

## MAKE SAFETY A TOP PRIORITY IN THE SENATE VERSION OF H.R. 3

### **SUPPORT Amendments On Highway And Auto Safety, Motorcycle Helmets And Hold the Line on Big Trucks**

### **OPPOSE All Special Interest Provisions On Exemptions To Truck Safety Rules**

Dear Senator:

Senate consideration of H.R. 3, the Transportation Equity Act: a Legacy for Users (TEA-LU), will determine the safety of neighborhood streets, roads and highways in the United States for the next 5 years, through 2009. Based on annual highway fatality data, it is expected that 200,000 Americans will die in crashes, and nearly 15 million more will be injured during that time frame if "safety" is not the highest priority of the Senate this week. Recent release of 2004 projected highway fatalities indicates another year of bad news for American motorists. Overall, motor vehicle fatalities increased from 2003. Additionally, SUV rollover fatalities are up, motorcyclists are dying in record numbers, truck deaths continue to rise, and the number of persons killed in crashes involving young drivers increased. In order to save lives and improve highway safety, we ask that you take the following actions:

- **Support the highway, vehicle and truck safety provisions already included in the Senate Commerce Committee's Surface Transportation Safety Improvement Act of 2005.** Provisions in the bill will help to reduce rollover crashes, prevent occupant ejection, enhance roof strength, protect in side impacts, improve child safety, make 15-passenger vans safer, increase seat belt use, advance truck safety and provide consumers with important comparative crash test information on new vehicles.
- **Support Sen. Lautenberg's amendment to restore the motorcycle helmet use requirement in Section 153, title 23 United States Code, authored by the late Sen. John Chafee.** Since the motorcycle helmet portion of the law was rescinded in 1995, motorcycle deaths have increased each year. Last year, 3,927 motorcyclists died, an 85% increase in fatalities in 2004 compared to 1997. Also, injuries among motorcyclists increased by 23,000 in 2004 over 1997. Sen. Lautenberg's amendment will encourage states to pass all-rider helmet use laws, which will save lives and reduce the medical and economic costs.
- **Support the Lautenberg-DeWine amendment extending the 1991 freeze on longer combination vehicles (LCVs) to the National Highway System. The 1991 law was enacted with strong bipartisan support and responsible for stopping the spread of dangerous triple trailer trucks in every state.** This amendment will extend the protection of the 1991 enacted LCV freeze on the Interstate system (42,500 miles) to the entire National Highway System. Like the 1991 LCV freeze, the Lautenberg-DeWine amendment will protect the states from being forced to accept bigger and bigger trucks on the National Highway System. It will make our roads safer and preserve our tremendous investment in highways and bridges.
- **Oppose all special interest truck size and weight and hours of service exemptions that degrade safety for everyone on our roads and highways.** These special interest amendments advocated by different sectors of the trucking industry create a dangerous patchwork quilt of special rules that undermine the safety and work conditions of truck drivers, jeopardize safety for all motorists, and will be a nightmare for police to enforce.

Sincerely,

Jacqueline S. Gillan  
Vice President



ADVOCATES  
FOR HIGHWAY  
AND AUTO SAFETY