



November 4, 2015
The Honorable Hal Rogers
2406 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Rogers,

The American Highway Users Alliance is a nonprofit advocacy organization serving as the united voice of the transportation community promoting safe, uncongested highways and enhanced freedom of mobility. Our history of successful advocacy since 1932 has represented the interests of millions of highway users and businesses who move America's goods and services.

Last week the Truckload Carriers Association (TCA) sent a letter to Members of the United States House of Representatives opposing a common sense proposal of a modest increase of five feet for twin trailers – from 28- to 33-feet. TCA made several errors with regards to benefits, productivity, and safety of twin 33s. These claims were made despite the fact that some TCA members, including Swift Transportation, operate combination vehicles significantly longer than twin 33s. As a supporter of lengthening twin trailers, I'd like to address TCA's inaccuracies.

First and foremost, TCA asserted that the less than truckload (LTL) industry would be the only beneficiary of authorizing twin 33s. In fact, everyone that uses America's highways would benefit due to less congestion. Last week, the Federal Highway Administration released new data on vehicle miles traveled. Cumulative travel for 2015 is 3.4% higher than last year with practically no increase in highway capacity. Extending twin trailers by just five feet will save 6.6 million truck trips per year — that's a 1.3 billion-mile reduction in truck traffic. The reduction in traffic will also economize 204 million gallons of fuel annually, and it will reduce carbon emissions by 4.4 billion pounds per year.

Secondly, twin 33s have established a sterling safety record over the years on some of the nation's most heavily travelled highways, including the third-busiest toll road in the country, the Florida Turnpike. And a 2011 study comparing the features of twin 28s and twin 33s examined the academic literature on safety studies and concluded, "the literature surveyed showed that longer vehicles tend to have better vehicle dynamic characteristics and in general they have better safety performance."

Finally, twin 33s will not have any additional impact on roadways and bridges because the proposal does not change federal weight laws.

As congestion increases, the trucking industry must still meet the needs of consumers. We must seize logical opportunities to make freight shipping more safe and efficient. Twin 33s fits the bill. Thank you for your consideration and please don't hesitate to contact me to discuss the issue further.

Sincerely,

Greg Cohen, President & CEO
American Highway Users Alliance