

The Honorable Dan Webster
The United States House of Representatives
2021 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Webster,

Federal lawmakers are yet again attempting to pass a law that would impose massively larger trucks on Florida roads. This type of legislative change has been relitigated in the past three sessions of Congress, with a bipartisan vote against bigger truck legislation occurring in 2015 in both chambers soundly defeating the measure.

The message is clear – truck safety is trending in the wrong direction and the last thing we need is to add even heavier trucks to the road.

But that is precisely what lawmakers are considering in several different bills pushed by the backers of heavier trucks. In the last Congress, two bills passed out of the Transportation Committee on the House side:

- H.R. 3372, which would have created a so-called “pilot project,” would allow any state to increase truck weights from 80,000 pounds to 91,000 pounds (for up to 10 years) on its interstates.
- H.R. 2948 would have allowed automobile-hauler trucks to operate permanently at 88,000 pounds, 10% above the current interstate weight limit.

So far in the new Congress, one new bill has been proposed:

- H.R. 2166 would replace the current national uniform interstate gross vehicle weight limit of 80,000 pounds with whatever each individual state allows on its state roads for log trucks. The new weight limits would vary by state and very few of the states would have the same limits.

The cost of maintenance and labor on projects such as pavement maintenance continues to grow. To be clear, there is no trip by any commercial truck that starts and ends on an interstate – trucks need to use local roads for a number of reasons, including to make deliveries, so infrastructure maintenance costs will only increase if heavier trucks end up on our roads. I believe the size of trucks already authorized is too high and causes huge safety and economic issues in the maintenance of our public highways.

A 2025 study by the Coalition Against Bigger Trucks, in conjunction with engineering experts, found that 18 non-interstate bridges throughout the Florida’s 11th congressional district wouldn’t be able to safely accommodate 91,000-pound trucks (as proposed in H.R. 3372)– the cost for replacement or rehabilitation of those bridges would cost \$27,339,208 to the state as well as many local governments to rebuild.

I am asking that you please take our population growth, safety and roads into consideration and oppose efforts in Congress to increase the weight and size of tractor-trailers.

Sincerely,

The Honorable Marco Rubio
The United States Senate
284 Russell Senate Office Building
Washington, DC 20515

Dear Senator Rubio,

Federal lawmakers are yet again attempting to pass a law that would impose massively larger trucks on Florida roads. This type of legislative change has been relitigated in the past three sessions of Congress, with a bipartisan vote against bigger truck legislation occurring in 2015 in both chambers soundly defeating the measure.

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Sincerely,

The Honorable Ashley Moody
502 Hart Senate Office Building
The United States Senate
Washington, DC 20515

Dear Senator Moody,

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