

Transportation Challenges

In the Pacific Northwest Economic Region

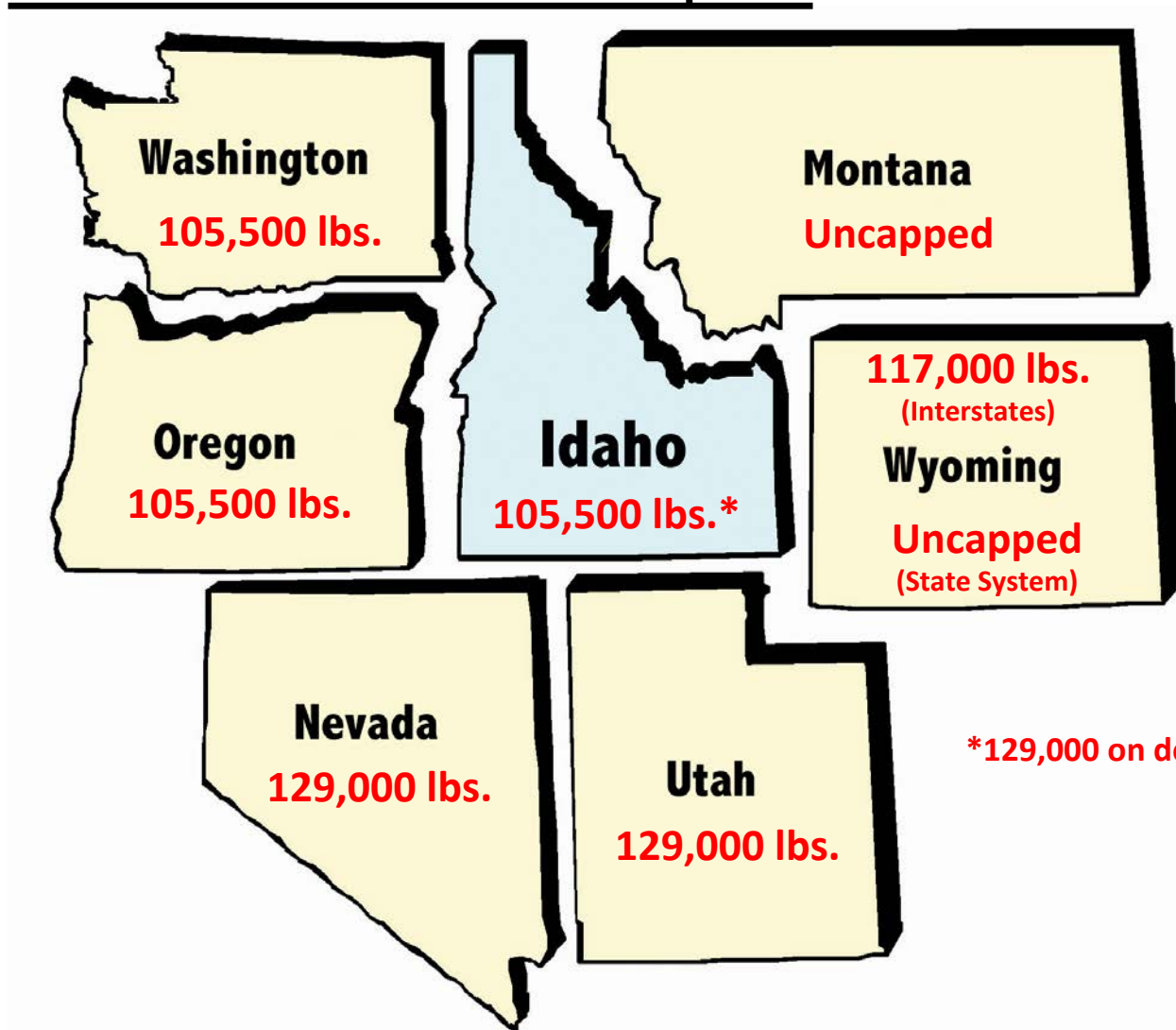


Jerry Whitehead
Chairman
Idaho Transportation Board

Maximum Truck Weights

British Columbia **140,000 lbs.** (B Train)

Alberta **140,000 lbs.** (B Train)



*129,000 on designated routes



Why is Highway Transportation So Important?

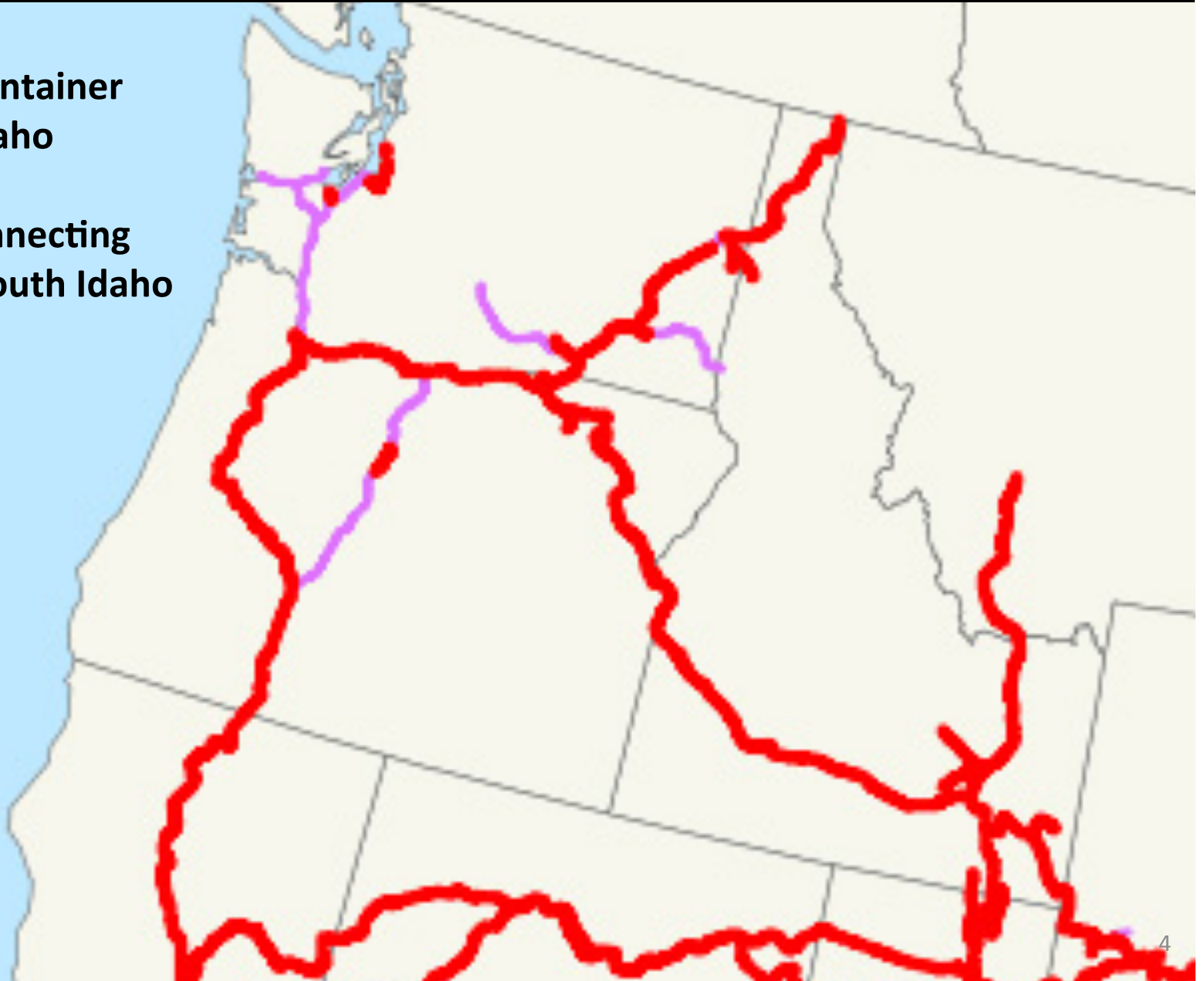
All barge and rail loads
must be hauled by trucks
at some point.

Port of Lewiston

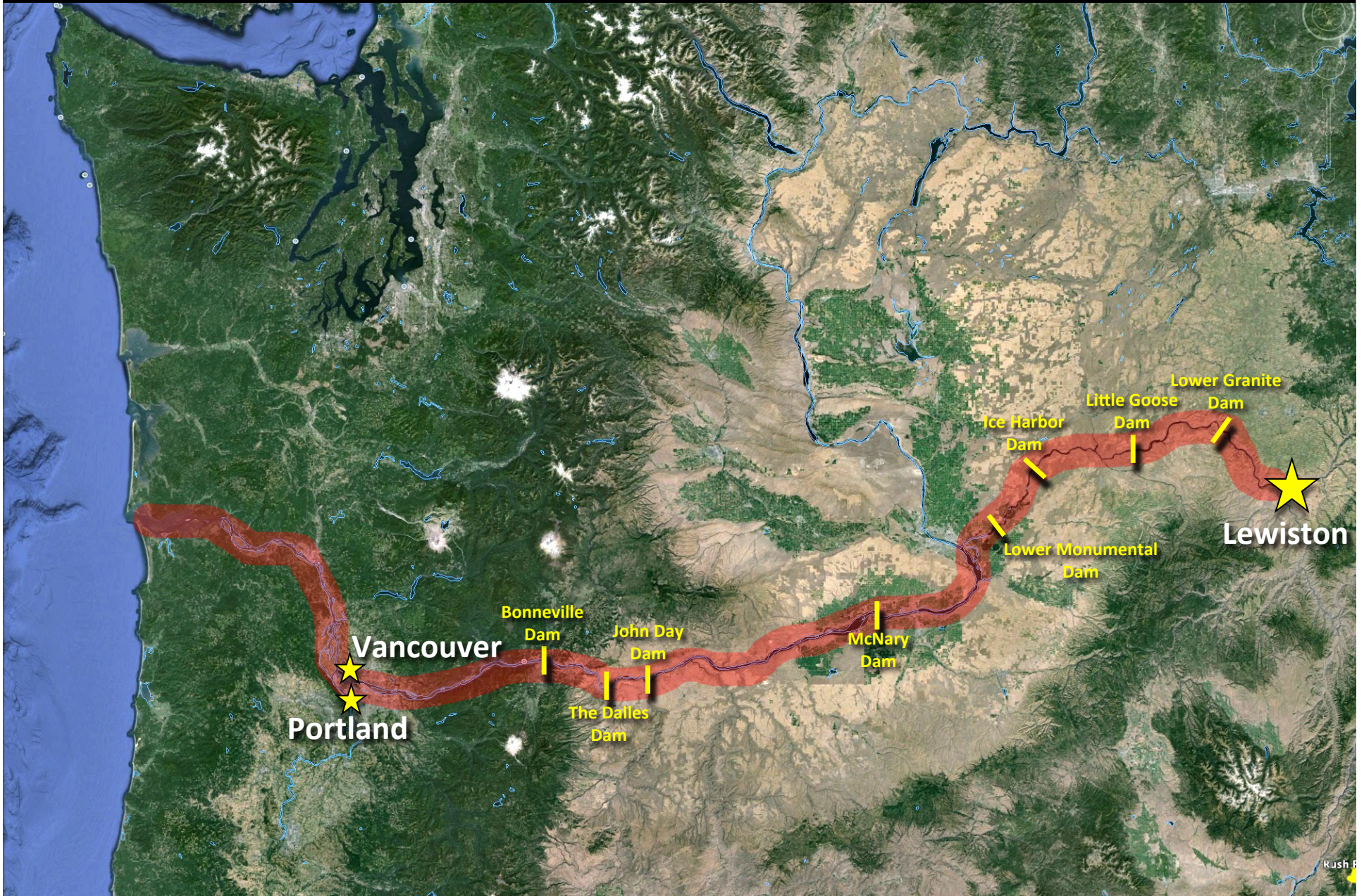


Rail Routes

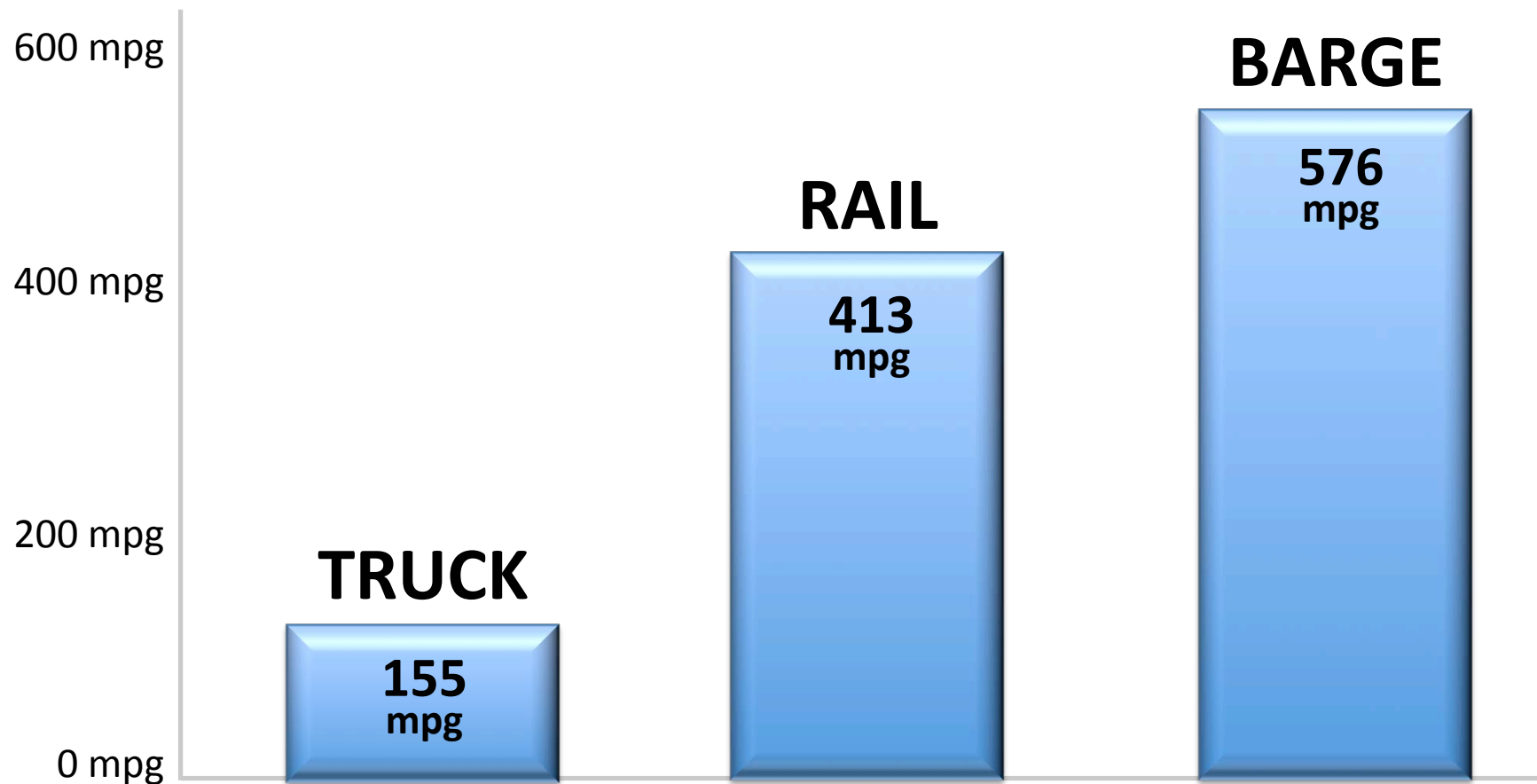
- No Direct Container Service in Idaho
- No Lines Connecting North and South Idaho



Lewiston, Idaho — The West's Most Inland Port



Miles per Gallon for One Ton of Freight



Idaho Routes Designated for Extra-Length Combinations

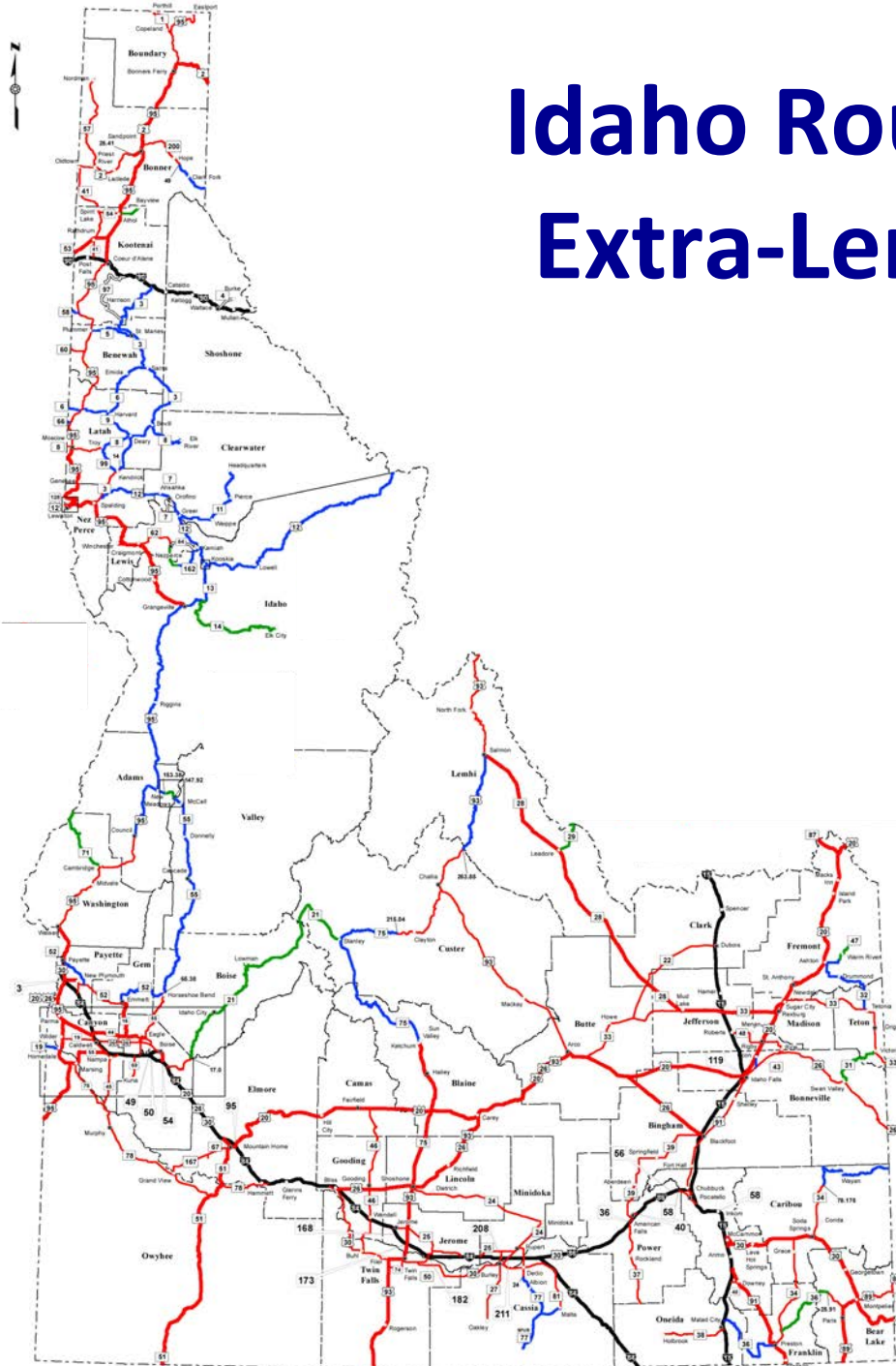
Because of Idaho's rugged terrain Idaho is the only state using this unique off-tracking system:

Black Routes: 8.7' max. off-track

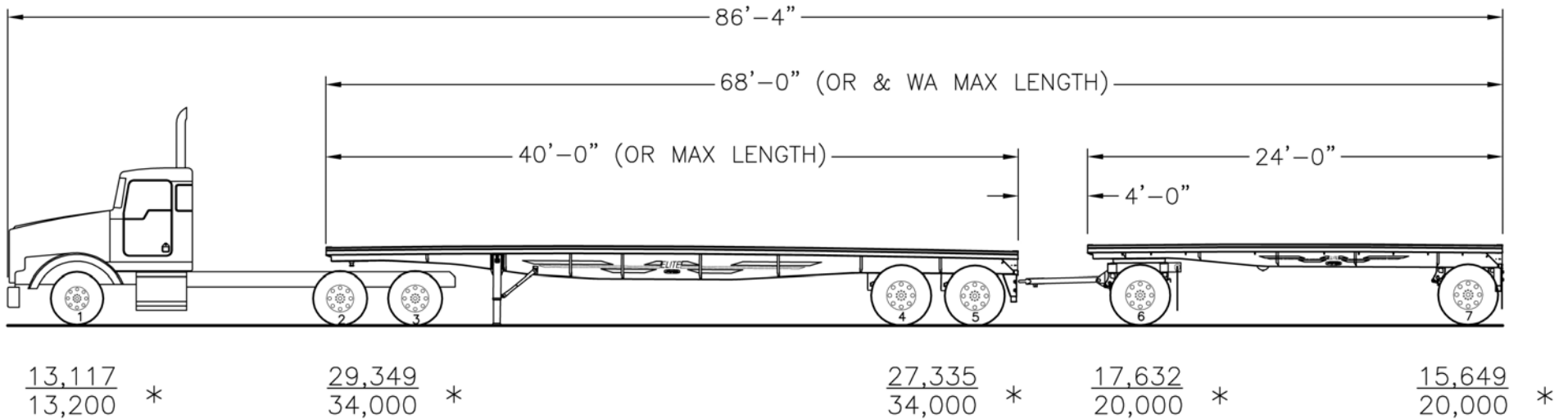
Red Routes: 6.5' max. off-track

Blue Routes: 5.5' max. off-track

Green Routes: 3.0' max. off-track



A-Train 105,500 GVW Configuration



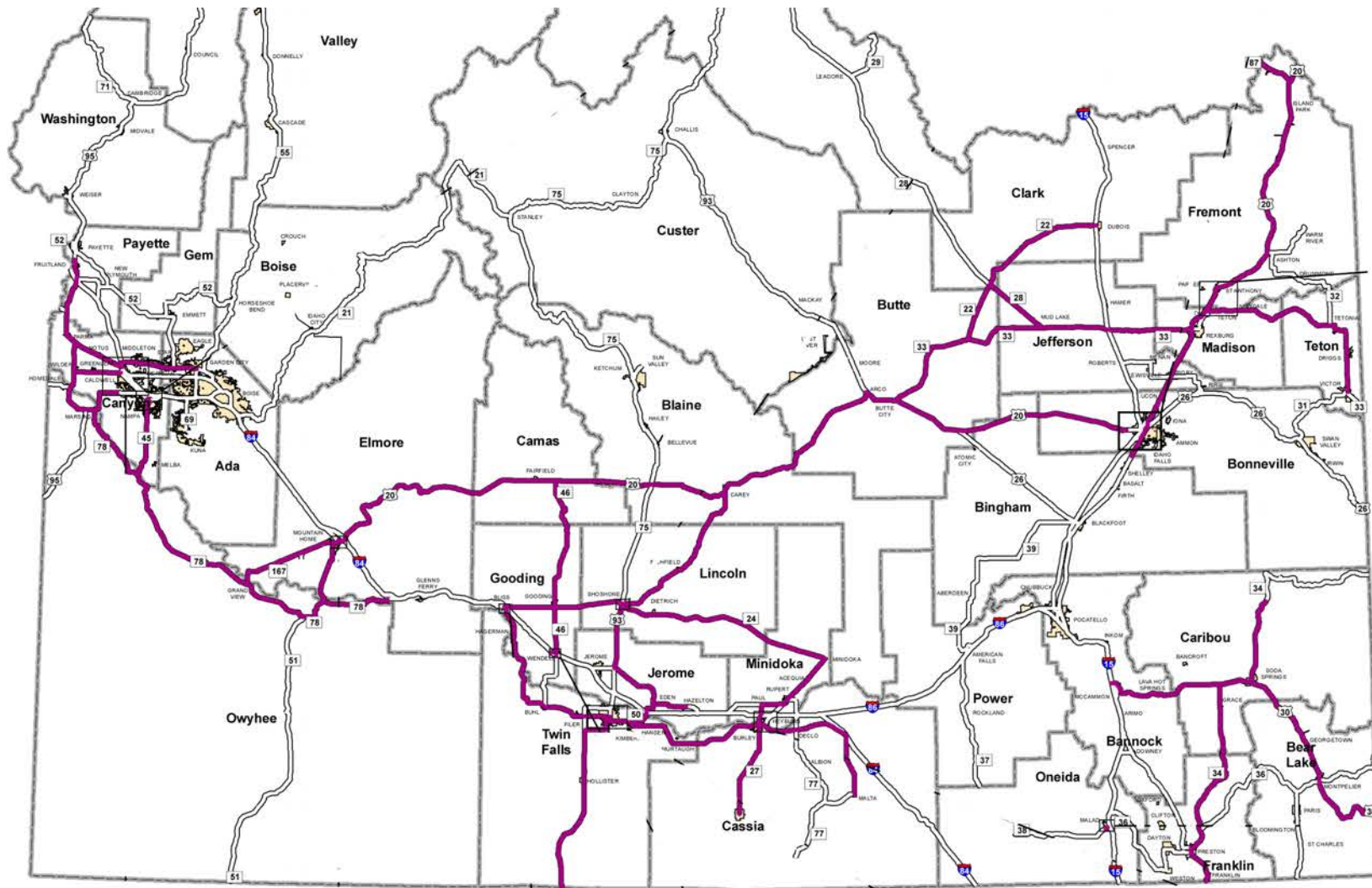
VEHICLE OFFTRACK IS 5.49 FEET.

* $\frac{\text{ACTUAL WEIGHT}}{\text{LEGAL WEIGHT}}$



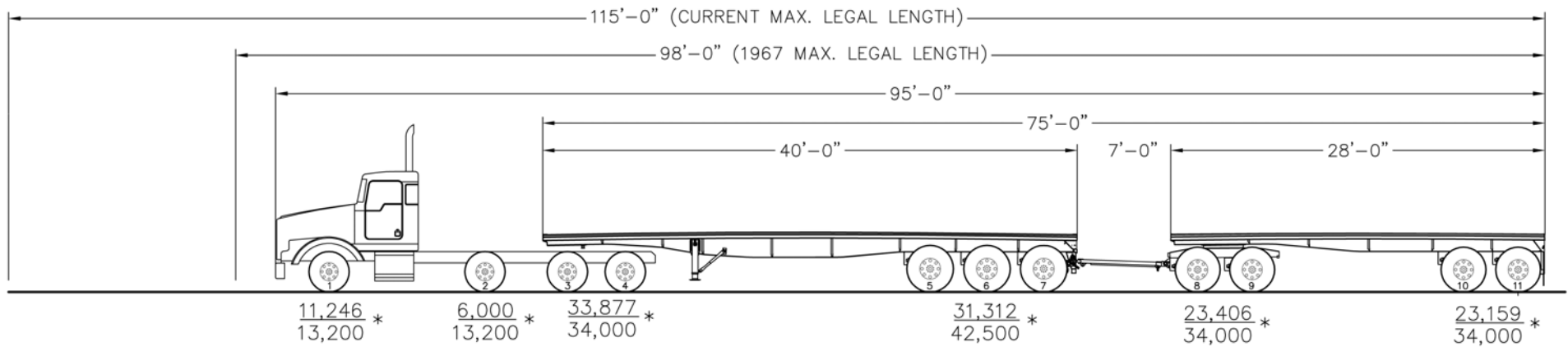
Routes Designated for 129,000 Pound Vehicles

(State routes authorized following 10-year pilot project)



Your Safety • Your Mobility • Your Economic Opportunity

A-Train 129,000 GVW Configuration

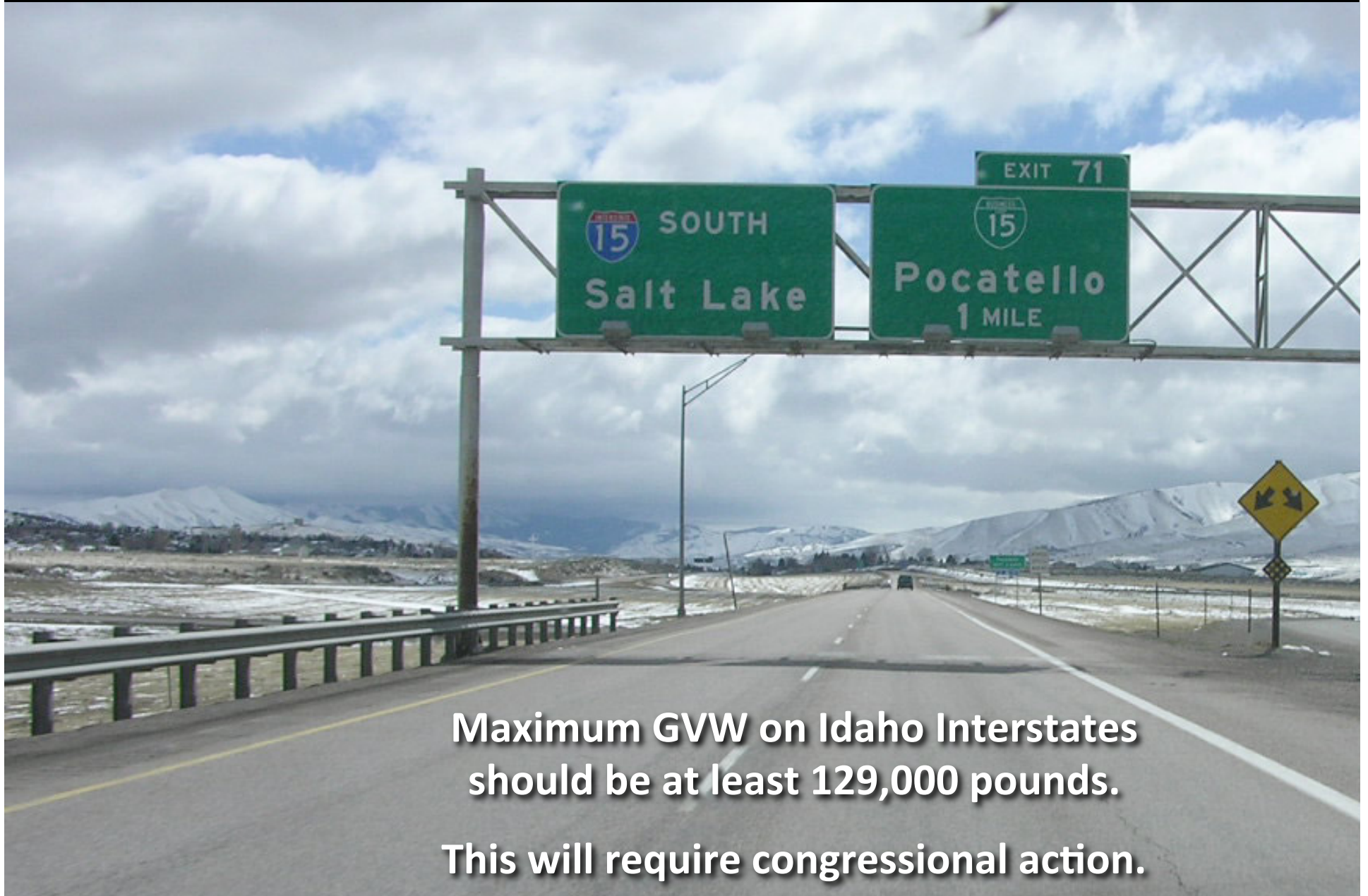


VEHICLE OFFTRACK IS 5.45 FEET.

ACTUAL WEIGHT
LEGAL WEIGHT
*



Interstate Highways



**Maximum GVW on Idaho Interstates
should be at least 129,000 pounds.**

This will require congressional action.

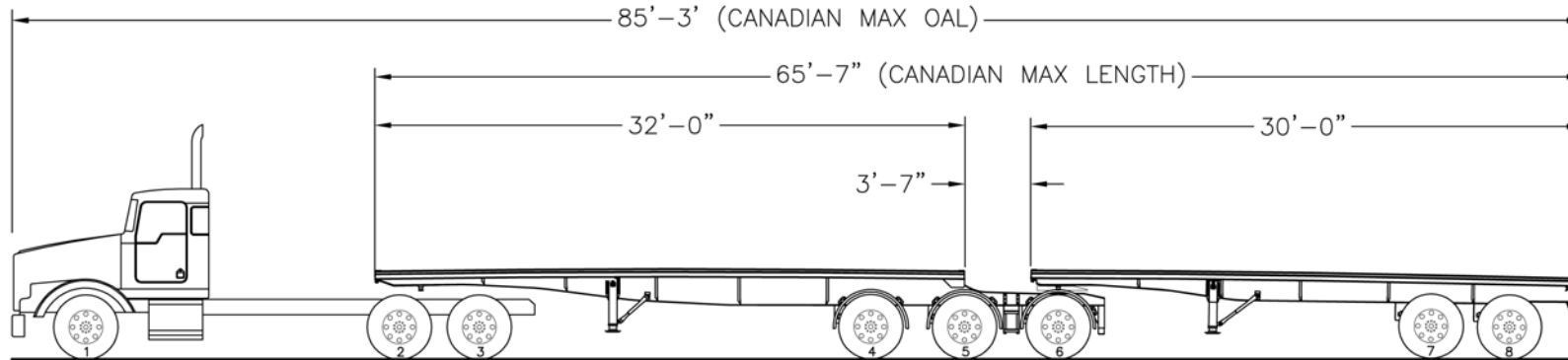
Eastport & Kingsgate — Idaho's Canadian Border Crossings



Canadian B-Train



Canadian B-Train



$$* \frac{12,125}{12,125} \text{ lbs}$$

$$* \frac{37,479}{37,479} \text{ lbs}$$

$$* \frac{52,911}{52,911} \text{ lbs}$$

$$* \frac{37,479}{37,479} \text{ lbs}$$

$$\frac{139,994}{\text{CANADA-GVW}} \text{ lbs}$$

$$* \frac{5,500}{5,500} \text{ kg}$$

$$* \frac{17,000}{17,000} \text{ kg}$$

$$* \frac{24,000}{24,000} \text{ kg}$$

$$* \frac{17,000}{17,000} \text{ kg}$$

$$\frac{63,500}{\text{CANADA-GVW}} \text{ kg}$$

$$* \frac{11,636}{13,200} \text{ lbs}$$

$$* \frac{28,641}{34,000} \text{ lbs}$$

$$* \frac{39,164}{43,500} \text{ lbs}$$

$$* \frac{27,195}{34,000} \text{ lbs}$$

$$\frac{106,636}{\text{US-GVW}} \text{ lbs}$$

VEHICLE OFFTRACK IS 5.22 FEET.

* ACTUAL WEIGHT
LEGAL WEIGHT



CANADA — Performance-Based Transportation

CANADA

2 Truck Loads = 1 Rail Car

U.S.

4 Truck Loads = 1 Rail Car

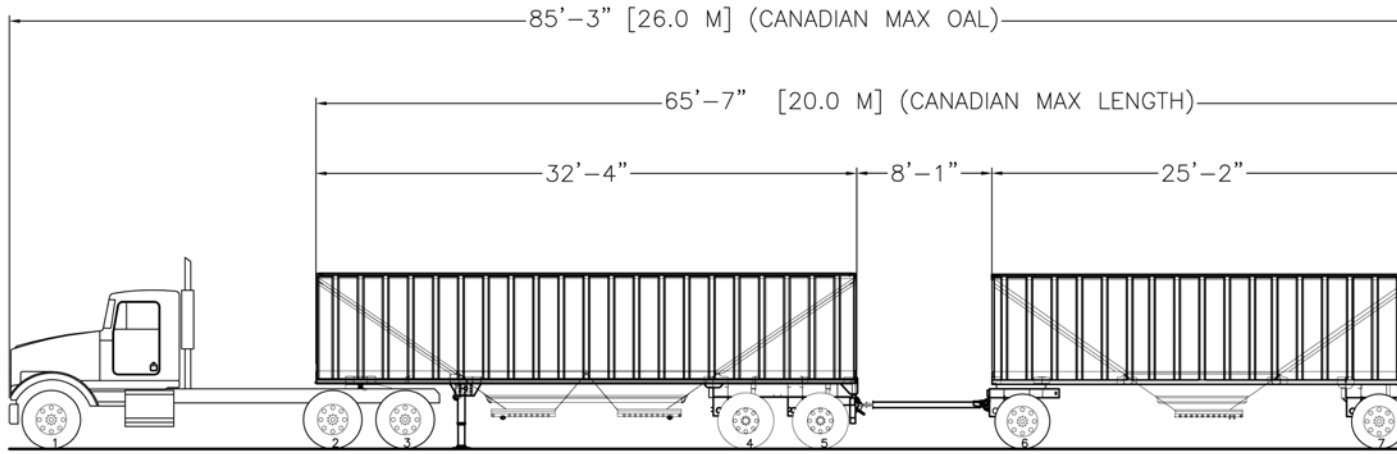


A-Train RTAC Configuration

**Currently the most efficient combination
for U.S. / Canada border crossings
in the Northwest.**



RTAC Hopper Train



$\frac{11,694}{12,125}$ lbs

$\frac{33,700}{37,479}$ lbs

$\frac{33,440}{37,479}$ lbs

$\frac{19,631}{20,062}$ lbs

$\frac{19,482}{20,062}$ lbs

TOTAL
 $\frac{117,947}{117,947}$ lbs CANADA

$\frac{5,305}{5,500}$ kg

$\frac{15,286}{17,000}$ kg

$\frac{15,168}{17,000}$ kg

$\frac{8,904}{9,100}$ kg

$\frac{8,837}{9,100}$ kg

$\frac{53,500}{53,500}$ kg CANADA

VEHICLE OFFTRACK IS 4.99 FEET.

* ACTUAL WEIGHT
LEGAL WEIGHT

$\frac{11,602}{13,200}$ lbs

$\frac{30,256}{34,000}$ lbs

$\frac{29,260}{34,000}$ lbs

$\frac{17,284}{20,000}$ lbs

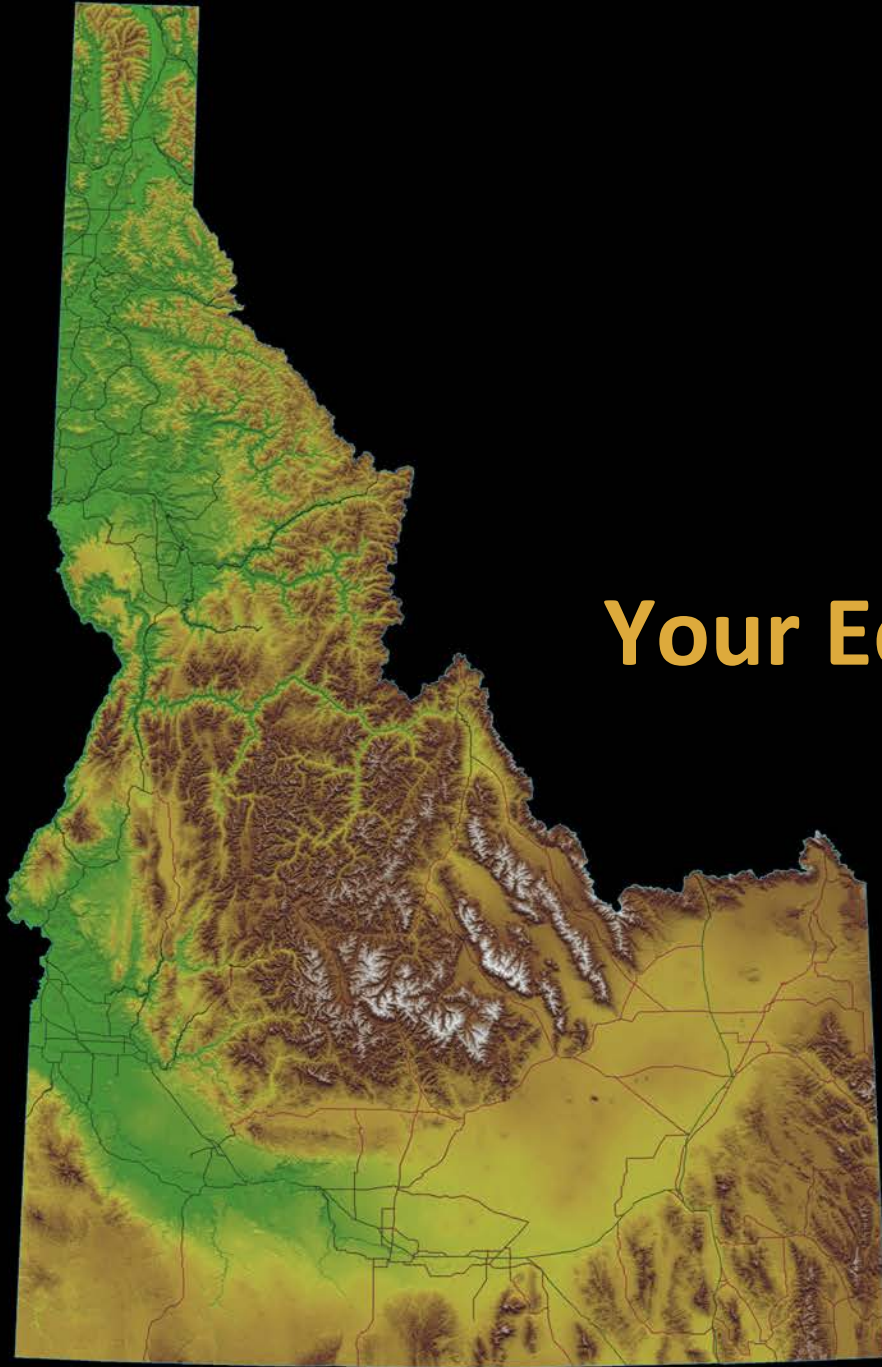
$\frac{17,098}{20,000}$ lbs

$\frac{105,500}{105,500}$ lbs USA



Where do we go from here?





Your Safety.

Your Mobility.

Your Economic Opportunity.

