

May 9, 2024

The Honorable Debbie Stabenow, Chair
Senate Committee on Agriculture

The Honorable John Boozman, Ranking
Member, Senate Committee on Agriculture

The Honorable Glenn Thompson, Chair,
House Committee on Agriculture

The Honorable David Scott, Ranking
Member, House Committee on Agriculture

Dear Chairs Stabenow and Thompson and Ranking Members Boozman and Scott:

As you continue to work toward a reauthorization of the farm bill, we urge you to reject any language 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,” 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, built to lower 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 2023 found over 72,000 that are not rated to safely accommodate 91,000-pound trucks.
- These local bridges would need to be posted and eventually replaced, costing over \$60.8 billion.
- 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 reauthorization of the farm bill.

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.
AAA
Institute for Safer Trucking
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
SMART-TD
Coalition Against Bigger Trucks

CC: Members of the House Committee on Agriculture

Members of the Senate Committee on Agriculture