Ray Burgener

From: Ray Burgener

Sent: Tuesday, October 08, 2013 11:36 AM

To: Ray Burgener

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Subject: TLRC Thank you committee

Ray Burgener with Burgener Trucking, Trans Pro and Class Trucking. We are the largest Aggregate / Dry Bulk commodity Carrier based in CO. "Truckers For Common Sense" is registered with the Sec. of State 1.5 years ago with my volunteer Lobbyist Card. Hank Hersh with Hersh Trucking and I are the Co-Directors and will do the presentation. We have 5 board members with Harley Keeter Jr. as our Senior Consultant. General membership with Allied Members also. Hersh trucking have been utilizing non-divisible oversize/overweight permits since the 50's. Burgener Trucking have been using divisible overweight permits in surrounding states over 25 years. We have years total [just Board Members] with our companies, many 2nd and 3rd generations. Our Mission Statement is "To move more freight [all commodities] with less trucks safely and efficiently and reduce the carbon footprint", which is doable. We are members of State Trucking Associations, ATA and CTP. In your handouts are 1, Federal Bridge Gross Weight Formula B. 2, H B 09-1318. 3, Weight Work Sheet concerning divisible loads on CO secondary roadways. We have had conversations with various state agencies, CSP, POE, CDOT and at the Federal level. FHWA John Berg, [size and weight specialist] and CTP. Truckers For Common Sense also hauls material to CDOT, WYDOT, NEDOT and Federal DOT highway jobs.

Hank, Saftey

Ray, 09-1318, With a tandem or triple axle trl can Gross up to 97k lbs. on 5 Axles Started out for Ag community with good intensions. but when went to all of industry, things got messy. NE and WY have provisions,[tolerance in weights] for certain commodities with no scale at point of origin. Harvest Permit, Class F permit. In 09-1318 tandem was not in original language, only triple axle. Sen Brophy Prime Sponsor of 09-1318 " Permit weight to be distributed over more wheels. This greater weight distribution will help to preserve CO highways" CDOT "Creates a permit allowing the use of "triple-axles by motor Carriers allowing them to carry heavier loads". No word of Tandem In Final Bill Summary, Senate Committee on Transportation. 4-21-09. History for bill was from 3-18-09, Introduced, Sent to Gov. 5-11-09. less than 2 months seems very fast for magnitude of Bill. Between 4-21 and 5-11 the damaging word tandem was put in. I believe special interest responsible. Mon. Sen Brophy told me Bill said 92k on 5 axles and 97k on 6 axles which is incorrect. CMCA said they thought same thing 92k on 5, 97k on 6, not the case. Brief history of HB's.

Jay Goldbaum, [CDOT Pavement Design Program Coordinator] Using 85k lbs. on 5 axles as base, 97k lbs. on 5 axles will cause 84% more damage than 85k on 5 axles. 97k lbs. on 6 axles will benefit 33% less damage than 85k lbs. on 5 axles. Pretty amazing! CDOT told me they have been selling lot of HB 09-1318 2 or 3 axle permits for 97k lbs, extremely dangerous to motoring public. Outside of AG community only a limited amount of people and a few select carriers had any knowledge of these 3 HB's again special interest. Carriers, dealers, manufacture and engineers of equipment all of industry. There was no pilot program. No research. No conversation or consult with industry, surrounding State DOT's and other Trucking Organizations. I was shocked and still am. There is no state W of Mississippi that would even think of allowing 97k lbs. on 5 axles, divisible loads, existing equipment. There in no reputable, successful, respected trl. manufacture and their engineers that would put their stamp of approval on what CO is doing with 5 axles at 97k lbs.! The $500 per truck per year fee would be pennies compared to the damage it will do to Co roadways and bridges' Costs will be in the $millions to repair roads and bridges over time. These statements are from key people in the nation. also have letters from these experts. as I have been researching and working on this off and on for 4 years. Have proof over $285k was spent on 4 H B's which could of been avoided if our Industry would have been involved with 1 H B

More info and suggested solutions.

The way it is this is hindering interstate movement of goods. What god is a weight law that stops at the state

line? I also think it is harming intrastate movement of goods. If CO in 08 would have utilized Federal Formula B on secondary roadways 1 H B, 9 continuous states plus CO secondary roads would be 10 states we could travel through with the same load. In all the other states we can haul these heavier loads with more axles on both Interstate and secondary roads alike. More productive and efficient and less costly, works for me. There is much room for improvement in Industry. We think there is an imbalance between Government and Trucking Industry.

We are suggesting 3 solutions - 1, Fed Formula B, fair and equitable for all Industry inside of Co and Outside of CO 2, Reduce gross weight of 5 axles to 92k lbs. leave 97k lbs. on 6 axles as is. 3, Look at what the feds are for Interstates, 88k lbs. on 5 axles. Something needs to be done Some speculate by 2035 there will be twice the amount of freight to move. No one wants double the amount of trucks on roads. "Truckers For Common Sense" would like o see less trucks on roads. It can be done with Government and Industry working together creatively.

Regards
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