

# Trucking in Nevada

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Legislative Hearing  
Senate Committee on Transportation  
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### Trucking Jobs in Nevada

- 62,098 jobs, or one out of 18 in the state.
- >\$2.6 billion in trucking industry wages paid in Nevada.
- \$42,368 average annual trucking industry salary.

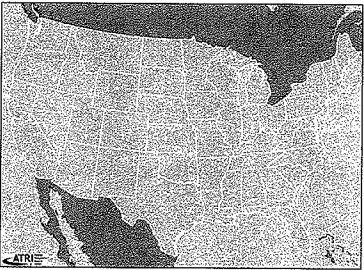
### Trucking Businesses in Nevada

- 3,415 trucking companies located in Nevada.
- Mostly small, locally owned.
- Additional supporting businesses create wide ranging positive economic impacts.

### Trucking Moves Nevada

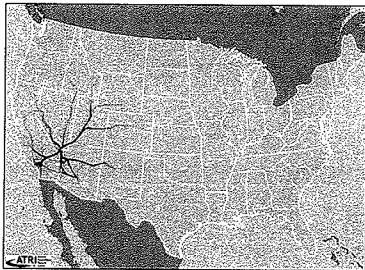
- 92.2% of total manufactured tonnage in the state was moved by truck.
- 133,565 tons per day.
- >80% of Nevada's communities depend entirely on trucks to move their goods.

### Las Vegas 1,000 Trucks Sample



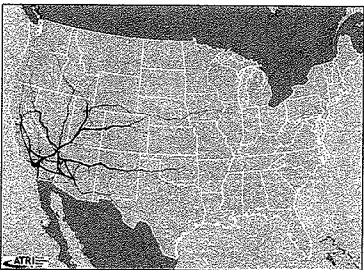
A map of Nevada with a small black dot indicating the location of Las Vegas in the southern part of the state. The map includes a grid and a small 'ATRI' logo in the bottom left corner.

### Same 1,000 Trucks After 24 Hours



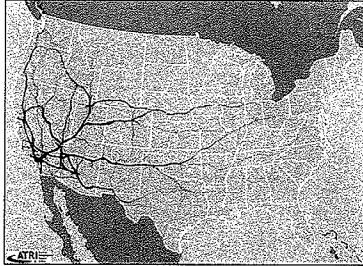
A map of Nevada showing the movement of 1,000 trucks after 24 hours. The map features a grid and a network of black lines radiating from the Las Vegas area, representing the routes taken by the trucks. A small 'ATRI' logo is visible in the bottom left corner.

### Same 1,000 Trucks After 48 Hours

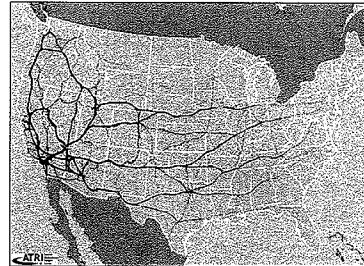


A map of Nevada showing the movement of 1,000 trucks after 48 hours. The map features a grid and a more extensive network of black lines radiating from the Las Vegas area, indicating a wider geographic distribution of the trucks compared to the 24-hour mark. A small 'ATRI' logo is visible in the bottom left corner.

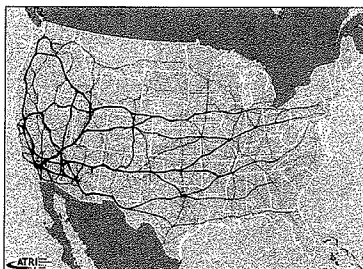
### Same 1,000 Trucks After 72 Hours



### Same 1,000 Trucks After 5 Days



### Same 1,000 Trucks After 7 Days



### State Trucking Regulation

Truckers must follow size and time restrictions on specific roadways and obtain permits for unusual loads.

-In Nevada, DMV Motor Carrier issues over-length, over-weight and single-trip permits. The DMV administers fuel tax and registration and conducts some environmental compliance activities.

-The Nevada Department of Transportation issues over-dimensional permits and provides road and weather information.

-The Nevada Highway Patrol issues amber light, emergency light and hazardous materials permits. NHP also enforces all commercial traffic and safety laws.

-Nevada Transportation Authority also regulates particular types of carriers.

### Federal and other Trucking Regulation

FMCSA—Federal Motor Carrier Safety Administration

IRS—Internal Revenue Service

OSHA—Occupational Safety and Health Administration

DHS—Department of Homeland Security

TSA—Transportation Security Administration

EPA—Environmental Protection Agency

CARB—California Air Resources Board

### Truck Weight

Generally, trucks cannot weigh more than 80,000 lbs. when operating on interstate Highway system.

- Single axle weight limit 20,000 lbs.
- Tandem axle weight limit equals 34,000 lbs.
- Tridem axle weight limit equals 42,000 lbs.
- Trucks must also comply with federal bridge laws for axle and spacing.

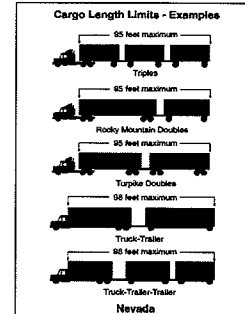
In Nevada Trucks may obtain an annual permit to carry a divisible load up to 129,000 lbs.

### Longer Combination Vehicles-LCVs

Trucks over 70 feet long with more than one trailer.

LVCs are safer and more efficient than straight Trucks.

### Longer Combination Vehicles

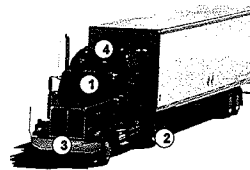


### Safety

Nationally, the large truck fatal crash rate for 2008 was 1.64 fatal crashes per 100 million vehicle miles of travel (VMT).

- This rate has dropped 64% is at its lowest point since the U.S. Department of Transportation (DOT) in started keeping records in 1975.

### Safety-Vehicle



- 1 Lane Departure Warning Systems
- 2 Roll Stability Systems and Electronic Stability Systems
- 3 Forward Collision Warning Systems with Adaptive Cruise Control
- 4 Vehicle diagnostic and location systems

### Safety-CSA

Comprehensive Safety Analysis—FMSCA has a new way to assess carriers and drivers to identify safety problems.

More focused carrier investigations based on roadside inspections.

Marginal drivers will be identified and be more difficult to employ.

### Drivers

- Driver Shortage—Estimated to be 200,000 by the end of 2011.
- Required to carry medical cards and be enrolled in a drug testing consortium.
- Required to perform Daily Vehicle Inspections pre and post-trip.
- Hours of Service—DOT asking to lower daily driving time from 11 to 10 hours.

### Hours of Service Log Book

### Heavy-Vehicle Use Tax

- Federal law requires owners of vehicles with a gross vehicle weight of 55,000 pounds or more to produce proof of payment of the Federal Heavy Vehicle Use Tax before issuance of registration plates or renewal stickers.

### Nevada Truck Taxes


- \$286.7 million in federal and state roadway taxes and fees. The industry paid
- 36 percent of all taxes and fees owed by Nevada motorists, despite trucks representing only 9 percent of vehicle miles traveled in the state.
- \$8,380 paid in state highway user fees and taxes on a typical five-axle tractor-semitrailer combination.
- \$8,959 in federal user fees and taxes over and above the typical taxes paid by businesses in Nevada.

**Average NV truck pays \$17,339**

Nevada had 33,907 miles of public roads over which all motorists traveled 20.8 billion miles. Trucking's use of 2008 public roads was 1.8 billion miles.


### Truck Taxes—IFTA

- IFTA-International Fuel Tax Agreement
  - Implemented in 1997
  - 48 contiguous States and Canada
  - Base state concept
  - Registers fleet, not individual vehicles
  - Quarterly reporting and payment
  - Carrier records must be kept in base state for audit
  - Only collects taxes imposed statewide



### Truck Taxes—IRP

- IRP—International Registration Plan
  - Implemented nationally in 1991
  - 48 contiguous States, D.C. and Canada
  - Base state concept
  - Registration based on weight and fleet miles
  - Only on the tractor (Trailers can be registered in any state)
  - If a non-IRP carrier travels interstate a trip permit is required.



### Environmental

**Fuel Consumption:** The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2008 combination trucks consumed nearly 45 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 16 percent of the total fuel consumed.

**Emissions:** Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98 percent fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97 percent since 1999.

These advancements require large capital expenditures.

## Questions

*Motion and purpose are a truck's greatest attribute.*