



8/24/2023

The Honorable Kay Granger, Chair
House Committee on Appropriations

The Honorable Rosa DeLauro, Ranking Member
House Committee on Appropriations

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

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

The Honorable Glenn Thompson, Chair
House Committee on Agriculture

The Honorable David Scott, Ranking Member
House Committee on Agriculture

Dear Chairs Granger, Graves and Thompson and Ranking Members DeLauro, Larsen and Scott:

We are the national trade associations representing railroad contractors and suppliers in the freight, transit and passenger rail industries.

As Congress looks to address significant issues in the coming months, including THUD appropriations, the farm bill and the supply chain, we ask that these bills be free of any language to increase truck size or weight. Of particular concern, H.R. 3372, H.R. 2948 and H.R. 2493, would increase the threat to motorist safety and cause significant damage to our nation's infrastructure. We urge you to oppose these, and any other increases for bigger trucks, that would come up in Committee action or on the House floor.

The U.S. Department of Transportation (USDOT) conducted a comprehensive, multi-year evaluation of the impacts bigger trucks would have on our national transportation system. Its final report issued in 2016 recommended against any increases in the size or weight of trucks (Comprehensive Truck Size and Weight Limits Study). The report found that heavier trucks had serious safety problems. Key findings include:

- Heavier trucks had a 47 percent to 400 percent higher crash rate than 80,000-pound trucks based on limited state testing.
- Heavier trucks were found to have a higher out-of-service violation rate and an 18 percent higher brake violation rate when compared to 80,000-pound trucks.

There are also significant infrastructure concerns with bigger trucks. The 2016 USDOT study examined the effect on a limited number of bridges on the Interstate and National Highway System and found significant repair costs to replace thousands of bridges.

Members of the Coalition Against Bigger Trucks (CABT) recently completed an analysis of the impacts of heavier trucks on the more than 470,000 local bridges (*The Impacts of Heavier Trucks on Local Roads, March 2023*). Locally-owned infrastructure sees significant truck travel and is often built to far lower standards than the interstate system. Consider these facts:

- More than 72,000 local bridges cannot safely accommodate 91,000-pound trucks.
- The cost of replacing these local bridges would be \$60.8 billion.
- This cost would largely be borne by small local governments, many of which operate on very tight budgets.

Due to our very serious concerns about the dangers to motorists and our infrastructure, we ask that you reject any proposals that would increase the size or weight of semi-trucks.

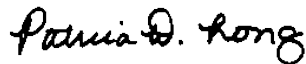
Ashley Wieland, President
National Railroad Construction and Maintenance Association (NRC)



Urszula Soucie, President
Railway Engineering Maintenance Suppliers Association (REMSA)



Patty Long, President
Railway Supply Institute (RSI)



CC: Members of the House of Representatives