

July 26, 2015

Dear Senator:

As debate continues on the DRIVE Act (H.R. 22), there is still time to include a strong safety title. Unfortunately, the changes which have been made to the bill thus far are minimal and still do not advance needed safety improvements. Without a course correction, our nation will experience the needless deaths of 200,000 people and injuries to more than 12 million during the six year span of the bill, based on current fatality and injury data.

There are few votes you will cast as a Senator in the next six years that will have such a lasting impact on the health and safety of your constituents. Your Senate colleagues in previous Congresses passed bi-partisan surface transportation laws that are saving lives and preventing injuries today. Maybe you or a family member or a friend were in a motor vehicle crash and benefitted from those safety laws enacted by your former Senate colleagues. We urge you to join those Senators who worked on past bi-partisan surface transportation bills to ensure that saving lives was a priority. You are poised at a point in history to make a difference with this bill. We urge you to seize this opportunity and include these amendments in the DRIVE Act.

- **Nelson, Blumenthal, Markey**: Makes needed reforms to address safety voids including: Early Warning Reporting (EWR), criminal penalties, used cars, imminent hazard authority for NHTSA, collision avoidance technology, and pedestrian safety.
- **Wicker-Feinstein**: A commonsense approach for the Department of Transportation (DOT) to study the potential negative impacts of longer trucks (Double 33s) on public safety before promulgating a rule to increase truck lengths.
- **Blumenthal**: Provides for criminal penalties when an entity or corporate officer fails to inform NHTSA of a known dangerous defect.
- **Blumenthal**: Requires auto dealers to fix outstanding safety recalls before selling or leasing a used motor vehicle.
- **Blumenthal**: Eliminates the cap on civil penalties that NHTSA may impose on a manufacturer for violations of 49 U.S.C. 301.
- **Blumenthal**: Strikes Section 32202 which allows 5-year exemptions from truck driver hours of service (HOS) requirements and permits exemptions to be renewed for an additional 5 years or be made permanent.
- **Blumenthal**: Strikes Section 32305 which drastically skews rulemaking process in favor of industry and includes unnecessary, wasteful and burdensome roadblocks to rulemaking.
- **Blumenthal**: Creates a rental truck report card to ensure the safety of trucks before they are rented to the public.
- **Blumenthal**: Strikes Section 32003 which removes safety scores and rankings of truck companies from public view, depriving people from learning important safety information and seeing comparative ratings of freight and household goods motor carriers.
- **Blumenthal**: Bans hands-free cellular use by truckers and pilot vehicles.
- **Markey**: Strikes provision permitting teen truck drivers ages 18-21 to operate in interstate commerce.
- **Markey**: Improves access to Early Warning Reporting (EWR) to identify motor vehicle safety defects earlier.

- **Markey**: Requires states to notify owners of open recalls and requires open recalls be fixed before registration of the vehicle.
- **Markey**: Requires motor vehicles to meet certain standards to protect against digital attacks.
- **Booker**: Requires that all large trucks be equipped with life-saving crash avoidance technology.
- **Booker**: Increases minimum insurance levels for motor carriers.

Sincerely,

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