

February 25, 2019

Dear Members of Congress:

As the 116<sup>th</sup> Congress considers solutions for repairing and improving the nation's transportation infrastructure, we urge you to oppose any legislation that would increase maximum truck size or weight limits on federal highways. We also urge you to oppose legislative language that would allow bigger trucks in individual states, including any "pilot programs." Any change overturning current federal weight laws allowing heavier or longer tractor-trailers would have detrimental impacts on our national, county and local infrastructure, costing billions of dollars in additional bridge and pavement costs.

Proposals in recent years to increase national truck size and weight limits have been resoundingly rejected on bipartisan floor votes. Also, the U.S. Department of Transportation (DOT) delivered in 2016 its Final Report to Congress on truck size and weight limits, and recommended that no changes be made in federal truck size and weight laws. The report found that heavier and longer trucks would incur billions of dollars in infrastructure costs. Additionally, the American Society of Civil Engineers' most recent Infrastructure Report Card issued the nation's roads a grade of "D." They found that one of every five miles of highway pavement is in poor condition, and that there is a significant and increasing backlog of rehabilitation needs.

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 their freight, as well as for "reasonable access" for fuel, food and other necessities. Local roads and bridges face significant damage because they may be older, built to lower standards, 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 procured today to cover the infrastructure maintenance costs.

We also ask that any language allowing bigger trucks to operate in individual states be opposed. DOT has questioned this kind of piecemeal approach for our Interstate Highway System, finding that it makes enforcement and compliance more difficult, contributes little to productivity, and may have unintended consequences for safety and highway infrastructure. Pilot programs for heavier trucks are similarly unworkable because of the uncertainty of their safety and infrastructure outcomes.

For the above reasons, we ask that you reject any legislative language that would increase current maximum truck size or weight nationally or in individual states.

Sincerely,

American Public Works Association  
National Association of County Engineers  
National Association of Towns and  
Townships  
National League of Cities  
The United States Conference of Mayors  
Owner-Operator Independent Drivers  
Association  
Road Safe America  
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