



June 10, 2019

The Honorable Eleanor Holmes Norton  
United States House of Representatives  
Chair, U.S. House Committee on Transportation and Infrastructure, Highways and Transit Subcommittee  
2136 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Rodney Davis  
United States House of Representatives  
Ranking Member, U.S. House Committee on Transportation and Infrastructure, Highways and Transit Subcommittee  
1740 Longworth House Office Building  
Washington, D.C. 20515

Dear Chair Norton and Ranking Member Davis:

Thank you for your leadership in the effort to improve our nation's infrastructure and safety on roadways. As you examine the pressure the trucking industry faces, we hope you will consider the benefits identified by The Americans for Modern Transportation Coalition. Our solution will reduce congestion with no cost to the taxpayer, increase safety, maximize efficiency and increase environmental gains by updating an outdated rule to allow a modest five-foot increase to twin 28' trailers. Increasing the national twin trailer standard from 28 feet to 33 feet will bring immediate and meaningful improvements to our nation to reduce some of the pressures the industry currently faces:

- **Improved Safety on Our Roads** – The reduction in the number of trucks on our roads would have tangible safety benefits. Additionally, Twin 33' trailers perform better than many other truck configurations on four critical safety measures, including stability and rollover. Research shows that the adoption of Twin 33' trailers would result in 4,500 fewer truck accidents annually, and 53.2 million hours saved due to less congestion. Furthermore, the following additional safety features on Twin 33s will enhance safety as they travel on the existing national highway network in a Twin 33 configuration:
  - Automatic emergency braking system
  - A speed limiting device capped at 68 miles per hour
  - Electronic stability control
  - On-board safety video recorder
- **Economic Benefits** – Twin 33' trailers can move the same amount of freight with 18% fewer truck trips, allowing consumers and businesses to realize \$2.6 billion annually in lower shipping costs and quicker delivery times. As times are good for the economy; freight movement also is increased and drives private investment.
- **Longer Life Cycle for Our Roads and Bridges** – The implementation of Twin 33' trailers will result in 3.1 billion fewer truck miles traveled each year, greatly reducing the impact on roads and bridges with less congestion at no cost to taxpayers.
- **Environmental Gains** – The efficiency gains from the adoption of Twin 33' trailers would equate to 255 million fewer gallons of fuel and 2.9 million fewer tons of CO2 emissions.

The private sector continues to make investments in our workforce, new technologies, and existing equipment to ensure that our fleets are as safe, efficient and sustainable as possible. We need the same forward-looking effort from our

partners in federal, state and local governments so that all Americans have access to the full promise enabled by a modern transportation system.

As we know, investments today will have residual future benefits. The 116<sup>th</sup> Congress has a unique opportunity to lay the foundation for a modern American infrastructure system, and we are encouraged that the House Committee on Transportation & Infrastructure has been full steam ahead on debating solutions. Infrastructure reform requires smart investments, consistent with the fundamental federal role, and leveraging resources from all levels of government and the private sector. We urge the Committee to support the types of investments and commonsense policies that will enhance safety as well as spur economic growth and job creation.

We look forward to continuing to work with the House Transportation and Infrastructure Committee to seize this opportunity to usher the country into a new era of safety and infrastructure investment.

Sincerely,

Randy Mullett  
Executive Director, The Americans for Modern Transportation Coalition

cc: Chairman, Ranking Member and Members of the U.S. House Committee on Transportation and Infrastructure

**Our Proposal Would**

- Modernize outdated regulations to allow Twin 33s to operate on the existing national highway network.
- Make trucking more efficient and safer with enhanced safety features.

**33'** **33'**

- A Speed Limiting Device Set at Not More Than 68 Miles Per Hour
- An On-board Safety Video Event Recorder
- Electronic Stability Control
- Automatic Emergency Braking

**Widespread Adoption Of Twin 33 Trailers Would Result In:**

 <b>3.1 BILLION</b> Fewer Vehicle Miles Traveled	 <b>\$2.6 BILLION</b> Dollars Saved In Shipping Costs	 <b>255 MILLION</b> Fewer Gallons Of Fuel
<b>4,500</b> Fewer Annual Truck Crashes	<b>53.2 MILLION</b> Hours Saved Due To Less Congestion	<b>2.9 MILLION</b> Fewer Tons Of CO <sub>2</sub> Emissions