

November 16, 2023

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:

Thank you for your work to ensure a clean, year-long extension of the 2018 farm bill was included in the recently passed Continuing Resolution that will fund the government into early 2024. As you continue to work toward a compromise on a longer-term 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," such as H.R. 3372, and any state or commodity exemptions or waivers of current federal limits that may be offered as a provision during markup or discussions.

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.

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 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 length and weight would have severe consequences for local infrastructure, especially bridges.

- A recent analysis of over 470,000 local bridges from March 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, 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.
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