



**TESTIMONY OF Steven Vaughn**  
**ON LD 1455, "An Act to Establish the Weighing Point Preclearance Program"**

Good afternoon, Senator Chipman, Representative Williams, and distinguished members of the Committee on Transportation. My name is Steve Vaughn, Senior Vice President at PrePass Safety Alliance. I'm here today to provide testimony on our support of LD 1455.

PrePass Safety Alliance (Alliance) is a non-profit public-private partnership devoted to the safe, secure, and efficient use of North America's highway system. Through the widespread deployment of PrePass advanced technologies, the Alliance works with government agencies to increase regulatory compliance in commercial vehicle operations and reduce congestion and emissions on our roadways. Through the PrePass program, the Alliance keeps qualified fleets of all sizes safely on the move by enabling them to bypass hundreds of weigh stations and ports of entry across the country, helping them save time, fuel, and money.

The Alliance Membership and Board of Directors are comprised of equal representation from state commercial vehicle compliance agencies and the trucking industry. The Board fulfills the critical role of developing PrePass operational policies and best practices, vetting and authorizing new products and services, and ensuring that safety and regulatory compliance remain the Alliance's principal focus.

The Alliance owns and operates PrePass, North America's leading truck safety bypass and data platform and the only preclearance service developed, owned, and operated in the United States. States rely on PrePass to preclear qualified commercial motor carriers to safely bypass ports of entry and weigh station facilities at highway speeds. More than 105,000 qualified fleets subscribe over 750,000 commercial vehicles to PrePass services, including Knight-Swift Transportation, UPS, Walmart, Estes Express Lines, Old Dominion, and R.C. Moore. In Maine and nearby states, PrePass has 1,624 carriers that subscribe 9,383 trucks in our program who would benefit from the Alliance being allowed to offer the PrePass program in the state.

The Alliance provides PrePass and any necessary infrastructure installation and maintenance at no cost to the states it serves. The Alliance has invested over \$900 million in developing and deploying PrePass infrastructure and services that improve safety, reduce truck-related emissions, and preserve highway infrastructure in 44 states.

Although PrePass Safety Alliance came into existence in 1993, PrePass traces its origins to a multi-year truck safety demonstration program that began in the mid-1980s. A group of innovative state Department of Transportation (DOT) directors and trucking executives sought a way to pre-screen and weigh safe and compliant commercial trucks at highway

speeds. Pre-screening trucks would provide efficiencies to the industry and state enforcement agencies, focusing weigh station inspections on carriers that needed attention, while safe trucks with solid safety scores and valid credentials bypass saving time, fuel, and money.

Known as the Crescent Project, the demonstration program brought together innovative representatives from British Columbia, Washington, Oregon, California, Arizona, New Mexico, and Texas. One of the hurdles facing the Crescent Project was overcoming an inherent distrust between public agencies (operators of the infrastructure, such as DOTs) and industry (trucking companies and drivers). The answer: create an independent third-party entity to provide a balanced perspective and ensure strict adherence to safe and efficient operation standards. Thus, PrePass Safety Alliance (FKA Heavy-vehicle Electronic License Plate, Inc.) was born.

PrePass Safety Alliance's unique public-private partnership (P3) bridges the gap between industry and government, promoting the highest level of cooperation. This unique collaboration enables the Alliance to deliver advanced safety transportation technologies developed with input from private and public sector stakeholders at no cost to our state partners. As a non-profit, all proceeds from the PrePass program are required to be reinvested in the program to further advance safety and efficiency on the nation's highways.

The Alliance is a member of all 50 state trucking associations, and the American Trucking Associations only Endorsed Featured Product. As part of our non-profit mission, the Alliance provides tremendous support to industry trade associations and organizations such as the Commercial Vehicle Safety Alliance to advance and recognize achievements in commercial vehicle safety.

At a time when many jurisdictions are experiencing a reduction in enforcement personnel, PrePass benefits provide great value. Some of these benefits include:

- All PrePass equipment, software, and services are provided at no cost to the state, including installation, maintenance, and regular upgrades to software and hardware.
  - The Alliance installs weigh-in-motion (WIM) scales under certain conditions:
    - State statute requires trucks to be weighed to receive a bypass from any preclearance system;
    - A state requires WIMs as part of a Preclearance Request for Proposal (RFP), similar process, or by contract;
    - States with multiple bypass systems must hold all preclearance providers to uniform preclearance standards, including WIM installation.
- Reduced wear and tear on roads as Alliance provided WIMS enable state personnel to electronically screen and enforce against overweight trucks.
- Enforcement efforts can focus on trucks needing more attention by allowing qualified carriers with good safety records to preclear (bypass) weigh stations.
- Limits the number of trucks entering and exiting weigh facilities, reducing congestion and improving highway safety.

- Reduced truck emissions around weigh stations help meet state air quality attainment goals.
- Helps the state meet Innovative Technology Deployment (ITD) core compliance requirements to allow states to qualify for federal truck enforcement grants.
- Access to system-wide reports for use in planning, documenting, and reporting through SafetySTAT™ software.

The PrePass bypass system also provides benefits to carriers which include:

- Drivers save time with PrePass, providing more hours on the road while improving compliance with hours-of-service requirements.
- Allows for more reliable delivery times, reducing driver stress and improving route planning.
- Helps better manage truck maintenance costs by reducing wear and tear on vehicles.
- Drivers report the availability of weigh station bypass as a top consideration in choosing a motor carrier, making PrePass an excellent recruiting tool.
- Improves safety around weigh stations – by reducing the number of slow-moving vehicles exiting and entering the highway.
- Helps carriers meet environmental responsibilities through reduced truck emissions.
- Real-time driver safety ALERTS™ keep drivers aware of dangerous road conditions.

Since The Alliance began compiling data in 1997, the PrePass® weigh station bypass program has provided:

- Over 565 operational sites
- 85 million driver hours saved
- 415 million gallons of fuel saved
- \$8 billion in operational cost savings
- 935,000 metric tons of emissions reductions
- Over one billion bypasses since 1997

The Alliance has made numerous attempts to work with Maine State Police to gain authorization to provide PrePass weigh station bypass in Maine since 2014. I have made five separate trips to Maine since 2014 to engage with the State Police to discuss the benefits of PrePass in hopes of identifying a mutually agreed upon path to provide PrePass in Maine. In addition to those visits, Alliance staff and I have discussed PrePass with Maine State Police officials at events such as the Commercial Vehicle Safety Alliance (CVSA) Spring Workshop and Fall Conferences within that same time period. Each offer has been declined without explanation other than they already have a bypass service.

If bypass services are provided at no cost to Maine, why would K Troop choose one over the other? Particularly when the choice is a foreign for-profit company over a U.S. based non-profit organization like the Alliance. That choice stifles competition and forces motor carriers to subscribe to Drivewyze to bypass in Maine even though they might use PrePass to bypass everywhere else in the country. That added cost is passed on to Maine consumers.

The Alliance prefers to come into the state as a valued partner, as we have done in nearly every other state in the country. However, with continued requests from PrePass customers and in the interest of providing carriers with a choice in bypass provider, we have elected to strongly support LD 1455. We do not wish to supplant existing bypass providers or systems. The fact is that bypass systems can and do peacefully operate side by side while delivering a service that improves highway safety, reduces harmful emissions, and protects taxpayer-funded infrastructure.

LD 1455 is common sense legislation that affords bypass options for carriers and promotes safety and efficiency on Maine's highways while reducing harmful emissions. The PrePass Safety Alliance appreciates the Committee on Transportation holding this Public Hearing and considering LD 1455. It signals the Committee's commitment to building a safer and more efficient roadway system in the State of Maine for its citizens and more welcoming environment for commercial motor vehicle companies to operate in a safer, efficient and more economical fashion.