

January 31, 2023

The Honorable Sam Graves, Chairman  
The Honorable Rick Larsen, Ranking Member  
House Committee on Transportation and Infrastructure

The Honorable Thomas Carper, Chairman  
The Honorable Shelly Moore Capito, Ranking Member  
Senate Committee on Environment and Public Works

The Honorable Maria Cantwell, Chairman  
The Honorable Ted Cruz, Ranking Member  
Senate Committee on Commerce, Science and Transportation

The Honorable Kay Granger, Chairman  
The Honorable Rosa DeLauro, Ranking Member  
House Committee on Appropriations

The Honorable Patty Murray, Chairman  
The Honorable Susan Collins, Ranking Member  
Senate Committee on Appropriations

Dear Members of Congress:

As the 118<sup>th</sup> Congress prepares to consider the state of the nation's transportation infrastructure, we urge you to oppose any legislation that would increase maximum truck weight or length limits on federal highways. Our opposition extends to any legislation that would raise truck weight limits as part of a "pilot program," and any state or commodity exemptions or waivers of current federal limits.

By any measure our roads and bridges need continued repair, rebuilding and investment. The American Society of Civil Engineers (ASCE), in its 2021 Infrastructure Report Card, gave the nation's roads a grade of "D." The nation's bridges did not fare much better, with a "C" grade. The report stated 42 percent of the bridges in this country are at least 50 years old and 7.5 percent are structurally deficient. According to ASCE, the estimate for the nation's backlog of bridge repair needs is \$125 billion.

As we look to rebuild our roads and bridges, allowing heavier and longer trucks would only make matters worse. The U.S. Department of Transportation studied the impact of various longer and heavier truck configurations on interstate and U.S. highways and found that the additional cost of damage to both roads and bridges would require billions of dollars in new federal spending, adding to our budget deficit.

Increases in truck length and weight would have especially severe consequences for local roads and bridges. Local roads and bridges face significant damage because they may be older, not built to the same standards as interstates, or already in poor condition. This adds further pressure

on state, county and local governments to find funds to repair these essential roadways when there are not sufficient revenues today to cover infrastructure maintenance costs.

For the above reasons, we ask that you reject any legislative language that would increase current maximum truck weight or length limits, including proposals in the form of a pilot program, state or commodity exemption or other waiver from current federal limits.

Sincerely,

American Public Works Association  
National Association of Counties  
National Association of County Engineers  
National Association of Towns and  
Townships  
National League of Cities  
The United States Conference of Mayors  
International Brotherhood of Teamsters  
Owner-Operator Independent Drivers  
Association  
Association of American Railroads  
American Short Line and Regional  
Railroad Association  
GoRail  
National Railroad Construction and  
Maintenance Association  
Railway Engineering-Maintenance Suppliers  
Association  
Railway Supply Institute  
Coalition Against Bigger Trucks

cc: House Committee on Transportation and Infrastructure  
House Committee on Appropriations  
Senate Committee on Environment and Public Works  
Senate Committee on Commerce, Science and Transportation  
Senate Committee on Appropriations