



1400 K Street, Suite 400 • Sacramento, California 95814
Phone: 916.658.8200 Fax: 916.658.8240
www.cacities.org

July 17, 2017

The Honorable Rodney Frelinghuysen
Chairman
Committee on Appropriations
United States House of Representatives
H-305, The Capitol
Washington, D.C. 20515

The Honorable Mario Diaz-Balart
Chairman
Subcommittee on Transportation, Housing
and Urban Development
United States House of Representatives
H-305, The Capitol
Washington, D.C. 20515

The Honorable Nita Lowey
Ranking Member
Committee on Appropriations
1016 Longworth House Office Building
Washington, D.C. 20515

The Honorable David Price
Ranking Member
Subcommittee on Transportation, Housing
and Urban Development
1016 Longworth House Office Building
Washington, D.C. 20515

Dear Chairman Frelinghuysen, Ranking Member Lowey, Chairman Diaz-Balart, and Ranking Member Price,

On behalf of the League of California Cities, I write to request to request that you oppose any weight or length increases for tractor-trailer trucks, and specifically the proposal to allow longer double-trailer trucks, known as Twin 33's, on highways.

As you may know, a Comprehensive Truck Size and Weight Study completed by the Department of Transportation (DOT) and released in April 2016 recommended no changes to truck size and weight laws and regulations. The study estimates that Twin 33's could cost between \$1.2 billion and \$1.8 billion annually in additional pavement nationwide. Furthermore, research indicates that longer tractor trailers that carry more weight take longer to stop; are more prone to roll-over crashes; and inflict major damage to the roadways they travel. According to the California Office of Traffic Safety, in 2013 there were 2,360 injuries and 70 fatalities related to truck collisions in which the truck driver was at fault. As truck size increases so do the chances of a fatality occurring during the collision. Larger trucks with heavier loads also increase fuel consumption by millions of gallons of fuel per year, generate increased greenhouse gas emissions, and divert more freight to the country's already gridlocked highways.

While improving the speed and efficiency of moving of goods is critical for interstate commerce, it should not threaten public safety. We ask you to oppose any amendments to the 2018

Transportation, Housing and Urban Development Appropriations Bill, that would allow longer double-trailer trucks.

We thank you for your support.

Sincerely,

A handwritten signature in cursive script that reads "Carolyn Coleman". The signature is written in black ink and is positioned above the printed name.

Carolyn Coleman
Executive Director