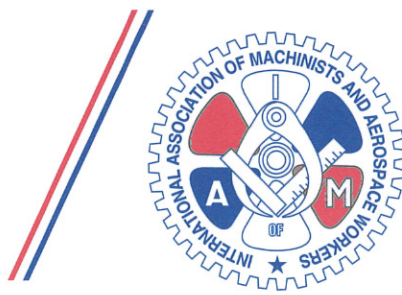


**International
Association of
Machinists and
Aerospace Workers**



9000 Machinists Place
Upper Marlboro, Maryland 20772-2687

Area Code 301
967-4500



OFFICE OF THE INTERNATIONAL PRESIDENT

September 14, 2015

RE: Please Oppose the Safe, Flexible and Efficient Trucking Act
of 2015

Dear Representative,

On behalf of the International Association of Machinists and Aerospace Workers ("IAM") and the thousands of truck drivers that we proudly represent, I respectfully urge you to oppose the so-called Safe, Flexible, and Efficient Trucking Act of 2015, H.R. 3488. This proposed legislation needlessly increases truck weight limitations and would do little to improve transportation commerce while placing additional stress on our nation's already-strained roads and bridges. If passed, this bill would result in higher costs for taxpayers; worsened gridlock and safety; and additional harm to the environment.

The issue of increasing truck weight has been brought before Congress numerous times by advocates of the trucking industry that - simply put - want to be able to transport a larger, heavier load on a single truck or longer combination vehicle (LCV). Their interests lie solely in the profitability of such a rule change instead of prioritizing the safety of all drivers as well as the maintenance costs saddled onto taxpayers. The proposed legislation aims to increase the current weight limits by 14% - an additional 11,000 lbs. per truck. This would be an unprecedented and dangerous increase that could dramatically impact road safety and costs.

An increase in truck weight would heavily impact our nation's roads and bridges. The U.S. Department of Transportation estimates the existing backlog of bridge repairs to be approximately \$121 billion (US DOT Conditions and Performance Report, 2010). If Congress were to increase weight limits for trucks, that figure could balloon by at least \$53 billion - a needless expense to saddle on the American taxpayer. Furthermore, the industry's claim that an extra axle would negate the effects of additional weight on bridges is misleading as bridges are distressed from gross weight, not just weight distribution.

The IAM believes safety must always come first. And it is clear to our membership that this bill makes our roads more dangerous for everyone involved. For the above reasons, I strongly urge you to oppose any increase in truck weight limits, including the so-called Safe, Flexible, and Efficient Trucking Act of 2015, H.R. 3488.

If you have any questions about our position, please feel free to contact our Legislative Director Hasan Solomon at (301) 967-4575 or hsolomon@iamaw.org.

Sincerely,

R. Thomas Buffenbarger
International President