



**2012-1**

**NATIONAL SHERIFFS' ASSOCIATION OPPOSES ANY INCREASE IN SIZE OR WEIGHT OF LARGE TRUCKS AT ALL LEVELS OF GOVERNMENT**

**WHEREAS**, the National Sheriffs' Association (NSA) is concerned with the welfare of motorists and the quality and reliability of our nation's infrastructure;

**WHEREAS**, on average 4,000 people are killed in truck crashes each year in the United States and 100,000 more are injured;

**WHEREAS**, large trucks have a fatal crash involvement rate 40 percent higher than that of passenger vehicles, according to the National Highway Safety Administration;

**WHEREAS**, every crash imposes both human and economic costs as well as a significant clean-up burden that can require many hours and impede other traffic;

**WHEREAS**, the estimated costs to society for each fatality is \$7.24 million and the cost for each injury crash is \$321,000 per injury;

**WHEREAS**, allowing heavier or longer trucks would threaten the safety of other motorists as well as law enforcement officers because heavier and longer trucks would be more difficult to control, take longer to stop, and increase crash severity;

**WHEREAS**, nearly 20% of commercial vehicles inspected are taken out of service for mechanical problems, which are most commonly brake issues, and trucks with out-of-service braking conditions are 1.8 times more likely to be assigned crash responsibility;

**WHEREAS**, government studies have raised questions about the safety of equipment modified to haul heavier loads;

**WHEREAS**, more than half the bridges on the National Highway System are more than 40 years old and nearly 25% are rated as structurally deficient or functionally obsolete;

**WHEREAS**, trucks heavier than 80,000 pounds also raise concerns related to the nation's deteriorating infrastructure because they are likely to accelerate the deterioration of road surfaces and bridges;

**WHEREAS**, government highway cost allocation studies have shown that the damage done to our roads and bridges by heavy trucks in legal operation today is not covered by their payments;

**WHEREAS**, the payments by other motorists effectively subsidize the operation of heavy trucks in legal operation today;

**WHEREAS**, government highway cost allocation studies show that increases in truck size and weight would exacerbate the existing underpayment of heavy trucks and the inequity between the payments of other motorists and heavy truck operators;

**NOW, THEREFORE BE IT RESOLVED** that the National Sheriffs' Association opposes any increase in the size or weight of large trucks at all levels of government.

Adopted at a Meeting of the General Membership in Nashville, TN on June 18, 2012.