



October 26, 2021

The Honorable Gavin Newsom
Governor of California
1303 10th Street
Suite 1173
Sacramento, CA 95814

Dear Governor Newsom,

My name is Tami Friedrich Trakh, a California resident, who is writing to share my serious concern for roadway and truck safety due to the exemptions to commercial truck size and weight permitted by way of **Executive Order N-19-21**. I write to you as a Board member of the Truck Safety Coalition (TSC), a partnership between Parents Against Tired Truckers (P.A.T.T.) and Citizens for Reliable and Safe Highways (CRASH). I am also tragically someone who is intimately aware of the public dangers that a poorly regulated commercial truck industry can cause to families. My sister Kris, brother-in-law Alan, niece Brandie and nephew Anthony were all killed in a large truck crash. Larger, heavier trucks will only cause others to experience the devastation my family has.

The truck size and weight exemption in EO N-19-21 must be *extremely short in duration*.

There is simply no question that heavier trucks are more dangerous and will result in more severe crashes. Countless studies have repeatedly shown that adding more weight to a truck makes it more dangerous and deadly to passenger vehicles. For example, in 2016, the U.S. Department of Transportation **reported higher crash rates, between 47%-400%**, for trucks weighing over 80,000 pounds. **In a truck crash with a passenger vehicle, it will come as no surprise that 96% of the fatalities were car occupants** according to the Insurance Institute for Highway Safety (IIHS). This is due to the substantial difference in the size and weight of large trucks compared to a 4,000-pound passenger vehicle. Despite safety features such as air bags, crumple zones, seat belts, and driver assist technologies that are in passenger vehicles today, these features cannot completely preclude injury or prevent the death of passenger vehicle occupants during an impact with a semi-truck that is 30 times heavier.

For Californians, this has tragically resulted in an average of 450 truck crash fatalities in the past two years, well over 2,000 fatalities in a five-year span. There is no research showing that allowing permits for heavier trucks leads to safer roadways. In fact, research proves that in the last 35 years, allowing heavier, overweight trucks results in MORE trucks on the roads and faster degradation of our critical infrastructure such as roads and bridges. Research indicates that an overweight 120,000-pound truck does TWICE the amount of pavement damage than an 80,000-pound truck causes when driven on roads not designed for these massive loads.

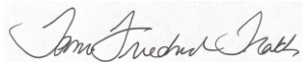
Adding weight to trucks also adds length to the stopping distance. Current Federal standards require passenger cars to stop in 215 feet, but large tractor-trailers weighing just 80,000 pounds can take up to 355 feet to come to a stop on dry pavement -- the entire length of a football field. A 100,000-pound truck needs 25% more stopping distance than an 80,000-pound truck. A 120,000-pound truck needs to travel as much as 50% further than an 80,000-pound truck before it can safely stop. Furthermore, excessive weight trucks are 18% more likely to have brake violations.

Please **safeguard California's most important asset, the public**, as well as the critical infrastructure we all rely on from further deterioration. Extended overweight permitting will only make California vulnerable to more catastrophic and horrific truck crashes. Please protect California families and spare them the loss of loved ones by keeping the truck size and weight exemption in **EO N-19-21** extremely short and narrow in duration while addressing the ongoing supply chain crisis. In no way should this executive order be viewed as a test run for expanding truck size and weight on a more permanent basis.

Sincerely,

Tami Friedrich Trakh, Board Member

Citizens for Reliable and Safe Highways (CRASH)



Dawn King, President

Truck Safety Coalition



Daphne Izer, Co-Chair

Parents Against Tired Truckers (P.A.T.T.)



Russ Swift, Co-Chair

Parents Against Tired Truckers (P.A.T.T.)



Zach Cahalan, Executive Director

Truck Safety Coalition (TSC)

A handwritten signature in black ink, appearing to be 'Z. C.', located below the text 'Truck Safety Coalition (TSC)'. The signature is stylized and cursive.