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TUOLUMNE COUNTY TRANSPORTATION COUNCIL

December 13, 2017

Congressmen Tom McClintock
2200A Douglas Blvd. Suite 240
Roseville, CA 95661

Re: TCTC urges Congress to Oppose Larger and Heavier Trucks on our Local Roads and Bridges

Dear Congressmen McClintock,

The Tuolumne County Transportation Council (TCTC) strongly opposes any proposals in Congress that would allow an increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks. Congress is debating about increasing truck length and weight. These changes include increasing weight limits for trucks from 80,000 to 91,000 pounds and allowing longer double-trailer trucks up to 91 feet in length. These changes were voted down in Congress in 2015 because of safety concerns and impacts to road and bridge infrastructure.

A study released last year by the U.S. Department of Transportation (USDOT) estimated that raising the allowable weight for trucks from 80,000 to 91,000 pounds would create over \$1 billion in bridge repairs and replacement costs on just interstate highways. While the study only looked at roughly 20 percent of these interstate bridges, USDOT did not even look at the effects these heavier trucks would have on local infrastructure. While proponents make the case that larger trucks would operate on State and Federal freeways, they fail to point out that virtually every truck starts and ends its journey traveling on local roads and crossing local bridges. Our local infrastructure is not built to the same standards as those on interstate highways. Tuolumne County taxpayers would shoulder the burden of fixing the local infrastructure impacts from larger and longer trucks.

The Tuolumne County utilizes a pavement management system to monitor the condition of the local road network road. The pavement condition index for Tuolumne County is 39 out of 100 which is rated at a Very Poor pavement condition. Adding bigger, heavier trucks will only make this situation worse.

The proposal to increase truck length to 91-foot feet would be a full 17 feet longer than the standard single-trailer truck we see on the road today. This additional length would complicate the truck driver's ability to merge and change lanes, making the operation of the vehicle that much more dangerous and would require an additional 22 feet longer stopping distances compared to today's trucks. The U.S. Department of Transportation is recommending to Congress that no changes be made in the federal limits for truck weight and size. The TCTC urges Congress, and our representatives, to reject heavier and longer trucks.

Sincerely,

Mike Ayala
Chairman – Tuolumne County Transportation Council