

May 17, 2023

The Honorable Sam Graves
Chairman
House Committee on Transportation and
Infrastructure
1135 Longworth House Office Building
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and
Infrastructure
2163 Rayburn House Office Building
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen:

As the Committee on Transportation & Infrastructure prepares for their upcoming markup, 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," including the 91,000 pound pilot program originally found in H.R. 471, the SHIP IT Act, and any state or commodity exemptions or waivers of current federal limits that may be offered as a stand-alone provision at markup.

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 infrastructure, especially bridges. A recent analysis of over 470,000 local bridges (The Impact of Heavier Trucks on Local Bridges, March 2023) found over 72,000 could not safely accommodate 91,000 pound trucks. These local bridges would need to be posted and eventually replaced, costing over \$60.8 billion. This will only add to the pressure on state, county and local 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 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 exemptions or other waivers 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
Towing and Recovery Association of America, Inc.
Institute for Safer Trucking
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
SMART-TD
Coalition Against Bigger Trucks

cc: House Committee on Transportation and Infrastructure