November 3, 2015

To Members of the House of Representatives:

As you consider the Surface Transportation Reauthorization and Reform Act of 2015 on the House floor, the undersigned food and agriculture organizations urge you to support a bipartisan amendment that will be offered by Reps. Reid Ribble, Kurt Schrader, David Rouzer and Collin Peterson to include the Safe, Flexible and Efficient Trucking Act (SAFE Trucking Act) in the bill.

We believe the SAFE Trucking Act is a carefully crafted proposal with broad support that will safely improve transportation efficiency, facilitate economic growth and bring much needed improvements to the American food supply chain. It will modernize U.S. truck weight limits, allowing the food and agriculture industry to safely enhance the efficiency of truck and connected modes of transportation.

In the agriculture and food industries, our farms and businesses are growing and making products more resourcefully. But outdated federal transportation rules force trucks to leave the farm and our plants partly empty because the trucks meet current weight limits before they reach capacity. By giving states the option to raise the federal gross vehicle weight limit from 80,000 pounds to 91,000 pounds for trucks equipped with six axles rather than the typical five, the Safe Trucking Act would safely modernize truck shipments on Interstate highways by reducing the number of trucks needed to move our commodities and products through better utilization of existing capacity.

The U.S. Department of Transportation’s (DOT) Comprehensive Truck Size and Weight Study found that the 91,000 pound six-axle configuration (the SAFE Trucking Act configuration) is bridge formula compliant, would reduce pavement costs, truck miles traveled, fuel costs and carbon dioxide emissions, all while improving braking ability and maintaining handling characteristics. Freight tonnage is projected to increase 25 percent in the next decade but at the same time, DOT projects that there will be less than one percent of modal shift from rail to truck if this amendment is adopted.

On behalf of the America’s food and agriculture community, we urge you to support Rep. Ribble’s common-sense amendment because it is good for taxpayers, consumers, farmers, businesses, highway safety, and the environment.

Respectfully,

Agribusiness Association of Iowa
Agribusiness Council of Indiana
Agriculture Transportation Coalition
American Bakers Association
American Beverage Association
Nebraska Grain and Feed Association
Nebraska Soybean Association
North American Meat Institute
North Dakota Grain Dealers Association
Northeast Agribusiness and Feed Alliance
Northwest Food Processors Association
Ohio Agribusiness Association
Ohio Soybean Association
Oklahoma Grain and Feed Association
Rocky Mountain Agribusiness Association
Shelf-Stable Food Processors Association
Soy Transportation Coalition
Texas Grain & Feed Association
United Fresh Produce Association
United States Hide, Skin and Leather Association
USA Rice
U.S. Apple Association
U.S. Canola Association
U.S. Forage Export Council
U.S. Poultry & Egg Association
Western Growers
Wisconsin Agri-Business Association