



August 9, 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:

On behalf of the National Association of Towns and Townships (NATaT), I am writing to express our continued opposition to legislation allowing heavier and longer trucks on our roadways. There are two pending bills, [H.R. 3372](#) and [H.R. 2948](#), that would allow significant increases in maximum truck weight. Passage of these bills would amount to costly extended pilot programs that will negatively affect small local governments and their already limited public works budgets.

Following the completion of its 2016 study, the U.S. Department of Transportation (USDOT) recommended that Congress make no changes to current truck size and weight regulations. Not only are heavier and longer trucks more dangerous, the USDOT study found that thousands of Interstate and National Highway System bridges would face serious damage or require posting, reinforcement, or replacement. USDOT estimates that 91,000-pound trucks would negatively affect more than 4,800 of these bridges, costing \$1.1 billion.

The damage caused by heavier, longer trucks to our local bridges is extremely concerning to our towns and townships that are responsible for their maintenance. These bridges are generally older and built to lower specifications than today's Interstate bridges, and the damage from heavier trucks would be exponentially more. In fact, a recent analysis conducted by the *Coalition Against Bigger Trucks*, in conjunction with local government officials from around the country, determined that more than 72,000 local bridges would be put at-risk by 91,000-pound trucks, the very trucks H.R. 3372 would approve. **The ultimate cost: over \$60 billion.** Put simply, allowing these trucks on our roads and bridges would be nothing less than an unfunded mandate unloaded onto the backs of local taxpayers.

NATaT is the voice for more than 10,000 towns and townships across America seeking to enhance the ability of smaller communities to deliver public services, economic vitality, and good government to their citizens. NATaT opposes this effort to allow heavier trucks, particularly without additional infrastructure funding given directly to our local governments. These bigger trucks would imperil road safety and severely impact our already weakened infrastructure, especially on local roads and bridges where these vehicles ultimately travel.

Sincerely,

Neil Sheridan
NATaT President and Executive Director of the Michigan Townships Association