

**Congress of the United States**  
Washington, DC 20510

March 26, 2015

The Honorable Anthony Foxx  
Secretary  
United States Department of Transportation  
1200 New Jersey Avenue, Southeast  
Washington, District of Columbia 20590

Dear Secretary Foxx:

As you know, in 2012, Congress passed legislation requiring the Department of Transportation (DOT) to study the implications of allowing bigger and heavier commercial trucks on our roads and highways. With a new Congress now underway, we write to strongly restate our many concerns with the study and urge you to ensure these deficiencies are corrected before the study is released.

Congress mandated that DOT conduct a comprehensive evaluation of the effects on safety, infrastructure, our environment and our economy of increasing the permissible size and weight of trucks beyond what is allowed today. The last time DOT conducted a comprehensive study was fifteen years ago, so a new and updated analysis of this issue is critical to helping Congress craft long-term policies ensuring the safety and sufficiency of our country's transportation network. This is especially important as Congress works on legislation to reauthorize our surface transportation programs before the latest extension of the current law expires in May.

DOT has taken several steps to conduct the study, and we appreciate DOT's focus on the issue – including your efforts to meet with concerned stakeholders like law enforcement officials, labor leaders and safety experts who have sought to discuss DOT's work crafting the report. As they all have stressed and as we noted in letters last Congress, there appeared to be conflicts of interest in the selection of the study's contractor and the bases of its findings on flawed data and poor methodology. These issues must be addressed and corrected.

In addition to our concerns about the study's flaws, we must also underscore one key point: the tremendous damage that bigger, heavier trucks can inflict on our already crumbling roads and highways. The deteriorating nature of our infrastructure can hardly be overstated. As the administration noted in its proposed budget for Fiscal Year 2016, "65 percent of America's roads are rated in less than good condition." You have been a leading voice highlighting the dire condition of our nation's aging roads and bridges throughout your tenure as Secretary, most recently on an eight-state road trip you took last month focused on the need to invest in our country's infrastructure. We commend your vigorous advocacy and share your commitment and

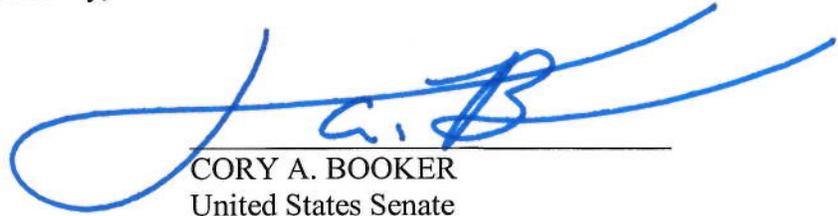
concerns because we also believe that our country's crumbling system threatens our safety and imperils our economic competitiveness. It is therefore troubling that DOT could release a study that recommends bigger, heavier trucks that will lead to more potholes and even greater problems – like safety risks, environmental damage, and economic harm – not to mention higher expenses to maintain our infrastructure. For these and so many other reasons, DOT needs to fix the fatal flaws inherent in the study that is now underway.

Again, we appreciate your efforts to get this study right and look forward to a final product that will help us make our infrastructure stronger – not further undermine roads and bridges that are already failing to meet our country's needs.

Sincerely,



RICHARD BLUMENTHAL  
United States Senate



CORY A. BOOKER  
United States Senate



JAMES P. McGOVERN  
Member of Congress



JERROLD NADLER  
Member of Congress