

November 15, 2016

TO: MEMBERS OF THE SENATE AND HOUSE TRANSPORTATION COMMITTEE

Some of Texas's largest corporations (like Exxon-Mobile) have been quietly implementing a campaign to persuade state legislatures to change laws limiting the weight of trucks on Texas roads from the current 80,000 lbs to 97,000 lbs.

Of concern is the lack of any consideration for what impact these increases will have on our local/county roads. Commercial trucks are not limited to just the major highways. They obviously have to pick-up and deliver their cargo and a large part of this occurs on local roads.

Engineers agree that heavy trucks already cause enormous damage to bridges, and allowing heavier trucks will accelerate this deterioration. **And since Congress rejected heavier trucks on Interstates, approving this proposal in Texas would mean the heaviest trucks would operate off the interstates and on our local roads, through our communities.**

Single-trailer combination trucks with six or more axles – presumably the heaviest trucks – have dramatically higher crash rates than five-axle singles. **An analysis of TIFA data indicates that single-trailer combination vehicles with six or more axles have a fatal crash involvement rate 867% higher than the rate for all single-trailer trucks.** (*MTIC study 5-13*)

As a member of the General Federation of Women's Clubs here in Texas, I am writing to urge you to oppose any future increases in truck weights or sizes. If you have any additional questions, please feel free to contact me.

Respectfully,

(Signature)
(Black Ink Please)

Name:(Print): _____

Officer Title and Club:_____

Email: _____

Note: Signatures will be scanned and placed on one letter above your typed name.
An oversized signature with a black sharpie pen ensures the best quality scan.
Print this blank letter out and sign—then scan and e-mail back to:

Signed letters should be e-mailed to: rcowan@cabt.org

Questions: Please call Rick Cowan at 214-491-7454

Once I have received all signatures, I will provide the completed letter to someone in your Chapter to e-mail to the appropriate offices.