



## NATIONAL ASSOCIATION OF POLICE ORGANIZATIONS, INC.

*Representing America's Finest*

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### NATIONAL HEADQUARTERS

WILLIAM J. JOHNSON  
**Executive Director**

May 23, 2014

Hon. John A. Boehner  
Speaker of the House  
United States House of Representatives  
Washington, D.C. 20515

Hon. Harry Reid  
Senate Majority Leader  
United States Senate  
Washington, D.C. 20510

Hon. Barbara Mikulski  
Chairwoman  
Senate Appropriations Committee  
Washington, D.C. 20510

Hon. Nancy Pelosi  
House Minority Leader  
United States House of Representatives  
Washington, D.C. 20515

Hon. Mitch McConnell  
Senate Minority Leader  
United States Senate  
Washington, D.C. 20510

Hon. Richard Shelby  
Vice Chairman  
Senate Appropriations Committee  
Washington, D.C. 20510

Dear Speaker Boehner, Leader Pelosi, Leader Reid, Leader McConnell, Chairwoman Mikulski, and Vice Chairman Shelby,

On behalf of the National Association of Police Organizations (NAPO), I am writing to you to express opposition to any proposals to allow truck size or weight increases.

NAPO is a coalition of police unions and associations from across the United States that serves to advance the interests of America's law enforcement through legislative and legal advocacy, political action, and education. Founded in 1978, NAPO now represents more than 1,000 police units and associations, 241,000 sworn law enforcement officers, and more than 100,000 citizens who share a common dedication to fair and effective crime control and law enforcement.

We understand that proposals to allow truck size or weight increases are being considered as part of annual appropriations legislation. We strongly object to such proposals. Allowing truck size or weight increases will negatively impact public safety.

Increasing truck size and weight will be detrimental to public safety officers and those they protect. Each year, thousands of people are killed or injured in traffic crashes involving large trucks. Making trucks longer and heavier will only worsen an already dangerous situation. To illustrate this point, the U.S. Department of Transportation (USDOT) found that multi-trailer trucks –

doubles and triple-trailer trucks – “could be expected to experience an 11% higher overall fatal crash rate than single-trailer combinations” (USDOT, 2000).

Moreover, NAPO is deeply concerned that the current proposals under consideration have not been subject to any Congressional hearings. Appropriations legislation is not the proper vehicle to consider these changes, which will impact public safety.

We urge you to oppose any provisions that would allow an increase in size and weight of trucks. If you have any questions, please feel free to contact me at: (703) 549-0775.

Sincerely,



**William J. Johnson**  
Executive Director