

June 25, 2025

The Honorable Susan Collins, Chair  
Committee on Appropriations  
United States Senate

The Honorable Patty Murray, Vice-Chair  
Committee on Appropriations  
United States Senate

The Honorable Cindy Hyde-Smith, Chair  
Transportation, and Housing and Urban  
Development, and Related Agencies  
Subcommittee on Appropriations  
United States Senate

The Honorable Kirsten Gillibrand, Ranking Member  
Transportation, and Housing and Urban  
Development, and Related Agencies  
Subcommittee on Appropriations  
United States Senate

The Honorable Tom Cole, Chair  
Committee on Appropriations  
United States House of Representatives

The Honorable Rosa DeLauro, Ranking Member  
Committee on Appropriations  
United States House of Representatives

The Honorable Steve Womack, Chair  
Transportation, and Housing and Urban  
Development, and Related Agencies  
Subcommittee on Appropriations  
United States House of Representatives

The Honorable Jim Clyburn, Ranking Member  
Transportation, and Housing and  
Urban Development, and Related Agencies  
Subcommittee on Appropriations  
United States House of Representatives

Dear Chairs Collins, Cole, Hyde-Smith and Womack, and Ranking Members Murray, DeLauro, Gillibrand and Clyburn:

As you continue to work toward FY'26 Transportation, Housing and Urban Development (THUD) appropriations legislation, we urge you to reject any language that would increase maximum truck weight or length limits on federal highways. Our opposition extends to any language that would raise truck weight limits as part of a "pilot program," give governors the authority to unilaterally increase truck weight limits on interstates, and any state or commodity exemptions or waivers of current federal limits that may be offered as a provision during markup or discussions.

Allowing heavier and longer trucks would create significant infrastructure damage. The U.S. Department of Transportation studied the impact of various longer and heavier truck configurations on interstates 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 even more to our budget deficit.

Increases in truck size and weight would have especially severe consequences for local roads and bridges because bigger trucks are not limited to the interstates. These heavier and longer trucks need to run on state and local roads to pick up and drop off freight, as well as for "reasonable access" for fuel, food and other necessities. Local roads and bridges face significantly more damage than interstates because they may be older, not built to the same standards, or already in poor condition.

Local bridges, in particular, will be the most at risk to heavier trucks:

- A recent analysis of over 470,000 local bridges from March 2025 found over 68,000 that are not rated to safely accommodate 91,000-pound trucks.
- These local bridges would need to be posted and eventually replaced, costing over \$78.7 billion, which is \$18 billion more than a similar analysis done in 2023.
- Allowing heavier trucks will only add to the pressure on state, county and municipal governments to find funds to repair these bridges when, at the same time, there are not sufficient revenues today to cover infrastructure maintenance costs.

For these reasons, we ask that you reject any legislative language that would increase current maximum truck weight or length limits as you move forward on the FY'26 THUD appropriations process.

Sincerely,

American Public Works Association  
 National Association of Counties  
 National Association of County Engineers  
 National Association of Towns and Townships  
 The United States Conference of Mayors  
 Owner-Operator Independent Drivers Association  
 Truckload Carriers Association  
 International Brotherhood of Teamsters  
 Towing and Recovery Association of America, Inc  
 Institute for Safer Trucking  
 Road Safe America  
 AAA  
 SMART Transportation Division  
 American Short Line and Regional Railroad Association  
 Association of American Railroads  
 GoRail  
 National Railroad Construction and Maintenance Association  
 Railway Engineering-Maintenance Suppliers Association  
 Railway Supply Institute  
 Coalition Against Bigger Trucks

CC: Members of the House Committee on Appropriations

Members of the Senate Committee on Appropriations