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The Honorable Michael Bennet
United States Senate
261 Russell Senate Office Building
Washington, DC 20510

Dear Senator Bennet:

From adequate funding to our cities, COVID-relief, tackling climate change and other ways in which the federal government can help our community, I appreciate the work you are doing on behalf of The City of Aurora in Washington, DC.

As the Chair of our city's Transportation, Airports and Public Works Committee, I wanted to express my opposition to any federal legislation that would allow even heavier and longer commercial semi-trucks on our roads.

Aurora is Colorado's third largest city with a diverse population of more than 388,000, and that means we experience not only a great deal of commuting traffic on our local roads, but also a fair share of commercial truck traffic as well.

In my ward in particular, some areas like Mississippi Avenue and South Abilene Street experience very high volumes of commercial truck traffic that can both snarl regular traffic and degrade the quality of our roads and small infrastructure through every-day wear and tear. Other parts of town, especially in the northern reaches of the city along the I-70 corridor, see even more heavy trucks because of the heavy presence of logistics and semi-industrial businesses.

Certainly, a federal allowance of even heavier or longer trucks would make this situation much worse, not to mention more dangerous for our motorists, bicyclists, and pedestrians alike.

In addition to these factors, we know that bigger trucks will do more damage to our local infrastructure – this ends up costing the city funds that could be used for other goals. The USDOT outlines these massive costs to infrastructure in their 2016 Report, with heavier 91,000-pound trucks negatively affecting more than 4,800 bridges and costing \$1.1 billion dollars (USDOT 2016 Technical Reports). At a time when Congress has worked so hard to approve funding for an infrastructure bill, any amendments allowing bigger trucks would certainly set us back in terms of maintaining quality infrastructure.

Lastly, we know that bigger trucks would lead to significant diversion from freight rail and contribute to more carbon emissions, and our ward is all-in to fight the advance and impact of human-contributed climate change.

Thank you for your previous support in opposing bigger trucks, and please let me know if you have any questions.

Sincerely,

Juan Marcano
Council Member, Ward IV
Chair, Transportation, Airports, and Public Works Policy Committee