



May 5, 2026

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

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

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

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

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

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

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

As you consider priorities for the upcoming surface transportation reauthorization, we ask that Committee leadership oppose efforts to include increases in truck size and weight, whether in the base bill or through the amendment process. We urge Congress to maintain current truck size and weight limits to protect public safety and to save lives, including supporting the officers who risk theirs every day responding to road incidents. We are not alone in this request – your offices have received similar letters from law enforcement leaders in your districts and states, as well as national and statewide partner organizations urging you to hold the line on truck size and weight.

As members of the Coalition Against Bigger Trucks (CABT) Law Enforcement Board, we bring over 100 years of experience working to keep our roads safe for both the public and our officers. We have seen far too often the tragic results when a larger truck is involved in a crash with a smaller vehicle. Those in the smaller vehicle lose, regardless of who is at fault. Yet, special interests continue to propose increases to truck size and weight limits, despite clear evidence from numerous studies showing that a bigger truck is a more dangerous truck.

We urge you to consider the safety implications from the perspective of state troopers, police chiefs, sheriffs, and rank-and-file law enforcement officers from across the country who have added their voice to CABT's mission to prevent increases to truck size and weight limits. Law enforcement officers, first responders and the public are jeopardized by allowing heavier and

longer semi-truck configurations. Large truck crashes kill several law enforcement officers every year, and the most recent data from the National Highway Transportation Safety Administration's (NHTSA) Fatal Analysis Reporting System (FARS), 5,340 people died in crashes involving large trucks, representing a 36.6% increase in crashes over the 10-year period from 2014-2024. It is unacceptable to us that Congress would consider heavier truck configurations on our roads with this harsh reality.

We understand the pressures that are brought from supporters of bigger trucks and the arguments they make. Unfortunately, all of these arguments forget one key point – making a truck heavier or longer will lead to more deaths. It is simple physics. The more mass, the more dangerous the truck will become when involved in a crash. In our opinion, there is not one argument that can be made that is worth a person's life.

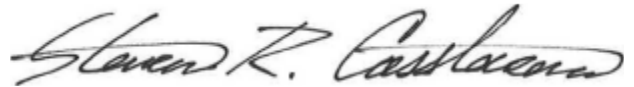
As you lead the very important process of surface transportation reauthorization, we humbly ask that you join with law enforcement across the country in opposing any increase in truck size or weight.

Respectfully,



Christopher Burgos

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



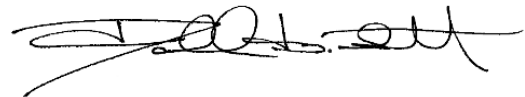
Steven Casstevens

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cc: House Infrastructure & Transportation Committee
Senate Environment & Public Works Committee
Senate Commerce, Science & Transportation Committee