



June 30, 2026

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

The Honorable Ted Cruz, Chair
Senate Committee on Commerce, Science &
Transportation

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

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

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

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

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

We, the undersigned organizations representing law enforcement agencies across the country, stand united in our opposition to any proposal that would increase the size or weight of trucks on our roads. As Congress considers surface transportation reauthorization, we urge you to reject any provisions that would allow for heavier or longer trucks.

Including such language in this critical legislation would directly undermine our mission to protect public safety and the lives of our law enforcement officers, who risk their lives daily to keep our roads safe.

Extensive research, including the U.S. Department of Transportation's 2016 Truck Size and Weight Study, has consistently shown that larger trucks are more dangerous. Heavier trucks have higher crash rates and out-of-service rates – including brake violations – compared to those operating at the current 80,000-pound limit. Longer double-trailer trucks (Double 33s) are just as concerning, with significantly higher out-of-service rates and a stopping distance 22 feet longer than the currently allowed twin 28s.

Law enforcement witness firsthand the dangers posed by oversized trucks. In 2024 alone, 5,340 people were killed in crashes involving large trucks—a 44.9% increase since 2010 and the fourth-highest total since 2008. Increasing truck size or weight will only worsen this already alarming trend.

Our officers are also at greater risk. We have seen too many injured or killed in roadside crashes each year. Adding larger trucks to the mix will only increase the danger they face while performing their duties. Current proposals under consideration include:

- A 91,000-pound pilot project
- Heavier auto-haulers
- Heavier trucks carrying logs and other commodities
- Legislation allowing governors to unilaterally increase truck weights on interstates.

Each of these proposals would compromise the safety of motorists and law enforcement officers alike. We cannot afford to gamble with anyone's life.

Our position is clear, and we strongly urge you to oppose any provisions that would increase the size or weight of trucks.

Thank you,



Vince Talucci
Executive Director & CEO
International Association of Chiefs of Police



William J. Johnson, Esq., CAE
Executive Director
National Association of Police Organizations



Sheriff Justin Smith (Ret.)
Executive Director & CEO
National Sheriffs' Association



Andy Matthews, Esq.
Executive Director
National Troopers Coalition

CC: Members of Congress