

Text of CSLRA communication to Representatives Valadaro (CA 21st Congressional District) and Calvert (CA 42nd Congressional District) on July 17, 2017 regarding truck weight:

Subject: CSLRA Opposition to Increased Truck Weight Amendment

The California Short Line Railroad Association (CSLRA) is opposed to the pending amendment to the THUD Appropriations Bill that would allow a 10-state pilot program for heavier truck weights on our highways. A number of our member railroads serve agricultural areas, so we are not insensitive to the appeal of higher truck weights in agricultural transportation. However, on balance the additional roadway and bridge damage, traffic congestion and more severe traffic accidents that would result from heavier trucks outweigh the benefits of higher truck weights for some shippers (with respect to accidents, DOT has found that heavier trucks that operate in three states have 47 percent to 400 percent higher crash rates). Further, based on past experience with increases in truck weights, we do not believe that an increase in maximum permissible weight will reduce the number of trucks on the road; it will instead, increase the number of trucks due to traffic diversion from other modes of transportation. Given California's crumbling transportation infrastructure and huge backlog of expensive projects needed to restore that infrastructure, now is not the time to add to the stress on our roadways, culverts and bridges. We urge a "no" vote on this amendment.