



August 15, 2025

The Honorable Ted Cruz
Chairman
Senate Committee on Commerce,
Science, and Transportation

The Honorable Maria Cantwell
Ranking Member
Senate Committee on Commerce,
Science, and Transportation

The Honorable Sam Graves
Chairman
House Committee on Transportation and
Infrastructure

The Honorable Rick Larsen
Ranking Member
House Committee on Transportation and
Infrastructure

The Honorable Shelley Moore Capito
Chairwoman
Senate Committee on Environment and
Public Works

The Honorable Sheldon Whitehouse
Ranking Member
Senate Committee on Environment and
Public Works

Dear Chairs Cruz, Graves, and Capito and Ranking Members Cantwell, Larsen, and Whitehouse:

On behalf of GoRail, I urge you to ensure that any surface transportation reauthorization legislation excludes provisions that would increase federal truck size or weight limits.

Most of the damage to U.S. roads and bridges comes not from passenger cars, but from heavy trucks. At the current federal limit of 80,000 pounds, trucks pay for only about 80% of the damage they cause, leaving the remainder—billions of dollars each year—to be covered by other taxpayers. As truck weights increase, the damage to infrastructure rises steeply while the share paid by trucking companies drops even further. This amounts to a growing federal subsidy for heavy truck operations, forcing Americans to foot the bill through higher taxes, deteriorating infrastructure, and more frequent repairs and delays.

Increasing truck weight limits would also shift significant volumes of freight from rail to highways. Studies estimate that allowing 91,000-pound trucks could divert anywhere from 13% to 20% of current rail traffic—millions of carloads and intermodal units—onto taxpayer-funded highways. This shift would mean higher costs for Americans in three ways: shippers would lose the roughly one-third cost savings they now enjoy when shipping by rail; taxpayers would face even greater infrastructure repair bills; and communities would contend with the added environmental and congestion impacts.

Rail is three to four times more fuel efficient than trucks and currently moves 40% of long-distance freight while producing less than 2% of U.S. transportation-related



emissions. Freight railroads also build, maintain, and pay for their own infrastructure, while heavy trucks rely on publicly funded highways. Diverting freight from a self-funded, efficient mode to a taxpayer-funded, less efficient mode is the opposite of sound transportation policy.

Given the urgent need to protect our infrastructure, reduce subsidies, and maintain a balanced freight network, I urge you to keep any truck size or weight increases out of the surface transportation reauthorization bill.

Thank you for your consideration and for your continued leadership on transportation policy.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael B. Gaynor", with a long, sweeping horizontal line extending to the right.

Michael B. Gaynor
President
GoRail