



AMERICANS
FOR MODERN
TRANSPORTATION

June 7, 2021

The Honorable Maria Cantwell
Chair
Committee on Commerce, Science, and
Transportation
U.S. Senate
Washington, D.C. 20510

The Honorable Roger Wicker
Ranking Member
Committee on Commerce, Science, and
Transportation
U. S. Senate
Washington, D.C. 20510

The Honorable Thomas Carper
Chair
Committee on Environment and Public Works
U.S. Senate
Washington, DC 20510

The Honorable Shelley Moore Capito
Ranking Member
Committee on Environment and Public Works
U.S. Senate
Washington, D.C. 20510

The Honorable Peter A. DeFazio
Chair
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

The Honorable Sam Graves
Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairs Cantwell, Carper, DeFazio, and Ranking Members Wicker, Capito and Graves:

Thank you for your collective leadership and collaborative vision to reform, improve and bring about environmental benefits from infrastructure improvements. As you examine options to reform our transportation system for today and future generations, we hope you will consider the benefits identified by [The Americans for Modern Transportation \(AMT\) Coalition](#). Our immediate 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no cost to the taxpayer, increase [safety](#), maximize efficiency and increase [environmental](#) gains by updating an outdated rule to allow a modest five-foot increase to twin 28' trailers. Additionally, the [multiplier](#) effect will encourage domestic private sector manufacturing investments, putting U.S. workers first by supporting domestic jobs with meaningful long-term transportation benefits to help future generations with American manufacturing.

We wholeheartedly agree with leadership that the overall C- infrastructure grade from the American Society of Civil Engineers' (ASCE) 2021 Infrastructure Report Card is [not acceptable](#). This is exactly why AMT has presented a plan with a suite of [safety enhancements](#). Twin 33s are already [allowed to operate](#) in 20 states, and increasing the twin trailer standard from 28 feet to 33 feet would allow two additional pallet spaces per trailer,

bringing instant capacity and efficiency improvements for small, medium and large business customers across a range of industries from retail to hospitality to [agriculture](#).

The U.S. Department of Transportation [estimated](#) in 2016 that by 2045, total freight across all modes would reach 25 billion tons valued at \$37 trillion. We are years ahead of projected freight growth with continued e-commerce growth, as first-time online consumers permanently adopt new shopping habits. Our country can't possibly build 50 percent more lane miles in 25 years. The cost and schedule are [impossible](#) for us to meet. *Twin 33s would abide by the current 80,000 lb. weight limit and primarily operate on the federal highway network—NOT on city streets or local roads.*

Additionally, the benefits of AMT's plan include key sustainability points; the widespread adoption of twin 33' trailers would [equate](#) to 274 million fewer gallons of fuel consumed, 3.12 million fewer tons of CO2 emitted and 3.36 billion fewer vehicle miles traveled with associated transportation efficiencies. Most importantly, our proposal will improve safety on our roads. According to [research](#) by Ronald R. Knipling, Ph.D., twin 33' configurations are safer on highways than current configurations; twin 33s are more [dynamically stable](#) at highway speeds and are more stable during abrupt evasive maneuvers. Furthermore, the adoption of twin 33' trailers would result in [4,500](#) fewer truck accidents annually as the reduction of trucks on our roads would have tangible safety benefits.

Your leadership will leave a lasting impact on our multi-modal transportation system for decades to come; therefore, we respectfully ask for your consideration to modernize outdated regulations and allow twin 33s to operate for the benefit of our nation's consumers, businesses, environment and highway safety.

Sincerely,

Members of the Americans for Modern Transportation Coalition



cc: U.S. Secretary of Transportation Pete Buttigieg