



COUNCIL WORKSHOP MEETING AGENDA
City Council
September 16, 2025
5:00 P.M.

HAL BALDWIN MUNICIPAL COMPLEX COUNCIL CHAMBERS
1400 SCHERTZ PARKWAY BUILDING #4
SCHERTZ, TEXAS 78154

CITY OF SCHERTZ CORE VALUES

Do the right thing

Do the best you can

Treat others the way you want to be treated

Work cooperatively as a team

AGENDA

TUESDAY, SEPTEMBER 16, 2025 at 5:00 p.m.

Call to Order

Hearing of Residents

This time is set aside for any person who wishes to address the City Council. Each person should fill out the speaker's register prior to the meeting. Presentations should be limited to no more than 3 minutes.

All remarks shall be addressed to the Council as a body, and not to any individual member thereof. Any person making personal, impertinent, or slanderous remarks while addressing the Council may be requested to leave the meeting.

All handouts and/or USB devices must be submitted to the City Secretary no later than noon on the Monday preceding the meeting. Handouts will be provided to each Councilmember prior to the start of the meeting by the City Secretary. All USB devices will be vetted by City IT staff to ensure City property is protected from malware.

Discussion by the Council of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

Discussion and Action Items

1. **Join the American Flood Coalition** (Councilmember Heyward)
2. **Join Coalition Against Bigger Truck** (Councilmember Heyward)

Adjournment

CERTIFICATION

I, SHEILA EDMONDSON, CITY SECRETARY OF THE CITY OF SCHERTZ, TEXAS, DO HEREBY CERTIFY THAT THE ABOVE AGENDA WAS PREPARED AND POSTED ON THE OFFICIAL BULLETIN BOARDS ON THIS THE 10TH DAY OF SEPTEMBER 2025 AT 6:45 P.M., WHICH IS A PLACE READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES AND THAT SAID NOTICE WAS POSTED IN ACCORDANCE WITH CHAPTER 551, TEXAS GOVERNMENT CODE.

SHEILA EDMONDSON

I CERTIFY THAT THE ATTACHED NOTICE AND AGENDA OF ITEMS TO BE CONSIDERED BY THE CITY COUNCIL WAS REMOVED BY ME FROM THE OFFICIAL BULLETIN BOARD ON _____ DAY OF _____, 2025.

TITLE: _____

This facility is accessible in accordance with the Americans with Disabilities Act. Handicapped parking spaces are available. If you require special assistance or have a request for sign interpretative services or other services, please call 210-619-1030.

The City Council for the City of Schertz reserves the right to adjourn into closed session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by the Texas Open Meetings Act.

Closed Sessions Authorized: This agenda has been reviewed and approved by the City's legal counsel and the presence of any subject in any Closed Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144(c) and the meeting is conducted by all participants in reliance on this opinion.

CITY COUNCIL MEMORANDUM

City Council Meeting: September 16, 2025

Department: City Secretary

Subject: Join the American Flood Coalition (Councilmember Heyward)

BACKGROUND

What is the American Flood Coalition? The American Flood Coalition is a nonpartisan Section 501(c)(3) nonprofit organization that brings together elected officials, cities and counties, military groups, businesses, local leaders, and civic groups to advance national solutions that support flood-affected communities and protect our nation's residents, economy, and military installations.

Attachments

What is American Flood Coalition

AFCA Key Items

What is the American Flood Coalition?

The American Flood Coalition is a nonpartisan Section 501(c)(3) nonprofit organization that brings together elected officials, cities and counties, military groups, businesses, local leaders, and civic groups to advance national solutions that support flood-affected communities and protect our nation's residents, economy, and military installations.

What is the goal of the American Flood Coalition?

The American Flood Coalition advocates for policy changes and practical national solutions to address the issues posed by rising seas and flooding. We support policies that strengthen our economy, invest in our communities, and safeguard our national security. With effective planning, our flood-affected communities can adapt and thrive. By investing in planning and projects to proactively address flooding and sea level rise, we can protect our ports, highways, runways, businesses, schools, and homes while creating jobs and economic opportunities in our local communities.

Is the American Flood Coalition only focused on flooding and sea level rise?

Yes – flooding and sea level rise are serious and immediate issues that affect our communities and the hundreds of millions of Americans who live there each day.

What is the American Flood Coalition's platform?

We support policies that impact four key areas:

- **Economy:** Investing in infrastructure and natural solutions that boost the economy and protect property values by creating dedicated federal funding and incentives for resilience.
- **Communities:** Using smart planning to keep communities safe and save taxpayer dollars by expanding pre-disaster mitigation programs and adopting resilient standards for federal spending.
- **Rebuilding:** Rebuilding our communities with a clear-eyed view of future risk to protect them from future flooding.
- **Military:** Ensuring readiness 365 days a year by giving the military the authority to assess and address the impact of flooding on- and off-base.

Who is the American Flood Coalition?

Our coalition includes elected officials, military groups, towns, cities and counties, nonprofit organizations, businesses, and local leaders. We have a full list at this [link](#).

Why are flooding and sea level rise urgent issues right now?

Flooding and sea level rise are urgent because 126 million Americansⁱ are at risk. 1 in 8 Americans live within a 100-year floodplain, despite FEMA's flood maps estimating only 1 in 25 Americans are at risk.ⁱⁱ 53 mission-critical basesⁱⁱⁱ and 37 major ports^{iv} across the nation are also directly vulnerable. Here's what we know:

- **Proactive solutions save money:** Every \$1 spent on pre-disaster mitigation saves up to \$7 in disaster relief.^v This not only protects communities, but ensures we are faithful stewards of the taxpayer's money.
- **It's a major economic issue:** Crucial regional and national economic drivers - ports, tourism and hospitality industries, and real estate, among others - are under siege from flooding and sea level rise. These impacts extend far beyond the boundaries of individual flood-impacted communities.

- **It's a national security issue:** 53 mission-critical Navy, Army, and Air Force bases are currently vulnerable to sea level rise, leading to recurrent “sunny-day” flooding and reducing our military readiness.^{vi} For example, flooding in Virginia impacts the access road to Norfolk Naval Base about 10 times a year.^{vii}

What makes the American Flood Coalition unique?

The American Flood Coalition is unique because of its laser-focus on flooding and sea level rise and how its diverse, nonpartisan coalition works together to advocate for solutions and national policies to protect our communities. No other organization brings together this range of different organizations, cities, and individuals who are collectively advocating for solutions that address flooding at the national level.

Are there any costs or legal obligations to joining the American Flood Coalition?

No, there are not. Membership is entirely informal, costs nothing, and does not create any legal ties or obligations. As a result, any member is free to withdraw at any time.

Does the American Flood Coalition hold annual conferences?

Not at this time, but we do arrange events in Washington, D.C. and in multiple regions across the country.

How is the American Flood Coalition funded?

The American Flood Coalition is a nonpartisan Section 501(c)(3) nonprofit organization that is supported by philanthropic funding, including funding from multiple family foundations and institutional funders. The Coalition does not and has not ever received funding from the general public or from corporate sources. We comply with all public financial disclosure and transparency laws governing Section 501(c)(3) organizations.

Do you take on controversial issues/what if I disagree with your policy choices?

Our [policy platform](#) is a broad set of principles and goals that each member agrees to when they join the coalition. This platform is designed to focus on areas of common interest across our diverse membership. Coalition support for a particular policy or unique piece of legislation does not imply the endorsement of the individual members of the Coalition. Likewise, if an individual member of the Coalition voices support for a particular policy or piece of legislation, such support does not imply endorsement of the Coalition.

Who do I contact with additional questions about the American Flood Coalition?

Send an email to info@floodcoalition.org, and a member of our team will be happy to address your question.

i [NOAA](#), 2015
ii [CityLab](#) and [YaleEnvironment](#), 2018
iii [U.S. Department of Defense](#), 2019
iv [JOC Container Shipping and Trade News](#), 2019
v [Pew Research Center](#), 2019
vi [U.S Department of Defense](#), 2019
vii [National Geographic](#), 2017

Key Federal Policy Priorities advocated by American Flood Coalition Action as well as Flood Finder tool.

Key AFCA federal policy priorities included in House Transportation & Infrastructure Committee bipartisan FEMA reform bill.

Key federal priorities advocated for by American Flood Coalition Action (AFCA), the advocacy arm of AFC, are included in the House Transportation and Infrastructure (T&I) Committee bipartisan Fixing Emergency Management for Americans (FEMA) Act. The legislation makes significant reforms to FEMA, including: Upfront funding: Communities will now receive project-based grants to rebuild infrastructure faster, rather than waiting years for reimbursement which strains local budgets.

Modernized processes: Practical reforms that open the door for innovative tech like drones and satellites in damage assessment. Less red tape: The legislation takes steps to simplify burdensome and duplicative processes, helping communities and individuals recover without navigating a maze of rules and time-consuming applications. One-stop application portal: A universal application will replace the current patchwork of forms, a game-changer for disaster survivors.

Clear denial and appeal process: Disaster survivors will now receive plain-language decisions, making it easier to understand and navigate appeals. Strengthening communities' ability to prepare for disasters: The legislation reforms the BRIC program to provide more flexibility to states to determine how to spend funds.

AFCA federal priority to permanently authorize the CDBG-DR program advanced by Senate Banking Committee

AFCA federal policy priority of permanent authorization of CDBG-DR was advanced this month by the Senate Banking Committee. Permanent authorization means states and communities will have a consistent, streamlined funding program for long-term recovery across disasters. It will speed up recovery, reduce bureaucracy, and help communities rebuild stronger and faster. When disasters strike, local leaders don't have time for bureaucracy when their towns are underwater or their schools are closed. They need clear answers, fast funding, and fewer obstacles. This bipartisan legislation is a powerful step in that direction.

Another longtime federal priority of AFCA, the universal disaster assistance application for survivors, was unanimously advanced by the Senate Homeland Security and Government Affairs Committee (HSGAC). The Disaster Assistance Simplification Act is a major step toward delivering faster, more effective disaster relief to survivors across the country.

One universal application for federal disaster aid

Simplified access across agencies

Streamlined recovery for disaster survivors

Applying for aid after a disaster is a time-consuming and complicated process, since individuals must fill out separate applications for each federal agency assisting in recovery, even though these applications are often duplicative and require the same information. By creating a universal application, the bill would help to reduce the burden on disaster survivors by making the process simpler, faster, and more accessible

The easiest way to find federal funds for flooding

Informed by our members, AFC's **Flood Funding Finder** is a free online tool that makes it easy to find federal grants that support flood resilience — and to filter for programs that best fit communities' needs.

To create this interactive website, we analyzed hundreds of programs across dozens of federal agencies to identify 30 federal funding opportunities that help communities address flooding.

With the Flood Funding Finder, you can...

- Learn about application deadlines and key information.
- See examples of successfully funded flood projects.
- Read short summaries of federal programs.

5 additional programs for transportation and nature-based solutions

We added **five programs** to the Flood Funding Finder. These programs support state and locally led flood-resilient transportation projects and planning, as well as cost-effective nature-based solutions that enhance ecosystem health and recreation, while reducing impacts from flooding.

You can find these programs on the Flood Funding Finder, or by clicking the links below.

National Highway Performance Program (DOT FHWA)

The [National Highway Performance Program](#) provides funds to states to raise or relocate roadways, stabilize slopes, improve drainage, and use nature-based solutions to reduce flood risk to the National Highway System.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (DOT FHWA)

The [PROTECT program](#) supports both planning and implementation activities to make transportation infrastructure, evacuation routes, and coastal infrastructure more resilient to flooding. **Deadline: February 24, 2025.**

National Fish Passage Program (DOI FWS)

The [National Fish Passage Program](#) helps reduce flood risk and supports fish passage by restoring floodplains and wetlands, removing barriers like dams, and upgrading culverts. **Deadlines: December 31, 2024, for FY2024 funds; September 30, 2025, for FY2025 funds.**

Sewer Overflow and Stormwater Reuse Municipal Grants Program (EPA)

The [Sewer Overflow and Stormwater Reuse Municipal Grants Program](#) funds green and gray infrastructure projects that strengthen stormwater collection, improve flood resilience, and address water quality problems.

Emergency Watershed Protection and EWP Floodplain Easement Programs (USDA NRCS)

The [Emergency Watershed Protection Program](#) is a disaster recovery program that can be used to remove debris, protect eroded streambanks, fix damaged drainage infrastructure, and purchase floodplain easements to restore land to its natural state

CITY COUNCIL MEMORANDUM

City Council Meeting: September 16, 2025

Department: City Secretary

Subject: Join Coalition Against Bigger Truck (Councilmember Heyward)

BACKGROUND

A LEADING VOICE FOR HIGHWAY SAFETY

Coalition Against Bigger Trucks (CABT) is a national, nonprofit grassroots organization that advocates for highway safety and sound transportation policies.

Attachments

About CABT

CABT White Paper on Bigger Trucks

CABT Longer Trucks

Heavier Log Truck Research

AT Risk Bridges

Lobbyist for Heavier Trucks

Sample Resolution

About CABT (Coalition Against Bigger Trucks

A LEADING VOICE FOR HIGHWAY SAFETY

Coalition Against Bigger Trucks (CABT) is a national, nonprofit grassroots organization that advocates for highway safety and sound transportation policies.

Since Semitrailer trucks play a vital role in the U.S. economy and transportation system, but longer, heavier trucks endanger motorists, weaken our roads and bridges, and cost taxpayers billions of dollars every year in highway subsidies. A leading voice in opposing more dangerous truck configurations, the Coalition Against Bigger Trucks (CABT) is a national, nonprofit grassroots organization that has advocated for highway safety and sound transportation policies since 1995.

Stand with over 4,000 law enforcement officers, EMTs, safety leaders, engineers, independent truck drivers and elected officials, and voice your opposition to bigger trucks on our nation's highways.

Are we willing to compromise the safety of thousands of motorists every day just to haul more freight? Are we willing to spend billions to repair bridges damaged by bigger trucks? Who will pay the price for an 11-percent higher fatal crash rate for multi-trailer trucks? Who will pick up the tab when bigger trucks only repay a portion of their highway damage?

Polls show that voters oppose bigger trucks, but Congress and state legislatures across the country are debating this issue right now. Surveys found that 95 percent of law enforcement officers believe heavier and longer trucks would be more dangerous, and 88 percent of truck drivers believe greater use of longer combination vehicles would negatively impact highway safety.

Proposals in Congress and state legislatures would increase the truck weight limits—and other proposals call for longer double-trailer trucks and triple-trailer trucks.

Heavier Truck “Pilot Project” Proposals Turns Motorists into Guinea Pigs

Prepared by CABT, April 2025

Certain business interests are lobbying legislation that would create a “pilot project” (H.R. 3372 in the 118th Congress) to allow any state to increase truck weights from 80,000 pounds to 91,000 pounds for up to 10 years on its interstates. In the last Congress, this proposal passed the Transportation and Infrastructure Committee, yet failed to make it to the House floor. **The goal, according to the legislation: to track crashes involving these heavier trucks, including injuries and fatalities.** This does nothing more than turn interstates into test tracks and motorists into guinea pigs.

As the Virginia Department of Transportation stated when analyzing potential involvement in a pilot project:

“Safety must remain a primary consideration. Increases in crash rates among the heavier trucks could occur and although a decrease in safety would be a trigger for discontinuation of the pilot, any injuries or loss of life resulting from the pilot would be unacceptable.”
(Virginia Department of Transportation, 2018)

In 2016, the U.S. Department of Transportation (USDOT) delivered its three-year Comprehensive Truck Size and Weight Limits Study Report requested by Congress. That report found that heavier trucks had serious safety problems and would impose additional costs on our highway infrastructure. The Department recommended that Congress not approve any heavier trucks.¹

“Pilot Project” for Heavier Trucks Means Experimenting with Motorists

A “pilot project” for heavier trucks is misguided and dangerous because of the threat to public safety and damage to infrastructure. So-called “pilot projects” amount to little more than experimenting with heavier trucks on public roads and bridges with motorists. The information sought includes the number of crashes, including injuries and fatalities involving heavier trucks. USDOT and the Transportation Research Board (TRB) have recommended better ways of obtaining this information without further endangering motorists or damaging our infrastructure.

Previous research shows a heavier truck is a more dangerous truck

After reviewing decades of safety research, there do not appear to be any studies that say a heavier truck is a safer truck. On the contrary, numerous studies have found increased danger. Along with the most recent studies from USDOT, VDOT and the Insurance Institute for Highway Safety, other studies have found increased risks to public safety. These include reports from the Wisconsin Department of Transportation,² the Transportation Research Board,³ and the University of Michigan Transportation Research Institute.⁴ Given these concerns, additional data should not be collected using methods that put lives at stake.

Heavier Trucks Are More Dangerous Trucks

More crashes. 91,000-pound, six axle trucks had a 47 percent higher crash rate than 80,000-pound, five axle trucks in limited state testing. 97,000-pound trucks had even higher crash rates, from 99-400 percent higher than 80,000-pound, five axle trucks.⁵

¹ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

² National Center for Freight & Infrastructure Research and Engineering; 2009. *Wisconsin Truck Size and Weight Study*

³ Transportation Research Board; 1990. *Truck Weight Limits: Issues and Options*

⁴ University of Michigan Transportation Research Institute; 1988. *Analysis of Accident Rates of Heavy Duty Vehicles.*

⁵ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

More severe crashes. The severity of a crash is determined by the velocity and mass of a vehicle. If its weight increases, so does the potential severity of a crash. Any increase in crash severity increases the likelihood of injuries becoming more serious or resulting in fatalities.

More likely to roll over. Heavier trucks tend to have a higher center of gravity because the additional weight is often stacked vertically. Raising the center of gravity increases the risk of rollovers.⁶

Increased wear and tear. Increasing the weight of trucks causes additional wear and tear on key safety components. The 2016 USDOT study found that trucks weighing over 80,000 pounds had higher overall out-of-service (OOS) rates and **18 percent higher brake violation rates** compared to those at or below 80,000 pounds.⁷ This is especially important because a 2016 study by the Insurance Institute for Highway Safety found that trucks with any out-of-service violation are **362 percent more likely to be involved in a crash.**⁸

Heavier Trucks Would Cause Significant Infrastructure Damage

Bridges don't care about axles – bridge damage is a function of gross vehicle weight. The USDOT study examined interstate and US highway bridges and found thousands of structures that would have to be repaired or replaced to accommodate 91,000-pound trucks. A recent report that evaluated local bridges the USDOT did not examine found more than 68,000 bridges that are not rated to safely handle 91,000-pound trucks. These bridges would cost \$78.7 billion to replace, leaving taxpayers to foot the bill.⁹

Heavier interstate weight limits will not take trucks off of local roads

No truck trip begins or ends on the interstate system. These trucks would operate on all roadways. In fact, 44% of truck traffic operates off the interstates today.¹⁰ The vast majority of state laws allowing heavier trucks on local roads will not conform with a 91,000-pound, six axle pilot program, meaning a pilot program will do nothing to take heavier trucks off of local roads. In fact, this pilot project will increase pressure on state legislatures to increase truck weight limits on local roads, creating serious safety and infrastructure problems.

A Safe Alternative

If proponents are serious about collecting more comprehensive information about the impacts of heavier trucks, they should support the comprehensive research plans initiated by USDOT¹¹ and TRB.¹² Conducting test track operations of bigger trucks and improving the collection of crash and travel data in the states where heavier trucks already operate is the logical next step as opposed to expanding the operation and increasing the dangers. Specific recommendations include the following:

- Re institute and expand the collection of higher-quality, impartial data nationwide (i.e., TIFA and VIUS), including VMT, and implement a uniform crash report form that accurately collects the number of trailers and axles, truck weight and length, and road type where the crash occurred.
- Collect and analyze data on the impacts of bigger-truck operations on local roads and bridges.
- Conduct operational tests of bigger-truck configurations at track testing facilities, fully evaluating vehicle dynamics in real-world conditions.

⁶ USDOT; 2000. *Comprehensive Truck Size and Weight Study*

⁷ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*

⁸ Insurance Institute for Highway Safety; 2016. *Crash Risk Factors for Interstate Large Trucks in North Carolina*

⁹ Bailey, Harvill et al; 2025. *The Impacts of Heavier Trucks on Local Bridges: 2025 Update*

¹⁰ Bureau of Transportation Statistics; 2023. *Vehicle Miles Traveled by Highway Category and Vehicle Type*

¹¹ Ibid

¹² Transportation Research Board; 2019. *Research to Support Evaluation of Truck Size and Weight Regulations*

Longer Double-Trailer Trucks Endanger Motorists and Damage Infrastructure

Prepared by CABT, January 2025

A few large trucking companies are pushing Congress to force states to allow longer double-trailer trucks, or “Double 33s.” These longer double-trailer trucks would replace not only today’s shorter, 28-foot double-trailer trucks, but also many 53-foot single-trailer trucks that commonly operate on the road today. Longer double-trailer trucks would add new dangers for motorists and damage our infrastructure.

Double 33s are 91 feet in length—that is 10 feet longer than the current doubles they are intended to replace and 17 feet longer than current single-trailer trucks. In 2015, Congress rejected these longer double-trailer trucks,¹ and the United States Department of Transportation (USDOT), in its 2016 Comprehensive Truck Size and Weight Limits Study, recommended that Congress not approve these or any other longer or heavier trucks.²

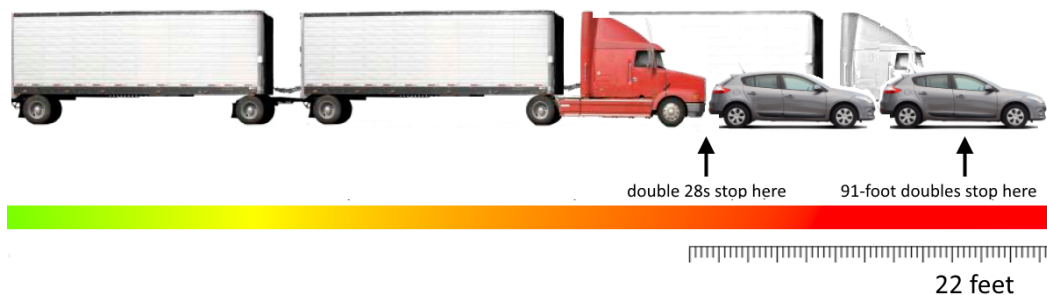
Double 33s Would Replace Single-Trailer Trucks

Double-trailer trucks represent a relatively small percentage of trucks operating on our roads today. The majority of combination trucks in operation are 53 foot single-trailer trucks. If Congress requires states to allow the longer doubles, today’s truck traffic would change dramatically. Since Double 33s have 24 percent more capacity than 53 foot trailers, market forces would push companies currently operating single-trailer trucks to replace their fleets with Double 33s. According to a 2015 analysis, this would incur a massive shift from single-trailer trucks to Double 33s, resulting in approximately **42 to 101 billion additional miles of double-trailer truck travel on our nation’s highways.**³

Longer Double-Trailer Trucks Would Add New Dangers to the Highways

An influx of double-trailer trucks on the highway would have severe safety implications for motorists. Studies have consistently shown that multi-trailer trucks—doubles and triple-trailer trucks—are more dangerous than single-trailer trucks. A 2013 Marshall University-led study⁴ found that double-trailer trucks have an **11 percent higher fatality rate** than single-trailer trucks. This result is consistent with findings made by USDOT in a 2000 study.⁵ Below are several reasons these trucks are more dangerous:

1. Longer stopping distances. Double 33s take 252 feet to stop—that is a 17-foot longer stopping distance than today’s single-trailer trucks and 22 feet longer than today’s twin-trailer trucks.⁶



¹ On Nov. 10, 2015, the Senate rejected increasing the length of double-trailer trucks as part of the surface transportation reauthorization bill on a 56-31 floor vote; and on Nov. 18, 2015, the U.S. Senate rejected increasing the length of double-trailer trucks on the omnibus spending bill on a voice vote.

² USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress.*

³ Mingo, Roger D., and Mark L. Burton, Mark L.; 2015. *Mandated Twin 33 Trailers Produce Costly Shifts in Freight Movement.*

⁴ Marshall University, 2013. *An Analysis of Truck Size and Weight: Phase I – Safety.*

⁵ USDOT; 2000. *Comprehensive Truck Size and Weight Study.*

⁶ USDOT; 2015. *Comprehensive Truck Size and Weight Limits Study, Highway Safety and Truck Crash Comparative Analysis Technical Report.*

2. Increased rollover propensity and rearward amplification. Double 33s experience increased rollover vulnerability, poorer stability and a compromised ability to make avoidance maneuvers compared to single-trailer trucks.⁷

3. More wear and tear. Double-trailer configurations have 58 percent higher out-of-service violation rates than single-trailer trucks.⁸ This is especially important because a 2016 study by the Insurance Institute for Highway Safety (IIHS) found that trucks with any out-of-service violation are 362 percent more likely to be involved in a crash.⁹

Double 33s Would Cause Significant Infrastructure Damage

According to the 2016 USDOT study, Double 33s would increase pavement damage by 1.8 percent to 2.7 percent,¹⁰ which translates to **\$1.2 to \$1.8 billion in estimated pavement damage every year.**¹¹ This does not include state, county and municipal roads, which are built to lower standards than federal infrastructure.

Also, USDOT found that nearly 2,500 interstate and other National Highway System bridges would need to be strengthened or replaced to handle the longer double-trailer trucks, costing taxpayers up to **\$1.1 billion.**¹² The study accounts for only 20 percent of bridges—the other 80 percent of bridges on state and local roads would be more vulnerable to longer trucks.

Many Trucking Companies Oppose Double 33s

The Truckload Carriers Association (TCA), representing over 700 trucking companies, strongly opposes longer double-trailer trucks. In fact, TCA wrote to Members of Congress in 2015 to express their concerns over increasing the length of double-trailer trucks, stating that these trucks would increase costs of delivering freight, decrease fuel efficiency, incur additional expenses to train or retrain drivers, increase the potential for driver injuries while coupling and decoupling trailers, and exacerbate truck parking problems.¹³

The Double 33s Mandate Would Override State Laws

This legislation would preempt state laws and require every state to allow longer double-trailer trucks on their roads, even if they determined that their roadways were not capable of safely accommodating the longer trucks or that they would damage their pavement and bridges.

Double 33s Are Heavier Than Today's Twin 28s

According to USDOT, Double 33s will, on average, be over four tons heavier than today's Twin 28s due to added capacity.¹⁴ Longer stopping distances, increased crash severity and increased pavement and bridge damage of Double 33s are all negative impacts attributed to the additional weight.

⁷ Ibid.

⁸ Ibid.

⁹ Insurance Institute for Highway Safety; 2016. *Crash Risk Factors for Interstate Large Trucks in North Carolina*.

¹⁰ USDOT; 2015. *Comprehensive Truck Size and Weight Limits Study, Volume 1: Technical Reports Summary*.

¹¹ R.D. Mingo and Associates; 2015. Analysis of 2012 FHWA Highway Statistics and selected Cost Allocation studies.

¹² Ibid.

¹³ Truckload Carriers Association; October 20, 2015. Letter to House Transportation and Infrastructure Committee Chairman Bill Shuster and Ranking Member Peter DeFazio.

¹⁴ USDOT; 2016. *Comprehensive Truck Size and Weight Limits Study, Final Report to Congress*.

Heavier Log Truck Bill Would Endanger Motorists and Damage Infrastructure

Prepared by CABT, March 2025

H.R. 2166 and S. 1063 would dramatically expand the roads on which extra-heavy log trucks are allowed to operate in at least 20 states. These bills would replace the current national uniform interstate gross vehicle weight limit of 80,000 pounds with whatever each individual state allows on its state roads. The new weight limits would vary by state and very few of the states would have the same limits. The new limits would range from 84,000 pounds on five axles to 156,000 pounds on eight axles. There is nothing in the bill to address the dangers caused by the extra weight like rollover risk and longer stopping distances. There is no requirement in the bill for extra axles to mitigate the additional pavement damage caused by heavier trucks. Nothing is provided to protect interstate bridges from the extra stress created by heavier trucks; in some cases, even the Federal Bridge Formula would be violated.¹

A patchwork approach to truck weight limits such as proposed in this legislation has been consistently opposed by the U.S. Department of Transportation (USDOT)² which recommended in 2016 against any change in federal truck size and weight laws.³ The bill would also violate the longstanding federal LCV freeze⁴ by allowing heavier, multi-trailer trucks on the interstates.

This bill **would not get heavier trucks off local roads**. No trip starts and stops on the interstate highway, and with higher allowed weights, the log trucks that currently operate at the legal limit of 80,000 pounds to utilize the interstate would run at the new, heavier weight. The end result is a higher frequency of heavier trucks on all roads.

Heavy Log Trucks Increase Dangers

- **Roll over.** Log trucks experienced rollover in 21% of fatal crashes, nearly twice the average for large trucks.⁵
- **Older average age of vehicles.** Log trucks had the oldest average age (17 years) of any class of truck involved in fatal crashes compared to an average of 9.2 years for all trucks.⁶
- **Severe crashes.** Log trucks are more likely to be involved in crashes resulting in fatalities and injuries. In 2021, vehicles in log truck crashes were 68% more likely to be involved in a fatality and 26% more likely to be involved in an injury when compared to crashes involving other big trucks.⁷

¹ FHWA; 2015. Compilation of Existing State Truck Size and Weight Limit Laws

² U.S. Department of Transportation; 2004. Western Uniformity Scenario Analysis, pg. ES-11

³ U.S. Department of Transportation; 2016. Comprehensive Truck Size and Weight Limits Final Report to Congress, pg. 21

⁴ 23 CFR § 658.23

⁵ FMCSA. Analysis & Information Online- Crash Statistics. FARS Database 2021

⁶ Ibid

⁷ Ibid

- **Longer stopping distances.** Adding weight without additional braking capacity increases stopping distance⁸, potentially turning a near-miss into a fatal crash.

Heavier Log Trucks Would Cause Significant Infrastructure Damage

- **More weight on same number of axles.** Many states would allow increased weights without increasing the number of axles. Compared to an 80,000-pound truck, a vehicle with a weight of 84,000 pounds increases pavement damage by 25%, while a 90,000-pound truck would do 73% more damage.⁹
- **Interstate bridges are already in dire need of repair.** Of the 147,439 bridges on the National Highway System, over 56% are rated as being in fair or poor condition.¹⁰ Adding significantly heavier trucks, some of which would violate the Federal Bridge Formula, would dramatically increase infrastructure damage.
- **Taxpayers should not be forced to subsidize the logging industry.** While logging companies may increase their profits by operating heavier log trucks, taxpayers will be forced to pick up the tab for the additional damage to roads and bridges caused by the extra-heavy trucks.

Commodity-specific Piecemeal Approach Sets Bad Precedent

“I think it’s a strain on our roadways and it certainly opens the floodgates for every other industry. I think they’d have a hard time holding the line to pass this for one specific industry and not have others follow suit.”

Statement by Iowa county engineer Ben Hull, discussing a bill to raise timber truck weights as reported in The Hawk Eye, Burlington, IA, April 24, 2019

- **Allowing one overweight commodity sets a bad precedent.** Piecemeal legislation sets the stage for future requests, where Congress is forced to favor or disadvantage specific industries.
- **Sets the stage for a nationwide increase.** As more exemptions are passed, a more complicated patchwork is created that would fuel calls for nationwide weight increases, with devastating consequences for public safety and infrastructure.

⁸ U.S. Department of Transportation; 2015. Comprehensive Truck Size and Weight Limits Study Highway Safety and Truck Crash Comparative Analysis Technical Report, pg. 65

⁹ FHWA PaveDAT Model

¹⁰ FHWA; 2024. Bridge Condition by Highway System 2024

Texas 28th Congressional District Bridge Report: 2025 Update 91,000 Pound Trucks March, 2025

Number of local bridges put at risk by 91,000-pound trucks: **57**

Cost of replacing at-risk local bridges: **\$40,800,995**

Total number of local bridges: **447**

At-risk bridges with highest daily truck traffic

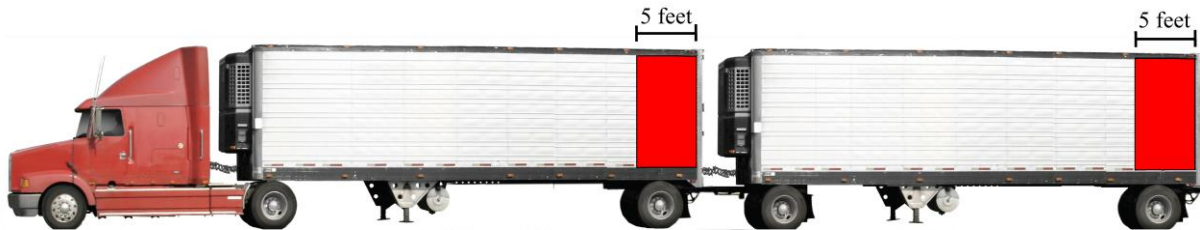
County	Route Carried	Feature Crossed	Age	Condition	Replacement Cost
Webb County	SH 359	LOBO CREEK	101	Fair	\$485,341
McMullen County	SH 16	FRIIO RIVER	70	Poor	\$3,503,830
Atascosa County	SH 16	DRAW	66	Fair	\$537,365
Jim Hogg County	SH 16	MESQUITE CREEK	60	Good	\$449,624
Atascosa County	US 281A	ATASCOSA RIVER	99	Poor	\$1,710,251
Guadalupe County	FM 725	LONG CREEK	54	Fair	\$529,838
Guadalupe County	FM 725	DRAW	54	Good	\$708,870
McMullen County	SH 16	Salt Branch	70	Good	\$421,702
McMullen County	SH 16	San Miguel Creek	70	Poor	\$2,340,946
Duval County	SH 44	DRAW	70	Fair	\$473,782
Duval County	SH 16	DRAW	85	Fair	\$710,898
McMullen County	SH 72	Draw	25	Fair	\$789,970
Bexar County	LP 1604	Draw	41	Good	\$625,789
Bexar County	LP 1604	Draw	44	Good	\$1,314,107
Bexar County	LP 1604	Draw	43	Good	\$444,528

*Based on findings of *The Impacts of Heavier Trucks on Local Bridges: 2025 Update*. March, 2025

Proposed Bigger Truck Configurations

Prepared by CABT, January 2025

Longer Double Trailer Trucks



- FedEx, UPS, Amazon and a handful of other companies have lobbied for legislation that would force states to allow double trailer trucks 91 feet in length, called “Double 33s,” on the federally designated National Network, which includes 200,000 miles of roadways. These are 10 feet longer than today’s twin trailers and 17 feet longer than standard single trailer trucks.
- Double 33s were rejected in the U.S. Senate in November of 2015 on a 56-31 vote.
- The U.S. Department of Transportation (USDOT) determined in 2016 that Double 33s take 252 feet to stop—22 feet longer than today’s twin trailer configuration.
- USDOT also found that Double 33s would result in the largest increase in pavement damage compared to all other studied configurations. This would result in \$1.2 billion to \$1.8 billion in estimated pavement damage every year.

Heavier Single Trailer Trucks



- Certain shippers have lobbied to allow heavier single trailer trucks weighing 91,000 pounds—an increase of 11,000 pounds compared to today’s trucks—as part of a 10 year pilot program in an unlimited number of states. Legislation has also been introduced in the past to raise the national weight limit to 97,000 pounds.
- Legislation to allow 91,000 pound trucks was defeated in the U.S. House in 2015 on a 187-236 vote.
- These 91,000 pound trucks were found in limited state testing by USDOT in 2015 to have 47 percent higher crash rates and cause \$1.1 billion in additional bridge costs.



RESOLUTION 2025-14

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA PORTE, TEXAS, OPPOSING ALL FEDERAL LEGISLATION THAT INCREASES MAXIMUM ALLOWABLE COMMERCIAL TRUCK SIZE OR WEIGHT; FINDING COMPLIANCE WITH THE OPEN MEETINGS LAW; AND PROVIDING AN EFFECTIVE DATE HEREOF

WHEREAS, the City of La Porte is concerned with the public safety and welfare of residents and visitors to our community and the cost, quality, and reliability of the City's infrastructure specifically local bridges; and

WHEREAS, longer double-trailer commercial trucks across the National Highway System would further endanger motorists and the U.S. Department of Transportation (USDOT) concluded that multi-trailer trucks have an 11-percent higher fatal crash rate than single-trailer trucks; and

WHEREAS, allowing heavier or longer trucks on the National Highway System would threaten the safety of the traveling public because heavier and longer trucks would be more difficult to control, increase wear and tear on truck safety systems such as brakes, steering, and tires, and increase crash severity; and

WHEREAS, La Porte is concerned with the safety of its residents and visitors who travel the same roads and highways as these bigger and heavier trucks; and,

WHEREAS, according to the most recent data by the Federal Motor Carrier Safety Administration (FMCSA), there was a 41.4% increase in fatal crashes involving commercial trucks in Texas between 2012 to 2022; and

WHEREAS, previously proposed federal legislation to increase maximum allowable truck size and weight were unfunded mandates leaving local municipalities like La Porte and its taxpayers to bear the financial burden for infrastructure damage caused by these bigger and heavier trucks; and,

WHEREAS, the State of Texas has 1,827 local bridges at risk with 91,000-pound trucks with a replacement cost of \$972,982,248; and,

WHEREAS, La Porte residents are highly dependent on multiple roadways all of which are already heavily impacted by truck size and weight including I-10, Texas State Highway 146 and Texas State Highway 225; and,

WHEREAS, La Porte elected and professional officials realize economic vitality is enhanced by traffic mitigation strategies and understand that truck traffic will end up on local roads in transit, as well.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF LA PORTE, TEXAS, THAT the City of La Porte, Texas, opposes any legislation that increases maximum allowable truck size or weight at the federal level and encourages our federal delegation to oppose any and all current and future related legislation.

PASSED and APPROVED this, the 12th day of May 2025.

CITY OF LA PORTE, TEXAS

Rick Helton, Mayor

ATTEST:

Lee Woodward, City Secretary

APPROVED AS TO FORM:

Clark T. Askins, City Attorney

Brandon Lunsford, Councilperson At-Large A

Brent McCaulley, Councilperson At-Large Position B

Absent

Mandi Williams, Councilperson District 1

Chuck Engelken, Mayor Pro Tem, Councilperson District 2

Bill Bentley, Councilperson District 3

Robert Guerra, Councilperson District 4

Jay Martin, Councilperson District 5

Robbie McLarrin, Councilperson District 6



City of La Porte

Established 1892

Office of the Mayor
Rick Helton

The City of La Porte is rich in history and built on community, delivering a safe and attractive environment for all walks of life.

May 12, 2025

The Honorable John Cornyn, III
United States Senate
517 Hart Senate Office
Washington, DC 20510

Dear Senator Cornyn,

On behalf of the citizens of La Porte, we stand with the National League of Cities, local elected officials, law enforcement, and emergency responders from across the state of Texas in opposing all federal legislation to increase truck size and weight on our nation's highways. An increase in truck size and weights places not only our fellow Texans in danger but also our community's infrastructure.

Please find enclosed City of La Porte Resolution 2025-14 indicating La Porte's opposition to any increase in truck size and weight. We respectfully request you oppose this legislation should it come before you in the future.

Sincerely,

Rick Helton
Mayor

RH/lw

Enclosure

cc: Scott Pullig, Chief of Police
Chris Pettis, Fire Chief
Planning and Development Director Ryan Hvitlok
Public Works Director Ray Mayo



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May 12, 2025

The Honorable Ted Cruz
United States Senate
167 Russell Senate Office Building
Washington, DC 20510

Dear Senator Cruz,

On behalf of the citizens of La Porte, we stand with the National League of Cities, local elected officials, law enforcement, and emergency responders from across the state of Texas in opposing all federal legislation to increase truck size and weight on our nation's highways. An increase in truck size and weights places not only our fellow Texans in danger but also our community's infrastructure.

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Rick Helton
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Enclosure

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Chris Pettis, Fire Chief
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May 12, 2025

The Honorable Brian Babin
United States House of Representatives
2236 Rayburn House Office Building
Washington, DC 20515

Dear Representative Babin,

On behalf of the citizens of La Porte, we stand with the National League of Cities, local elected officials, law enforcement, and emergency responders from across the state of Texas in opposing all federal legislation to increase truck size and weight on our nation's highways. An increase in truck size and weights places not only our fellow Texans in danger but also our community's infrastructure.

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