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The Honorable Yadira Caraveo
United States House of Representatives
1024 Longworth House Office Building
Washington, DC 20515

Dear Representative Caraveo,

I'm reaching out to share my concerns about the negative safety impact of legislation allowing increases in maximum truck weights (HR 3372) or the sizes of double-trailer trucks (legislation pending), as has been opposed by the International Association of Chiefs of Police (IACP) and National Troopers Coalition (NTC) for many years.

It is my belief that road safety is a critical component of any comprehensive public safety plan, and I agree with most in law enforcement professionals that even bigger trucks would complicate our duty to protect citizens on the road and our men and women in uniform that patrol them.

My department has a big stake in this issue because we work in conjunction with the Colorado State Patrol to issue citations to overweight trucks and driver violations. Our town has a strict ordinance prohibiting commercial trucks over 20,000 pounds from utilizing city streets, but we often get drivers who blame GPS routing and "reasonable access" laws on why they end up on our most vulnerable streets and bridges. This brings safety into question.

In 2016 the USDOT conducted a comprehensive study of the issue, finding that Twin 33' trailers require an additional 22 feet to stop, and in an earlier study they calculated an 11% higher risk of fatal accidents associated with multi-trailer configurations. These figures are troubling for all law enforcement officers that patrol our roadways and have seen the damage bigger trucks can do when a crash occurs, regardless of "fault". Impact is determined by simple physics – mass times velocity, and we should not be adding to either of the factors.

I appreciate your attention to this issue and see that these proposals present real problems for our communities along the Interstate 76 corridor here in Northern Colorado.

Sincerely,

Scott Sedgwick

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