Colorado Trucking Industry Overview

Opportunities and Challenges

Presented by
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Colorado Motor Carriers Association
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Facts About Trucking in Colorado

- 90% of the manufactured freight commodities are transported by truck
- 79% of the communities in the Colorado are exclusively served by truck
- Trucking has a multiplier effect of three to four times
Economic Impact of Trucking in Colorado

- Trucking employed almost 100,000 people
- 1 out of 20 workers work in trucking related businesses
- Trucking pays almost $5 billion in wages
- There are 17,330 trucking companies located in Colorado, most of them small, locally owned businesses. (most have less than 10 employees)
Trucking and Warehousing
Good Jobs for Colorado Residents and Colorado Communities

- Avg. salary for trucking jobs in Colorado is over $50,000 which is significantly higher than the state average.
- Wages are rising due to a shortage of qualified drivers, many truckdrivers may earn up to $100,000 annually.
- Most trucking companies provide good benefits for their employees including health insurance, disability, and retirement options.
- Trucking companies can significantly benefit economically disadvantaged areas – (Many small towns in Utah, Nebraska, and Kansas are homes to some of the nation’s largest trucking companies).
- Trucking is a base industry that helps to mitigate economic swings.
- Unlike some industries, trucking can’t be moved off-shore or out of the country.
The truck fatality has decreased by 73% since 1975, the first year the USDOT began keeping records.

Since 1982, alcohol involvement for large truck drivers in fatal crashes has declined by 85 percent.

A recent study by Virginia Tech conducted for the USDOT found that 78% of crashes involving trucks were caused by passenger car drivers.
Truck Injury and Property Damage Statistics - 2001 through 2011

- Injuries: 30% Reduction
- Property Damage: 34% Reduction

2001 vs 2011
Trucking and the Environment
An Impressive Record of Improvement
Colorado Fleet Population and Cleaner Burning Trucks

**TOP 10 STATES ON THE ROAD TO CLEAN AIR WITH CLEAN DIESEL**

37% of all diesel trucks in operation are 2007 and newer, near-zero particulate emissions.

22% of all diesel trucks in operation are 2010 and newer, near-zero emissions.*

1. INDIANA 56.4%  
2. OKLAHOMA 48.9%  
3. UTAH 48.4%  
4. TEXAS 47.1%  
5. WYOMING 45.9%  
6. MONTANA 42.3%  
7. LOUISIANA 42.2%  
8. PENNSYLVANIA 41.6%  
9. MARYLAND 41.5%  
10. ILLINOIS 40.6%


Colorado has 41.4% of its Trucks Newer than 2007

Colorado has 24.5% of its Trucks Newer than 2010
Highlighting Where the Problem Lies for On-Highway Diesel Emissions

2002 and Later Trucks

Pre-2002 Trucks

0% 50% 100%

- Diesel Emissions Contribution
- % of Overall Trucks
Comparison of Diesel Emissions of 1988 vs. 2010 and Newer Truck

It will take 60 clean diesel trucks to equal the soot emissions...

2010

...of one truck sold in 1988.
SmartWay Tractors and Trailers

SmartWay Tractors:
- Model Year 2010 or later engine
- Integrated cab-high roof fairing
- Tractor-mounted side fairing gap reducers
- Tractor fuel-tank side fairings
- No idling
- Low-rolling resistance tires (single wide or dual)

SmartWay Trailers:
- Side skirts;
- Weight-saving technologies;
- Gap reducer on the front or trailer tails (extenders)
- Low-rolling resistance tires (single wide or dual)
Comparison of Colo. Trucking Industry’s Contributions to HUTF vs. Truck VMT in Colo.

- Trucking industry paid 33% of Colorado’s federal and state roadway taxes and fees while only representing 5.9% of vehicle miles traveled in Colorado.
State, Local, and Federal Taxes and Fees for 1\textsuperscript{st} Year on New Truck Tractor

Based on $150,000 new tractor operating approx. 100,000 miles/yr. within Colorado
(Note that this does not include taxes and fees on trailers)

<table>
<thead>
<tr>
<th>Taxes and Fees</th>
<th>$ Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Fuel Tax – 20,870 Gallons - ann.)</td>
<td>$4,278</td>
</tr>
<tr>
<td>State Registration Fees</td>
<td>$2,350</td>
</tr>
<tr>
<td>State Sales Tax</td>
<td>$4,350</td>
</tr>
<tr>
<td>Specific Ownership Tax (SOT)</td>
<td>$3,250</td>
</tr>
<tr>
<td>Colorado Bridge Safety Fee</td>
<td>$32</td>
</tr>
<tr>
<td>Colorado Road Safety Fee</td>
<td>$39</td>
</tr>
<tr>
<td>Other State Fees (permits, emissions, title fee, etc.)</td>
<td>$500 to $1,000</td>
</tr>
<tr>
<td>Local Sales Tax .5% to 3%</td>
<td>$750 - $4500</td>
</tr>
<tr>
<td><strong>Subtotal – State and Local Taxes/Fees</strong></td>
<td>$15,550 to $19,800</td>
</tr>
<tr>
<td>Fed. Excise Tax - 12%</td>
<td>$18,000</td>
</tr>
<tr>
<td>Fed. HVUT</td>
<td>$ 550</td>
</tr>
<tr>
<td><strong>Total - (State, Local, and Federal taxes and fees)</strong></td>
<td>$34,100 to $38,350</td>
</tr>
</tbody>
</table>
Key Issues and Concerns at the State Level

- Traffic Congestion and Other Problems Associated with Inadequate Funding of State Infrastructure
- Critical Shortage of Drivers and Mechanics – Need for Outreach Program, Training, etc.
- Truck Parking
- Local Regulations and Restrictions – proposed truck routes, time of day, load restrictions, etc.
- Greater access and streamlining of credentialing process
- Truck Productivity and Efficiency
Growing Truckdriver Shortage

Tractor-Trailer Drivers Demanded and Supplied

Trend-line for Number of Tractor-Trailer Drivers Demanded

Trend-line for Number of Tractor-Trailer Drivers Supplied

Source: ATA

See www.trucking.org for white-paper

239,000 potential shortfall
Average Number of New Drivers Needed Per Year Over the Next 10 Years: 96,178

Source: ATA Benchmarking Guide for Driver Recruitment & Retention
Reflection of Shortage
CDLE Postings for Jobs Feb, 2017

#10
Mechanics and Repair Techs
1700 job postings

#2
Truck and Tractor Trailer Drivers
2600 job postings
Proposed Measures for TLRC

- Requirement for Human Trafficking Course in CDL Training at Accredited CDL Schools.
- Standard Process and Opportunity for Industry and Business Input in the Designation of Truck Routes by Local Communities
- 3rd Party Registration and Credentialing for Commercial Vehicles
If you got it, a truck brought it.

JUST ABOUT THE ONLY THING NOT DELIVERED BY A TRUCK.

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