



**2014-03**

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

**WHEREAS**, in 2000, the U.S. Department of Transportation (DOT) found that multiple-trailer trucks have an 11% higher fatal crash rate than single trailer trucks, and;

**WHEREAS**, according to Ted Miller, Eduard Zaloshnja and Rebecca Spicer's report, *Revised Cost of Large Truck and Bus Involved Crashes* (2006), the average cost per crash of a large truck crash is \$91,112, and;

**WHEREAS**, in 2006, the National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) and General Estimates System (GES) demonstrated that large trucks killed 4,995 people and injured 106,000 individuals on America's roadways, and;

**WHEREAS**, in 2013, using more recent data, the Rahall Transportation Research Institute found a higher fatal crash rate — 15.5% — for these vehicles, and;

**WHEREAS**, a recent review of significant truck size and weight studies by DOT found that gross vehicle weight would appear to be associated with higher crash rates, and;

**WHEREAS**, preliminary results of a nationwide data collection effort show higher out-of-service safety violations for overweight trucks, and;

**WHEREAS**, law enforcement officers with expertise conducting first responder efforts, truck safety inspections and crash investigations agree that longer and heavier trucks would be more dangerous to other drivers, infrastructure, and communities, and;

**WHEREAS**, longer and heavier trucks would increase the risks to law enforcement officers on roadsides because of diminished steering and handling capabilities, and;

**WHEREAS**, any increase in the number or severity of truck crashes would increase demands on already short-staffed commercial vehicle enforcement and first responders;

**NOW, THEREFORE, BE IT RESOLVED**, that the National Sheriffs' Association (1) continues to oppose increases in truck size or weight at all levels of government; (2) given the limitations in national crash rate data, encourages federal and state authorities to work to improve the collection and reporting of weight and configuration data for commercial vehicles

involved in fatal crashes; and (3) opposes increases in truck size or weight limits without clear and convincing evidence that it will not further endanger the motoring public.