A consistent theme in past research on size and weight issues has been the limitations of crash and exposure data. Most crash data systems are inadequate in terms of allowing precise identification of longer or heavier trucks. No State crash data system includes the operating weight of trucks at the time of the crash. The difficulty in studying actual truck weight in crash-based analyses was noted in a Transportation Research Board study (TRB, 2002), which indicated that the safety implications of GVW had been studied in only one prior research effort (Campbell, et al., 1988). The current study also does not analyze individual truck GVWs due to the lack of such data on State crash forms. Protocols and requirements for weight data for individual trucks in crash databases are needed for comparison of trucks at specific weights.

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Recommendations

At the conclusion of the Technical Reports, the Department believed that the current model and data limitations were so profound that the results could not accurately be extrapolated to confidently predict national impacts. Subsequent public input and peer review has not altered that view. As such, the Department stresses that no changes in the relevant Federal truck size and weight laws and regulations should be made until these limitations are overcome. Despite recent Congressional action approving additional size and weight exceptions and waivers on a piecemeal and nationwide basis, DOT recommends a thoughtful approach to future policy making.

To make a genuine, measurable improvement in the knowledge needed for these study areas, a more robust study effort should start with the design of a research program that can identify the areas, mechanisms, and practices needed to establish new data sets and models to advance the state of practice. This research plan could be developed by an expert panel, perhaps convened by the NAS, and should include a realistic estimation of timelines and costs. Recommended areas of research include the following:

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Highway Safety/Crash Analysis

- A lack of truck weight data for individual trucks in crash databases resulted in the State crash analyses comparing groups of control and alternative scenario trucks operating within State-specified maximum allowable GVW limits. As a result, the study team completed its comparison based on the number of axles on the vehicle rather than a comparison of vehicles at specific weights.

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- Due to the limited number of States with suitable data, the analysis of crash rates cannot be extended to other States or used to draw meaningful conclusions on a national basis. This lack of weight data on State crash reports also made it impossible to complete a comparative assessment between trucks operating at and below current Federal size and weight limits and trucks that operate above those limits.

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Conclusion

In many ways, this study produced more questions than it sought to answer. Another study effort, with more time and more money, would not at this point yield more reliable results. To make a genuine, measurable improvement in the knowledge needed for these study areas, a more robust study effort should start with the design of a research program that can establish data sources and models to advance the state of practice. Not all of this is within the purview or capacity of DOT. Even recent gains in long term reauthorization of transportation programs does not sufficiently advance the state of research and data to enable us to say when or even whether

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Changes made by Congress regarding the size and weight of vehicles allowed on the Nation's Interstate System are matters of policy. The work performed and the findings produced in this study can inform the debate on these matters but do not provide definitive evidence or direction to support any specific new change of direction in the areas of truck size and weight limitations. This work has helped identify the areas in which we are reminded that we need to know more, and that new technologies for data collection and sharing can offer us improved mechanisms for growing that knowledge.

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How to Progress?

Voluntary Pilot Program for Safety Data Collection

A limited pilot is the most achievable near term way to get additional data on the points identified by USDOT

- Collect safety data on 91,000 lb, 6-axle configuration
- Limited to 10 states with voluntary participation
- 15 years to amortize investment in additional axle or trailer
- Collect GVW and axle configuration* in accident reports for commercial trucks involved in serious accidents

Benefits of this approach

- State Flexibility – Participants must voluntarily enroll to participate
  - Implementation by the State could be through General Rule or Permitting
- Respects Infrastructure
  - Requires all loads to be comply with Federal Bridge Formula
  - Bridges can continue to be posted for weight

Safety Compliance

Seeks to address Commercial Vehicle Safety Alliance consideration factors

***CVSA does not take a position on individual proposed changes to existing size and weight limits. Instead, CVSA recommends that changes to current CMV size or weight limits not be made without first considering several factors, where applicable.** Those factors include:

- Whether or not subject vehicles are actually designed and manufactured to accommodate the additional weights they will carry
  - ✓ Our view: Pilot requires an additional axle
- Whether or not the subject vehicles are being properly maintained, with particular attention paid to the wear and tear of the vehicles' mechanical and load bearing components
  - ✓ Our view: No reduction in inspection obligations
- Whether or not any new vehicle configuration meets safety performance requirements for the roadways on which it is designed to travel, with consideration given to the possible impact to infrastructure and roadway design
  - ✓ Our view: Addition of 6th axle reduces stopping distance and was found by the 2016 CTSWLS to handle and maneuver comparably to current configuration, reduces pavement costs, and is federal bridge formula compliant
- Whether or not a minimum set of performance requirements should be established for subject vehicles?
  - ✓ Our view: States in the pilot program will collect safety data, which will aid in the appraisal of the vehicles' performance

Questions?

Contact Info:
Zachary Hartman
Zachary.Hartman@Anheuser-Busch.com
202-747-4557