



**Statement of Barbara Windsor, President and CEO of Hahn Transportation Inc.
and Chairman of American Trucking Associations
Before the House Subcommittee on Highways and Transit
(As prepared for delivery)
*March 29, 2011***

Chairman Duncan, Ranking Member DeFazio, and members of the Subcommittee, thank you for inviting me to testify on behalf of the American Trucking Associations. I am Barbara Windsor, president and CEO of Hahn Transportation, based in New Market, Maryland. I also serve as ATA's chairman.

Mr. Chairman, a safe, efficient system of highways is essential to our country's economic well-being, security, and overall quality of life. Your predecessors recognized this reality by creating the Interstate Highway System, which has served our country well.

Every day, freight flows through our ports, across our borders, and on our rail, highway, air and waterway systems as part of a global multimodal transportation logistics system. Highways are the key to this system. Trucks move 70% of our Nation's freight tonnage and earn 82% of freight revenue.

Unfortunately, our current highway system no longer meets our needs. In 2009, drivers in metropolitan areas wasted 4.8 billion hours sitting in traffic and burning 3.9 billion gallons of excess fuel, at a cost of \$115 billion. The cost to the trucking industry was \$33 billion.

Mr. Chairman, incremental solutions will not allow us to meet the Nation's current and future transportation requirements. While we know that Congress is not receptive to a fuel tax increase, we would like the record to reflect that the trucking industry is willing to accept a fuel tax increase to help fund infrastructure. Tolls on existing non-tolled Interstate Highways are not the answer. Tolls are a very inefficient means of revenue collection, and they cause diversion of traffic to alternative routes which are usually less safe and were not built to handle the additional traffic.

In addition to more revenue, the federal surface transportation program must be fundamentally reformed to maximize available resources. ATA supports a consolidated highway program, with eligibility limited to the National Highway System and other highways with significant passenger and freight traffic. Funding should also be dedicated toward addressing critical bottlenecks on heavily traveled freight corridors.

Furthermore, programs and eligibilities which are clearly not in the national interest must be eliminated or paid for from other sources. For example, we encourage Congress to consider funding all or a portion of the transit program out of the General Fund. This

Good stuff.





would provide an immediate injection of approximately \$5 billion in highway funding annually.

In addition, ATA supports the moratorium on highway earmarks. Project selection must be based on sound economic analysis.

We also need to cut government red tape and streamline the project delivery process by reforming rules that extend the timeline for project delivery by seven to 10 years.

Mr. Chairman, we can also more effectively utilize highways through the use of more productive trucks. A new federal-state partnership is necessary to promote truck size and weight reforms that improve safety, lower freight costs, reduce emissions and protect public investment in highway infrastructure. Congress must reform its laws to give states greater flexibility to change their size and weight regulations, with oversight by the U.S. Department of Transportation.

Now, turning to safety.

The trucking industry is the safest it has ever been and continues to get even safer. However, we believe that we can do better, if we recognize that truck safety is about more than regulation. It is about understanding the factors that increase crash risk and the behaviors and events that cause crashes. Future FMCSA rules and programs will only succeed to the degree to which they truly address crash risk and causation.

Using the regulatory compliance and enforcement model as the primary means to impact truck safety will yield limited returns, since it only addresses one of the many essential elements of an effective safety program. The most innovative and effective future oversight programs will be those which provide carriers with the tools to support carrier-based safety improvements. Our written statement includes recommendations addressing fatigue, a drug and alcohol clearinghouse, speed and, perhaps most importantly, active safety technologies that lower risk and prevent crashes. We have also included several hazardous materials program recommendations for the committee's consideration.

Mr. Chairman, thank you again for the opportunity to offer our views on how, collectively, we can further improve truck and highway mobility and safety.