

**From:** [vtmailer@vt-s.net](mailto:vtmailer@vt-s.net) on behalf of [Contact form at Allenstown NH](#)  
**To:** [Mulholland, Shaun](#)  
**Subject:** [Allenstown NH] CABT: We Need Your Help Opposing Bigger Trucks (Sent by Joshua Collins, jcollins@cabt.org)  
**Date:** Tuesday, August 22, 2017 11:38:28 AM  
**Attachments:** [local\\_communities\\_joint\\_letter\\_.pdf](#)

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Hello smulholland,

Joshua Collins (jcollins@cabt.org) has sent you a message via your contact form (<https://www.allenstownnh.gov/users/smulholland/contact>) at Allenstown NH.

If you don't want to receive such e-mails, you can change your settings at <https://www.allenstownnh.gov/user/60/edit>.

Message:

Administrators/Managers and Public Works officials: Please pass this on to your Select Board or City/County Councils for consideration by the members. However, we would love to have you let us list you as supporters as well highway if you support this position!

Dear Mr. Mulholland -

The Coalition Against Bigger Trucks (CABT) is collecting signatures of support for a joint letter conveying the impact longer and heavier trucks would have on infrastructure and public safety. I have attached a copy. If you would be willing to help us by adding your name in support you can reply to this email and just say "add me". You WILL NOT be added to any email list.

Our goal is for 1,000 local government officials and organizations to add their names to the letter, to share with members of congress – signing your name will have a real, positive impact on protecting our local infrastructure. The National League of Cities, National Association of Counties, the National Association of County Engineers, and many others are proud partners of CABT and hold policy positions against legislation for heavier and longer trucks.

In 2015, a weight increase to 91,000 pounds and an increase in the length of double trailers from 28' to 33' was defeated by a bipartisan group in the House and Senate, respectively. This year, a handful of large shipping companies are gearing up for a well-funded push by stepping up their lobbying efforts. There are a handful of imminent threats which makes this letter important – upcoming infrastructure bills and the push for new, limited study on impacts of Double 33-trucks from USDOT give the big truck lobbyists an opportunity to slip these proposals through quickly and quietly if there is no pushback from local governments that have to bear the brunt of the impact.

This letter represents an important message to members of Congress, highlighting the severe impacts these trucks would have on local infrastructure and public safety. Click here for more information on the subject. I appreciate your consideration and will follow up with you via

phone.

Best,

Josh Collins  
Regional Director  
Coalition Against Bigger Trucks (CABT)  
www.cabt.org  
(202) 271-9887

TEXT OF THE LETTER:

Bigger Trucks: Bad for America's Local Communities

Dear Members of Congress,

Representing local communities and Americans across the nation, we are concerned about our transportation infrastructure. We strongly oppose proposals in Congress that would allow any increase in truck length or weight—longer double-trailer trucks or heavier single-trailer trucks would only make our current situation worse.

Local communities and our residents are what drive this country. We work every day to make sure the needs and safety of our residents are met. Allowing heavier and longer trucks will most certainly set us back in our efforts. Much of our transportation infrastructure that connects people to jobs, schools and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as Interstates. Many of us are unable to keep up with our current maintenance schedules and replacement costs because of underfunded budgets.

The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our Interstates would mean additional trucks that ultimately find their way onto our local infrastructure. Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day.

On behalf of America's local communities and our residents, we ask that you oppose any legislation that would allow any increase in truck length or weight.

Sincerely,