



AMERICAN PUBLIC WORKS ASSOCIATION

**Your Comprehensive
Public Works Resource**

www.apwa.org

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August 7th, 2025

The Honorable Shelley Moore Capito, Chair
Senate Committee on Environment and Public Works

The Honorable Sheldon Whitehouse, Ranking Member
Senate Committee on Environment and Public Works

The Honorable Ted Cruz, Chair
Senate Committee on Commerce, Science &
Transportation

The Honorable Maria Cantwell, Ranking Member
Senate Committee on Commerce, Science &
Transportation

The Honorable Sam Graves, Chair
House Committee on Transportation & Infrastructure

The Honorable Rick Larsen, Ranking Member
House Committee on Transportation & Infrastructure

Dear Chairwoman, Capito, Chairmen Cruz, Graves, and Ranking Members Whitehouse, Cantwell, and Larsen:

The American Public Works Association (APWA) represents nearly 32,000 public works professionals across North America serving in the public and private sectors who are responsible for planning, designing, building, operating, and maintaining our nation's vast infrastructure network that is so fundamental to our economy, environment, public health, and safety. Working together, APWA and its 62 chapters and more than 90 branches across North America exist to provide valuable resources and information for public works professionals across all sectors of the industry. These professionals are a large portion of the transportation industry operating and maintaining roads and bridges, in urban and rural areas, across our local communities and highways.

Today, we are writing to request that you oppose any weight, or length increases for tractor-trailer trucks, specifically the 'Double 33s' configuration or any pilot program that would allow an increase in truck weights to 91,000 pounds or higher. It is critically important for safety reasons, and for the long-term resiliency of our roads and bridges, that the integrity of these transportation systems be protected. Allowing heavier and longer tractor-trailer trucks poses a danger to the traveling public and the roads and bridges they utilize every day.

Congress has considered legislative language in the past that would require states to allow double-trailer trucks that are 17-feet longer than the most prevalent configuration - the single 53-foot trailers. Congress has also considered language allowing a weight increase for single heavier tractor-trailers from the current 80,000-pound standard weight.

PRESIDENT
Dominick A. Longobardi

CHIEF EXECUTIVE OFFICER
Scott D. Grayson, CAE



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We are currently hearing there have been proposals in Congress for a 10-year pilot program to allow heavier tractor-trailers up to 91,000-pounds. As we are rebuilding and repairing America's infrastructure, we should not be allowing heavier or longer double trailer trucks that will compromise the safety of our roads and bridges.

No tractor-trailer stops or starts its trip on an interstate highway – these bigger trucks would travel on roads and bridges maintained by states and local municipalities. Local roads account for nearly 70 percent of the more than 4 million public roadway miles in the U.S. and 44% of large truck miles take place off the interstate system.

When these trucks run on local roads and bridges, their impact would be greater because our local infrastructure is the most vulnerable. Forty-three percent of bridges off the National Highway System (NHS) are over 50 years old. Nationwide, 90 percent of the bridges classified as "poor" are off the NHS, and many are owned by local cities and towns, not the federal government or states. A 2023 report published by The Road Information Program (TRIP) finds that the nation's rural roads and bridges have significant deficiencies. Twelve percent of U.S. rural roads are rated in poor condition, while 19 percent are in mediocre condition. Finally, eight percent of the nation's rural bridges are rated as structurally deficient.

Our members must balance infrastructure priorities within their budgets and the additional funding that would be needed to repair and protect infrastructure integrity and safety would pose another funding challenge.

We appreciate your support and consideration of our request to oppose efforts to allow longer or heavier trucks on our roads and bridges, and to help protect public safety. Please reach out to APWA's Director of Government and Public Affairs Andrea Eales at aeales@apwa.org or (202) 218-6730 for more information and to follow-up.

Sincerely,

A handwritten signature in blue ink that reads "Dominick A. Longobardi". The signature is written in a cursive style with a large, stylized "D" and "L".

Dominick A. Longobardi
APWA President

A handwritten signature in blue ink that reads "Scott D. Grayson". The signature is written in a cursive style with a large, stylized "S" and "G".

Scott D. Grayson, CAE
APWA Chief Executive Officer

PRESIDENT
Dominick A. Longobardi

CHIEF EXECUTIVE OFFICER
Scott D. Grayson, CAE