

Safety Scorecard –

Vote Recommendations for Rules Meeting on H.R. 2

Amendments filed for the Moving Forward Act (H.R. 2) could have sweeping implications for public safety. Below please find Advocates for Highway and Auto Safety’s recommendations for votes on amendments filed as of Monday at noon.

We continue to review amendments and will send updated recommendations as necessary. Please reach out to Allison Kennedy (akennedy@saferoads.org, 360-281-7033) with questions on specific provisions or amendments.

Any Amendment to Increase, Circumvent, or Provide Exemptions to Truck Size and Weight Limits Including:
#21 (Courtney, Himes, Hayes, DeLauro, Larson)
#171 (Luetkemeyer)
#245 (Golden, Gallagher, Sensenbrenner)
#246 (V. Gonzalez, Vela)
#371 (Babin, Cuellar)
#378 (Woodall)

Bigger and heavier trucks endanger all motorists and disproportionately damage infrastructure. Exemptions from federal truck weight limits severely blunt their effectiveness. Exemptions also compromise enforcement. Any amendment to increase, circumvent, or provide exemptions to truck size and weight limits or axle tolerances including state or industry carve-outs, pilot programs, “Double 33s,” or other efforts should be rejected.

Opposed by: Advocates for Highway and Auto Safety, Truck Safety Coalition, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety, Trauma Foundation

OPPOSE

#10 (A. Scott, Schrader)

Expands the definition of agricultural commodities which will result in a broadening of exemptions from critical rules for truck drivers hauling certain goods.

Opposed by: Advocates for Highway and Auto Safety, Truck Safety Coalition, International Brotherhood of Teamsters, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety, Trauma Foundation

OPPOSE

<p>#80 (Krishnamoorthi, Gallagher) Seeks to reduce distracted driving by adding a grant program for states that ban non-navigational viewing. This allows drivers to use their phones for directions while prohibiting other distracting activities like FaceTime, TikTok and other social media. Supported by: Advocates for Highway and Auto Safety, Transport Workers Union, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Truck Safety Coalition, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Trauma Foundation</p>	<p><u>SUPPORT</u></p>
<p>#86 (Cohen, Chabot) Directs a study on reporting of alcohol-impaired driving arrest and citation results into Federal databases for identification of impaired driving offenders. Supported by: Advocates for Highway and Auto Safety, Consumer Federation of America, Trauma Foundation</p>	<p><u>SUPPORT</u></p>
<p>#89 (Krishnamoorthi, Porter) Directs a revision of labeling requirements for child passenger safety seats to ensure children are placed in proper restraints for their age and size. Also requires regular reporting on the status of the side impact rule mandated by Congress in MAP-21, until issuance of such. Supported by: Advocates for Highway and Auto Safety, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Trauma Foundation</p>	<p><u>SUPPORT</u></p>
<p>#193 (Lamb) Directs a study on the safety performance of small CMVs (under 10,000 lbs.) used in interstate commerce. Supported by: Advocates for Highway and Auto Safety, International Brotherhood of Teamsters, Transport Workers Union, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Truck Safety Coalition, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Trauma Foundation</p>	<p><u>SUPPORT</u></p>
<p>#203 (Lipinski) Requires the National Highway Traffic Safety Administration (NHTSA) to issue safety standards for the front end of passenger vehicles to better protect pedestrians, bicyclists and other vulnerable road users in crashes. In 2018 alone, both the number of pedestrians and bicyclists killed in crashes reached their highest levels since 1990. Supported by: Advocates for Highway and Auto Safety, Transport Workers Union, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Trauma Foundation</p>	<p><u>SUPPORT</u></p>

#239 (Bost)

Permits the Federal Motor Carrier Safety Administration (FMCSA) to implement dangerous changes to hours of service (HOS) rules before important information is gathered.

Opposed by: Advocates for Highway and Auto Safety, Truck Safety Coalition, International Brotherhood of Teamsters, Transport Workers Union, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety, Trauma Foundation

OPPOSE

#310 (Jackson Lee)

Establishes a program to reduce fatalities involving pedestrians, bicyclists, and other vulnerable road users. In 2018 alone, both the number of pedestrians and bicyclists killed in crashes reached their highest levels since 1990.

Supported by: Advocates for Highway and Auto Safety, Transport Workers Union, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Truck Safety Coalition, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Trauma Foundation

SUPPORT

#325 (Gibbs)

Strikes an important provision in the bill that would help ensure unsafe drivers and carriers are kept off the road. The Compliance, Safety, Accountability (CSA) program is designed to identify high risk motor carriers for intervention and improved compliance. Unfortunately, some of the CSA data has been removed from public view since 2015. It is critical that public accessibility of all CSA data be restored.

Opposed by: Advocates for Highway and Auto Safety, International Brotherhood of Teamsters, Transport Workers Union, Center for Auto Safety, Consumer Federation of America, Truck Safety Coalition, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety, Trauma Foundation

OPPOSE

#336 (Marshall, Gianforte)

Exempts livestock and insect haulers from the electronic logging device (ELD) rule. There is absolutely no need to suspend the ELD rule for these carriers. ELDs provide an objective record of driver's on-duty time to increase compliance with hours of service (HOS) rules and improve the ability of law enforcement to ensure compliance. Longer trips without rest periods result in greater risk of crashes and also endanger animals and humans by facilitating the spread of diseases and pathogens like influenza and salmonella.

Opposed by: Advocates for Highway and Auto Safety, Humane Society Legislative Fund, Humane Society of the United States, International Brotherhood of Teamsters, Center for Auto Safety, Truck Safety Coalition, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety, Trauma Foundation

OPPOSE

#372 (Budd, Gohmert)

Creates unnecessarily, burdensome review of regulations. This process would drain limited agency resources.

Opposed by: Advocates for Highway and Auto Safety, Consumer Federation of America, Truck Safety Coalition, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Trauma Foundation

OPPOSE