



# NATIONAL SHERIFFS' ASSOCIATION

JONATHAN F. THOMPSON  
Executive Director and CEO

November 2, 2015

The Honorable Reid Ribble  
U.S. House of Representatives  
1513 Longworth House Office Building  
Washington, DC 20515

Dear Congressman Ribble:

On behalf of the National Sheriffs' Association (NSA), I am writing to express our deep concern with an amendment you plan to offer to H.R. 22, the "Developing a Reliable and Innovative Vision for the Economy Act."

It is clear to our sheriffs that heavier or longer trucks mean more dangers for motorists on the highway. An NSA resolution passed in 2014 resolves to oppose any truck size or weight increases and, in fact, is appropriately titled, "National Sheriffs' Association Opposes Any Increase in Size or Weight of Large Trucks at All Levels of Government."

In addition, NSA supports the recommendation of the U.S. Department of Transportation (USDOT) Comprehensive Truck Size and Weight Limits Study's Technical Reports—as required by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)—that there should be no changes in truck size and weight limits without clear and convincing evidence that such changes will not further endanger the motoring public or law enforcement officers who spend the vast majority of their days on the highway and on the roadside.

While limited in nature, findings published in the Technical Reports that show truck size and weight increases would have a negative impact on highway safety confirm the real-world experience of our sheriffs. In regard to heavier trucks, NSA's position aligns with the Technical Reports finding that the crash involvement rate for six-axle alternative truck configurations, presumably heavier than five-axle trucks, is consistently higher than the crash involvement rate for the five-axle control truck. In regard to longer trucks such as the double 33s configuration—a truck 91 feet in length—NSA's position is consistent with the Technical Reports finding that these trucks take longer to stop than the current twin 28s configuration. Both of these findings support NSA's position that heavier or longer trucks would put motorists, and our officers, in harm's way.

Further, NSA's 2014 resolution expressed concern that heavier and longer trucks would exact significant damage to our nation's infrastructure. USDOT's Technical Reports also confirms this concern when it found heavier and longer trucks would cost billions of dollars in additional bridge costs nationwide.

We are united nationwide in our opposition to both heavier and longer trucks. Please stand with the National Sheriffs' Association and its members and reject heavier and longer truck provisions. Thank you for your time and consideration of this matter so critical to highway safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Jonathan Thompson". The signature is written in a cursive, somewhat stylized font.

Jonathan Thompson

cc: Dean Meyer, Executive Director, Badger State Sheriffs' Association