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ATRI Research Identifies Top Ten States That Demonstrate Superior Safety and Enforcement Performance

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FOR IMMEDIATE RELEASE

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Arlington, VA – The American Transportation Research Institute (ATRI), the trucking industry's not-for-profit research organization, today released a follow-up technical report to its previously released *Enforcement Disparities* study. In the new technical report, *Commercial Motor Vehicle Enforcement – Top 10 High-Performance States*, ATRI researchers identified the top 10 states that demonstrate superior safety and enforcement performance.

In this comparative analysis, ATRI researchers developed a weighted formula for identifying the "Top 10" high-performance states across 11 metrics highlighted in the *Enforcement Disparities* study. This analysis highlights the Best Practices of leading safety innovators in the enforcement community — providing direct benefits to both industry and enforcement partners.

ATRI's analysis identified and rank-ordered the following states as the "Top 10" High-Performers:

1. Maryland
2. Washington
3. Nevada
4. Rhode Island
5. Montana
6. Connecticut

7. New Mexico
8. California
9. South Dakota
10. Iowa

In addition, several of the “Top 10” states were also recognized as Top Tier states in ATRI's 2005 and 2011 Crash Predictor studies. In the Crash Predictor studies, states were evaluated and ranked based on effective enforcement countermeasures relative to crash rate outcomes. The overlap of six states across the three lists not only validates the findings, but provides further evidence that certain states exemplify superior safety and enforcement performance.

“These 10 states epitomize what we would like to see in all 50 states in terms of commercial motor vehicle enforcement – a balanced approach that recognizes the importance of traffic enforcement and a focus on driver behaviors that have a relationship to truck crashes,” commented Annette Sandberg, former FMCSA Administrator and former Chief of the Washington State Patrol. Ms. Sandberg currently serves as a member of the ATRI Board of Directors.

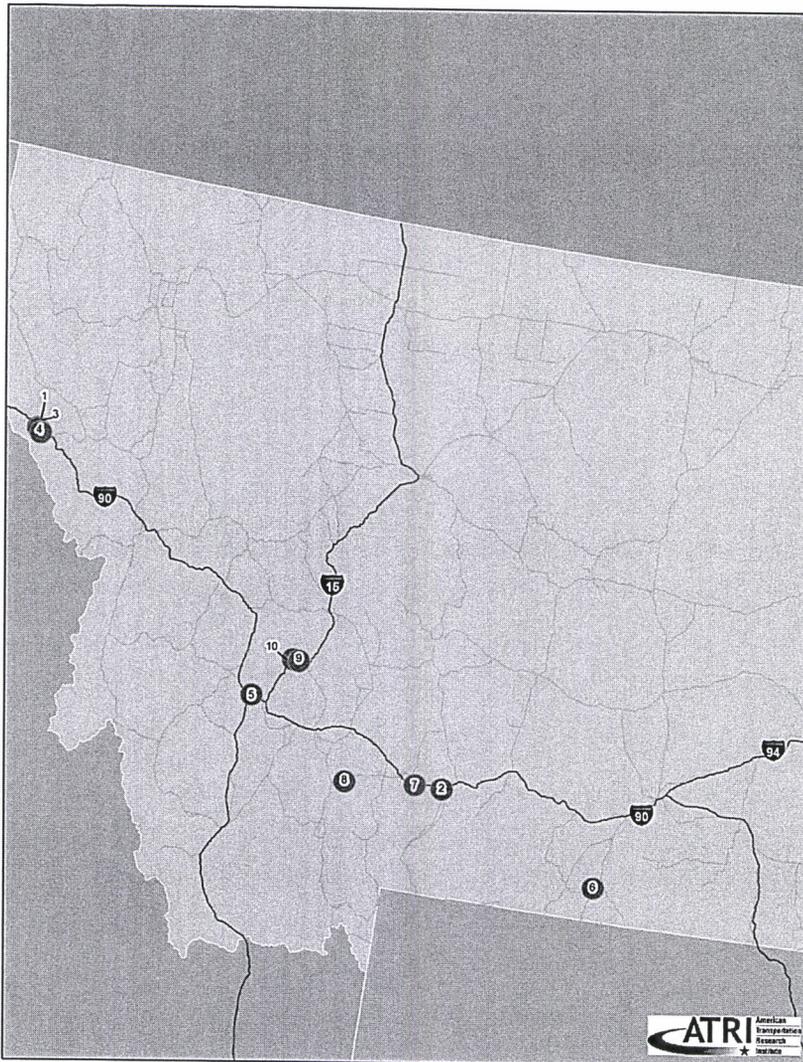
“The industry applauds these state enforcement agencies who, in partnership with their respective state trucking associations and members, have made highway safety and reduced truck crashes their top priority,” remarked Bill Graves, President and CEO of the American Trucking Associations.

A copy of this tech brief is available by clicking [here](#).

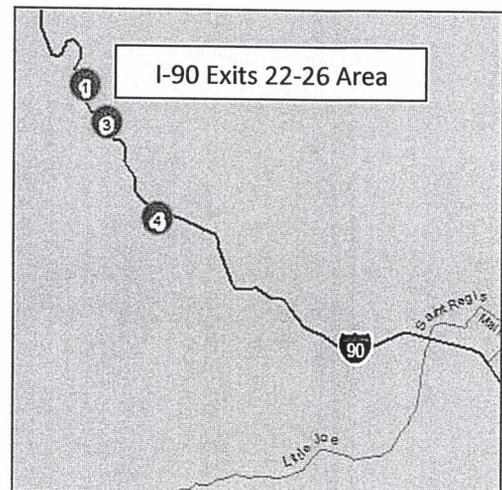
ATRI is the trucking industry's 501(c)(3) not-for-profit research organization. It is engaged in critical research relating to freight transportation's essential role in maintaining a safe, secure and efficient transportation system.

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Montana



Rollovers by Year and Severity			
Year	Fatal	Non-Fatal	Total Rollovers
2001	10	228	238
2002	4	203	207
2003	3	214	217
2004	4	197	201
2005	2	220	222
2006	11	235	246
2007	11	212	223
2008	8	171	179
2009	5	127	132
All Years	58	1807	1865



Top Rollover Locations		
ID	Location	Number of Rollovers
1	I-90 near Exit 22	24
2	I-90 near US 10	18
3	I-90 near Exit 25	16
4	I-90 at Exit 26/Ward Creek Rd	13
5	I-90 and I-15	13
6	SR 72 near Aisenbrey Loop	9
7	I-90 near Exit 316	7
8	SR 84 near Cold Spring Rd	7
9	I-15 near Exit 160	7
10	I-15 near Exit 156	6

Please refer to the full report, *Mapping Large Truck Rollovers: Identification and Mitigation Through Spatial Data Analysis*, available from ATRI at www.atri-online.org for methodology and data sources.



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Engineering Department

January 6, 2011 TRUCK STOPPING DISTANCE

In 2009, the National Highway Traffic Safety Administration (NHTSA) amended the Federal Motor Vehicle Safety Standard (FMVSS) No. 121 on air brake systems to improve the stopping distance performance of truck tractors. The rule now requires the vast majority of new heavy tractors to achieve a 30% reduction in stopping distance compared to past required levels. For these heavy truck tractors (approximately 99 percent of the fleet), the amended standard requires those vehicles to **stop in not more than 250 feet** when loaded to their gross vehicle weight rating (GVWR) and tested at a speed of 60 miles per hour (mph). For a small number of very heavy severe service tractors, the stopping distance requirement will be 310 feet under these same conditions. In addition, this final rule requires that all heavy truck tractors must stop within 235 feet when loaded to their "lightly loaded vehicle weight" (LLVW).

The following table was prepared by Mr. Paul Johnson, with Meritor WABCO Inc.
title: independent consultant

data source: no specific modeling program was used due to the variety of data available. The source is from "multiple industry inputs" including writer's calculations. Please stress the projections are based on generic vehicle configuration and assumptions and should be used for comparison purposes of the GCWR and alternative foundation brake configurations. Other vehicle changes such as ABS or general control system parameters are not considered as well as the other OEM vehicle changes needed to accommodate the various weights.

GVWR lbs	Combination Vehicle Stopping Distance Projections in Feet – 60 mph/dry road							
	Standard S Cam 15x4 front, 16.5x7 rear and trailer axle brakes		Larger Front S Cam 16x5 front, 16.5x7 rear and standard trailer axle brakes		High Performance S Cam 16.5x5 front, 16.5x8.63 rear and trailer axle brakes (higher coef. of friction lining)		Disc Brake 22.5" wheel disc brake on all axles	
	5 axle	6 axle	5 axle	6 axle	5 axle	6 axle	5 axle	6 axle
80,000	240	191	226	184	210	177	207	175
82,000	247	196	233	190	214	183	211	179
84,000	253	203	238	196	217	188	217	185
86,000	259	209	244	202	224	194	222	190
88,000	265	214	250	206	229	200	227	196
90,000	271	220	256	212	234	205	232	202
92,000	277	226	262	218	240	210	237	206
94,000	284	232	267	224	246	216	240	212
96,000	292	238	273	229	256	222	244	217
97,000	295	241	277	232	263	224	247	220

State Car and Truck Speed Limits As of February 2014

State	Speed differential between Trucks & Cars?		Speed Limit (mph)		Previous Speed Differential Eliminated?*	Notes*
	Trucks	Cars	Car	Truck		
Alabama	No	No	70		NO	
Alaska	No	No	65			
Arizona	No	No	75			
Arkansas	Yes	Yes	70	65	NO	
California	Yes	Yes	70	55	NO	
Colorado	No	No	75		NO	
Connecticut	No	No	65		NO	
Delaware	No	No	65			
Florida	No	No	70		NO	
Georgia	No	No	70		NO	
Hawaii	No	No	60		NO	
Idaho	Yes	Yes	75	65	NO	
Illinois	No	No	70		Yes	
Indiana	Yes	Yes	70	65	NO	
Iowa	No	No	70		YES	
Kansas	No	No	75			
Kentucky	No	No	65/70 on specified segments of road			
Louisiana	No	No	75		NO	
Maine	No	No	75			
Maryland	No	No	65		NO	
Massachusetts	No	No	65			
Michigan	Yes	Yes	70	60	NO	If speed limit <70 for cars, trucks 55
Minnesota	No	No	70		NO	
Mississippi	No	No	70		YES	Eliminated in 1975
Missouri	No	No	70		NO	
Montana	Yes	Yes	75	65	NO	
Nebraska	No	No	75		Yes	Eliminated in '60s
Nevada	No	No	75		NO	

New Hampshire	No		65/70 on specified segments of road			
New Jersey	No		65			NO
New Mexico	No		75			NO
New York	No		65			
North Carolina	No		70			
North Dakota	No		75			NO
Ohio	No		70			Eliminated on Turnpike 9/8/04
Oklahoma	No		75			
Oregon	Yes		65	55		NO
Pennsylvania	No		70			NO
Rhode Island	No		65			NO
South Carolina	No		70			YES
South Dakota	No		75			NO
Tennessee	No		70			
Texas	No		75, 80 or 85 on specified segments of road			Eliminated 9/1/2011
Utah	No		75/80 on specified segments of road			
Vermont	No		65			
Virginia	No		70			YES
Washington	Yes		70	60		NO
West Virginia	No		70			YES
Wisconsin	No		65			NO
Wyoming	No		75			NO

Source: Insurance Institute for Highway Safety

