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July 30, 2025

The Honorable Shelley Moore Capito, Chair
Senate Committee on Environment and Public Works

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

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

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

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

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

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

On behalf of the National Association of Emergency Medical Technicians (NAEMT), which represents more than 110,000 EMS clinicians nationwide, I write to express our strong opposition to any legislation that would increase the legal size or weight limits of trucks on our nation's roads and bridges. We are deeply concerned about the dangers these proposals pose to the safety of the traveling public and to our members who risk their lives responding to roadside emergencies.

EMS professionals routinely witness the devastating consequences of crashes involving large trucks. Heavier and longer trucks create a wider crash footprint and result in more severe outcomes. It's a matter of physics—increased mass leads to more destructive crashes, greater numbers of injuries, and higher fatality rates. First responders often face immense difficulty and danger treating crash victims at scenes involving larger trucks, which are harder to maneuver and require significantly more time and distance to come to a stop.

We are particularly alarmed by proposal that would allow a nationwide pilot project to operate 91,000-pound trucks on our Interstate highways, experimenting with motorists to test if heavier trucks are more dangerous. We also oppose **the Modernizing Operations for Vehicles in Emergencies (MOVE) Act**, which would allow heavier trucks to travel across state lines under certain declared emergency conditions. While intended to facilitate emergency logistics, the MOVE Act creates a dangerous precedent by introducing widespread exemptions to federal weight limits. Both bills would put motorists and first responders at increased risk, effectively

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turning our national road system into a testing ground for heavier commercial vehicles without adequate safety evaluation or infrastructure adaptation.

Additionally, we are concerned by recently introduced legislation—**H.R. 2166** in the House and **S.1063** in the Senate—that would increase federal weight limits for logging trucks to match state-permitted configurations. While we understand the economic pressures facing specific industries, safety must remain the top priority. Allowing heavier logging trucks on the Interstate system would heighten crash risks, place more strain on emergency response systems, and exacerbate the dangers for EMS personnel already working in high-risk roadside environments.

We urge Congress to heed the recommendation made by the U.S. Department of Transportation in its 2016 Comprehensive Truck Size and Weight Limits Study, which concluded that no increases in truck size or weight are warranted.

As you consider transportation and infrastructure policies during the 119th Congress, we respectfully ask you to oppose any legislation or amendments that would increase truck size or weight—whether as permanent measures or pilot programs. The safety of our nation’s road users and first responders depends on it.

Please feel free to reach out with any questions or if we can be of assistance. Thank you for your consideration and commitment to public safety.

Sincerely,



Chief Christopher Way
President, NAEMT