



## VERMONT TRUCK & BUS ASSOCIATION, INC.

May 6, 2021

To: House Transportation Committee  
From: William S. Smith, Esq., for VTBA

Re: H.433, Senate proposal of amendment sections 5 and 6

Key points regarding Route 4 permit and impacts on infrastructure, safety, environment, and industry

1. **Detouring** from US Route 4 on I-89 and VT Route 107 back to US Route 4 **adds 11.5 miles** (I drove both routes May 5<sup>th</sup>)
2. AOT Study therefor likely underestimates added mileage per trip (AOT estimated 5.12 miles added--?)  
(range: from 81,200 miles/yr (5.12miles in AOT report) to 172,097 miles/yr (miles actually measured))

This results in a range of **added financial costs of existing permit \$110,428+ to \$145,222** as follows:

\*Infrastructure maintenance (State of VT): **\$27,000-\$32,000/yr** paving and bridge maintenance

\* AOT also notes 'external costs' of **\$10,200/yr**

\*Fuel costs (7mpg average for Class 8 truck and trailer): \$3.08/gallon = **\$35,728 - \$75,722/yr** for 81,200 to 172,097 miles/yr (maintenance of vehicles also a factor, but not calculated here)

\* Ticket Costs at least **\$37,500/yr** (125 tickets issued by Woodstock PD x \$300 first offense)

3. **Greenhouse Gas Emissions Costs of Existing Permit:**

Each gallon of diesel fuel burned adds 10,180 grams of CO<sub>2</sub> to our atmosphere (see EPA.GOV).

11,600 to 25,585 gallons of diesel/yr = **118 to 250 metric tons of CO<sub>2</sub>/yr = equivalent of 25 to 54 cars/year.**

4. **Safety:** US Route 4 is wider, smoother and has better sight lines than VT Route 107  
Significant improvements in last 20 years. More under way right now, due to be completed September 2021  
US Route 4 is not as steep or winding as VT Route 107.
5. **Fairness:** US Route 4 from NH border to Route 100 is **27.4 miles of the 2,835 miles** of Federal, State and Class 1 highways in Vermont. It is the only portion of those 2,835 miles to have this requirement for a permit.
6. **DMV Permit** costs \$0, and there are no criteria for issuing or denying one. NOT issuing permits will save DMV the staff time to issue 855 permits/yr. It will save Woodstock the police time of issuing 125 tickets/yr. **Tickets cost approx. \$300 first offence, \$600 second offence, \$800 third offence in two years.**
7. The **signs** on each end of the affected portion of US Route 4 notify drivers that a permit is required, but not how or where to get one. There is a new pull off area in Bridgewater on the western end, but none in Hartford on the eastern end. If you turned around in Bridgewater and headed back to VT Route 107, it would add 13 miles to the trip.
8. **1432(c) applies only to standard weight and length tractor trailers.** Longer/heavier/wider need special permits.
9. If the permit is repealed, US Route 4 through Woodstock will NOT change its rank in the AOT comparison of **truck trips/day** (still 5<sup>th</sup> lowest out of 16) see Segale Presentation, 4/28/2021, page 4 of 8) (191/day to 232/day)