

The Honorable Michael Bennet
United States Senate
261 Russell Senate Office Building
Washington, DC 20510

Dear Senator Bennet,

We are reaching out to you express our concerns to legislative proposals that involve increasing maximum truck size or weight on our nation's highways. Because there are no trips by commercial trucks that ever start or end on an Interstate, increased sizes and weights will have a significant effect on our state and municipally-maintained roads and infrastructure. Proposals to add weight of up to 91,000 pounds and expand the size of double-trailer trucks would effectively be an unfunded federal mandate, as heavier and longer trucks have been found by the U.S. Department of Transportation (USDOT) to do more damage to bridges and pavement (USDOT 2016 Comprehensive Study).

Since we are located right off I-25 and have exits that enter our town's jurisdiction, we see commercial truck traffic on State Route 60, which runs through the heart of our downtown area, as well as along the Frontage Road that runs parallel to the Interstate. Heavier and longer trucks would also decrease the life-cycle of small-scale infrastructure that both the town and private property owners maintain like signs, sidewalks, and traffic signals.

In addition to infrastructure, we share concerns about the impact to motorist safety on our roads, particularly in bad weather or with limited visibility. Heavier trucks were shown in the USDOT study to have higher crash rates and longer double-trailer trucks cause many additional problems with increased blind spots and longer stopping distances. This is part of the reason law enforcement groups like the National Sheriffs' Association (NSA) and National Troopers Coalition (NTC) have long opposed legislation putting bigger trucks on our roads.

According to the *Federal Motor Carrier Safety Administration*, there were 103 fatalities involving commercial trucks in Colorado in 2021 (the last year for which complete data is available), and 667 injuries – this represents a 21% increase in fatalities from the previous year.

Thank you again for your leadership and consideration of this issue.

Sincerely,

(signatures of Mayor and/or Members of Council / City Manager)

The Honorable John Hickenlooper
United States Senate
SR-374 Russell Senate Office Building
Washington, DC 20510

Dear Senator Hickenlooper,

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The Honorable Yadira Caraveo
United States House of Representatives
1024 Longworth House Office Building
Washington, DC 20515

Dear Representative Caraveo,

We are reaching out to you express our concerns to legislative proposals that involve increasing maximum truck size or weight on our nation's highways. Because there are no trips by commercial trucks that ever start or end on an Interstate, increased sizes and weights will have a significant effect on our state and municipally-maintained roads and infrastructure. Proposals to add weight of up to 91,000 pounds and expand the size of double-trailer trucks would effectively be an unfunded federal mandate, as heavier and longer trucks have been found by the U.S. Department of Transportation (USDOT) to do more damage to bridges and pavement (USDOT 2016 Comprehensive Study).

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