



March 15, 2024

The Honorable Thomas Carper, Chair  
Senate Environment & Public Works Committee

The Honorable Shelly Moore Capito, Ranking Member  
Senate Environment & Public Works Committee

The Honorable Maria Cantwell, Chair  
Senate Commerce, Science & Transportation Committee

The Honorable Ted Cruz, Ranking Member  
Senate Commerce, Science & Transportation Committee

The Honorable Patty Murray, Chair  
Senate Committee on Appropriations

The Honorable Susan Collins, Ranking Member  
Senate 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 Kay Granger, Chair  
House Committee on Appropriations

The Honorable Rosa DeLauro, Ranking Member  
House Committee on Appropriations

Dear Chairs Carper, Cantwell, Murray, Graves and Granger, and Ranking Members Capito, Cruz, Collins, Larsen and DeLauro:

In 2020, at the onset of the COVID pandemic, the President declared a national emergency that, among other things, allowed governors to temporarily increase truck weight limits on interstates in their states for 120 days to allow for the movement of medical and other much needed supplies. At that time, we did not oppose this temporary increase, understanding the seriousness of what this country was going through. We did, however, state that this should be temporary and trucks weights should go back to their pre-pandemic limits, which they did.

Fast forward four years. Recently introduced legislation, the Modernizing Operations for Vehicles in Emergencies Act (MOVE Act, H.R. 7496), would now give governors the unilateral authority to raise interstate truck limits for up to one year, at the same time allowing for issues with supply chains as a justification. This is a far cry from natural disasters and pandemics. It sets no weight maximum and has no strict definition of what qualifies as a valid supply chain disruption. We believe this is just another attempt by proponents to increase truck weights on a national scale. **Please oppose H.R. 7496 or similar legislation in the Senate if introduced.** There is too much at stake.

We are the Law Enforcement Board of the Coalition Against Bigger Trucks (CABT), a national non-profit highway safety organization that represents over 3,000 law enforcement leaders and local government officials who share our concerns about the dangers to motorists and infrastructure damage that would be caused by increases in semi-truck size and weight.

The U.S. Department of Transportation (USDOT) conducted a comprehensive, multi-year evaluation of the impacts bigger trucks would have on our national transportation system. Its final report issued in 2016 recommended against any increases in the size or weight of trucks (Comprehensive Truck Size and Weight Limits Study). The report found that heavier trucks had serious safety problems. Key findings include:

- Heavier trucks had a 47 percent to 400 percent higher crash rate than 80,000-pound trucks based on limited state testing.

- Heavier trucks were found to have a higher out-of-service violation rate and an 18 percent higher brake violation rate when compared to 80,000-pound trucks.
- With no requirement for additional axles, that means heavier trucks without additional braking capacity, increasing stopping distances.

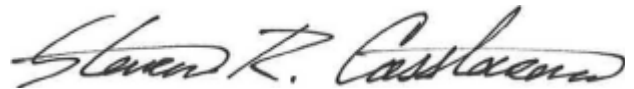
Law enforcement experience supports these findings. They know heavier trucks are more likely to roll over and be involved in more severe crashes leading to more injuries and more deaths. The operation of bigger trucks would put our nation's men and women in uniform at even greater risk as they continue to serve and protect motorists.

Due to our very serious concerns about the dangers to motorists and our infrastructure, we ask that you reject any proposals that would increase the size or weight of semi-trucks.



Christopher Burgos

President Emeritus, New Jersey State Troopers Fraternal Association  
State Trooper, New Jersey State Police (Ret.)



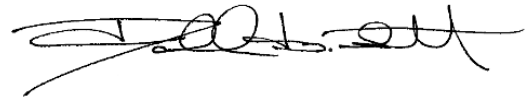
Steven Casstevens

Past President, International Association of Chiefs of Police  
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Past President, New York State Sheriffs Association  
Sheriff, Putnam County NY (Ret.)

CC: Members of Congress