



## Safety Scorecard –

### Vote Recommendations for H.R. 2 with Outcomes

For June 29, 2020 Rules Committee Meeting:

<p><b>Any Amendment to Increase, Circumvent, or Provide Exemptions to Truck Size and Weight Limits Including:</b> <b>#21 (Courtney, Himes, Hayes, DeLauro, Larson) – WITHDRAWN ON THE FLOOR</b> <b>#171 (Luetkemeyer) -- REJECTED</b> <b>#245 (Golden, Gallagher, Sensenbrenner) -- REJECTED</b> <b>#246 (V. Gonzalez, Vela) -- REJECTED</b> <b>#371 (Babin, Cuellar) -- REJECTED</b> <b>#378 (Woodall) -- REJECTED</b></p> <p>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.</p> <p><b>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</b></p>	<p><b><u>OPPOSE</u></b></p>
<p><b>#10 (A. Scott, Schrader) -- REJECTED</b></p> <p>Expands the definition of agricultural commodities which will result in a broadening of exemptions from critical rules for truck drivers hauling certain goods.</p> <p><b>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</b></p>	<p><b><u>OPPOSE</u></b></p>

<p><b>#80 (Krishnamoorthi, Gallagher) -- ADOPTED</b></p> <p>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.</p> <p><b>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</b></p>	<p><b><u>SUPPORT</u></b></p>
<p><b>#86 (Cohen, Chabot) -- ADOPTED</b></p> <p>Directs a study on reporting of alcohol-impaired driving arrest and citation results into Federal databases for identification of impaired driving offenders.</p> <p><b>Supported by: Advocates for Highway and Auto Safety, Consumer Federation of America, Trauma Foundation</b></p>	<p><b><u>SUPPORT</u></b></p>
<p><b>#89 (Krishnamoorthi, Porter) -- ADOPTED</b></p> <p>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.</p> <p><b>Supported by: Advocates for Highway and Auto Safety, Consumer Federation of America, Center for Auto Safety, Consumers for Auto Reliability and Safety, Trauma Foundation</b></p>	<p><b><u>SUPPORT</u></b></p>
<p><b>#193 (Lamb) -- ADOPTED</b></p> <p>Directs a study on the safety performance of small CMVs (under 10,000 lbs.) used in interstate commerce.</p> <p><b>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</b></p>	<p><b><u>SUPPORT</u></b></p>
<p><b>#203 (Lipinski) -- ADOPTED</b></p> <p>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.</p> <p><b>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</b></p>	<p><b><u>SUPPORT</u></b></p>

**#239 (Bost) -- REJECTED**

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) – NOT ADOPTED**

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) -- REJECTED**

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**

<p><b>#336 (Marshall, Gianforte) -- REJECTED</b></p> <p>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.</p> <p><b>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</b></p>	<p><u><b>OPPOSE</b></u></p>
<p><b>#372 (Budd, Gohmert) -- REJECTED</b></p> <p>Creates unnecessarily, burdensome review of regulations. This process would drain limited agency resources.</p> <p><b>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</b></p>	<p><u><b>OPPOSE</b></u></p>

**For June 17, 2020 Transportation and Infrastructure Committee Markup:**

<p><b>Any Amendment to Increase, Circumvent, or Provide Exemptions to Truck Size and Weight Limits or Axle Tolerances Including:</b></p> <p><b>Babin 43 -- WITHDRAWN</b></p> <p><b>Brown 215 -- ADOPTED</b></p> <p><b>Gallagher 114 -- WITHDRAWN</b></p> <p><b>Pence 24 -- WITHDRAWN</b></p> <p><b>Stanton 21 -- ADOPTED</b></p> <p>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.</p>	<p><u><b>OPPOSE</b></u></p>
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**Opposed by: Advocates for Highway and Auto Safety (Advocates), Truck Safety Coalition, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, Consumers for Auto Reliability and Safety (CARS), Trauma Foundation**

**Any Amendment to Allow for “Teen Truckers” to Operate in Interstate Commerce Including:**

**Sec. 5004 in the *STARTER Act* -- REJECTED  
Balderson 20 -- REJECTED**

Some states allow younger commercial motor vehicle (CMV) drivers in intrastate commerce. Younger CMV drivers have higher crash rates. In fact, CMV drivers under the age of 19 are four times more likely to be involved in fatal crashes and CMV drivers between the ages of 19 and 20 are six times more likely to be involved in fatal crashes. The public, as well as safety, public health, consumer groups, motor carriers and truck drivers all oppose lowering the CDL age. The legislation is also problematic as the training proposals are woefully inadequate and the safety technology is only required during the short probationary period. Moreover, problems within the industry that create untenable working conditions remain unaddressed and action would leapfrog pilot programs underway at the Federal Motor Carrier Safety Administration (FMCSA).

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

[See also joint opposition letter here.](#)

**Babin 44 -- REJECTED**

Weakens the inspection requirements for underride guards.

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

**Bost 54 and 55 -- REJECTED**

Permits FMCSA to implement dangerous changes to hours of service (HOS) rules before important information is gathered. Strikes essential provision from a necessary study examining the impacts of exemptions from HOS rules for CMVs on safety and drivers. The National Transportation Safety Board (NTSB) has repeatedly cited fatigue as a major contributor to truck crashes and included reducing fatigue-related crashes on its Most Wanted List of Safety Changes.

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

**OPPOSE**

**OPPOSE**

**OPPOSE**

<p><b>Cohen 89 – NOT ADOPTED</b></p> <p>Requires a pilot program on side underride guards for trucks that could prevent horrific underride crashes. The Insurance Institute for Highway Safety (IIHS) has conducted <a href="#">successful crash test</a> on these types of guards that demonstrate they can prevent a passenger motor vehicle from going under the side of the trailer. A pilot program would further demonstrate the effectiveness of this lifesaving safety equipment.</p> <p><b>Supported by: Advocates, Center for Auto Safety, Consumer Federation of America, CARS, Trauma Foundation, Truck Safety Coalition, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways</b></p>	<p><u><b>SUPPORT</b></u></p>
<p><b>Cohen 93 – NOT ADOPTED</b></p> <p>Ensures important improvements to school buses are issued by a date certain and required on new buses in a timely manner. According to NHTSA, between 2007 and 2016, 1,282 people were killed in school-transportation-related crashes—an average of 128 fatalities per year. Safety upgrades such as seat belts, automatic emergency braking (AEB) and electronic stability control (ESC) will better protect children as they travel to and from school. The NTSB has recommended school buses be equipped with these and other technologies to help prevent or mitigate crashes.</p> <p><b>Supported by: Advocates, Center for Auto Safety, Consumer Federation of America, CARS, Trauma Foundation</b></p>	<p><u><b>SUPPORT</b></u></p>
<p><b>Garamendi 122 -- WITHDRAWN</b></p> <p>Expands the definition of agricultural commodities which will result in a broadening of exemptions from critical rules for truck drivers hauling certain goods.</p> <p><b>Opposed by: Advocates, Truck Safety Coalition, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, CARS, Trauma Foundation</b></p>	<p><u><b>OPPOSE</b></u></p>
<p><b>Garamendi 140 -- REJECTED</b></p> <p>Transfers funds from priority safety programs intended to combat distraction and alcohol impaired driving as well as improve novice driver safety into less directed programs.</p> <p><b>Opposed by: Advocates, Consumer Federation of America, CARS, Trauma Foundation</b></p>	<p><u><b>OPPOSE</b></u></p>

<p><b>Gibbs 27 -- REJECTED</b></p> <p>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.</p> <p><b>Opposed by: Advocates, Center for Auto Safety, Consumer Federation of America, Truck Safety Coalition, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, CARS, Trauma Foundation</b></p>	<p><u><b>OPPOSE</b></u></p>
<p><b>Graves (MO) ANS -- REJECTED</b></p> <p>Includes a number of anti-safety provisions including weakening oversight of unsafe carriers, allowing teens to operate trucks in interstate commerce and eviscerating hours of service rules for agricultural operations.</p> <p><b>Opposed by: Advocates, Center for Auto Safety, Consumer Federation of America, Truck Safety Coalition, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, CARS, Trauma Foundation</b></p>	<p><u><b>OPPOSE</b></u></p>
<p><b>LaMalfa 63 -- REJECTED</b></p> <p>Deauthorizes all programs in the bill following certain determination by the Congressional Budget Office (CBO). Advocates opposes any amendment that could threaten essential programs that protect or advance public safety on our highways.</p> <p><b>Opposed by: Advocates, Consumer Federation of America, CARS, Trauma Foundation</b></p>	<p><u><b>OPPOSE</b></u></p>
<p><b>Lowenthal 43 -- ADOPTED</b></p> <p>Directs the assessment of risks posed by untreated Obstructive Sleep Apnea (OSA) in CMV drivers, an identified safety problem within the trucking industry, followed by a rulemaking on screening criteria by a date certain.</p> <p><b>Supported by: Advocates, Consumer Federation of America, Truck Safety Coalition, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, CARS, Trauma Foundation</b></p>	<p><u><b>SUPPORT</b></u></p>
<p><b>Lynch 80 -- ADOPTED</b></p> <p>Directs a road safety assessment focused on pedestrian and bicyclist safety. In 2018 alone, both the number of pedestrians and bicyclists killed in crashes reached their highest levels since 1990 and in 2019 are predicted to have increased yet again (two percent and three percent respectively).</p> <p><b>Supported by: Advocates, Center for Auto Safety, Consumer Federation of America, CARS, Trauma Foundation</b></p>	<p><u><b>SUPPORT</b></u></p>

**Mitchell 62 -- REJECTED**

Eliminates a grant program for states which would assist them in carrying out safety enforcement countermeasures to reduce traffic-related injuries and fatalities.

**Opposed by: Advocates, Center for Auto Safety, Consumer Federation of America, CARS, Trauma Foundation**

**OPPOSE**

**Pence 25 -- REJECTED**

The electronic logging device (ELD) rule is suspended for haulers of agricultural commodities, livestock and insects in transport while a working group is convened to examine related issues. 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, Humane Society Legislative Fund, Humane Society of the United States, Center for Auto Safety, Truck Safety Coalition, Consumer Federation of America, Parents Against Tired Truckers, Citizens for Reliable and Safe Highways, CARS, Trauma Foundation**

**OPPOSE**

**Perry 115 -- REJECTED**

Strikes an essential provision in the bill that would equip new CMVs with important safety technology. Automatic emergency braking (AEB) can prevent and mitigate crashes by alerting the driver to an object in front of the CMV and can apply the brakes to stop the CMV if the driver fails to respond. The National Highway Traffic Safety Administration (NHTSA) estimates that fleetwide adoption of advanced AEB systems could save over 150 lives per year and prevent over 8,000 injuries.

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

**OPPOSE**

**Smucker 23 -- REJECTED**

Drastically expands the hours of service (HOS) exemption given to haulers of agricultural commodities and farm supplies. All truck drivers, regardless of what they are hauling, are susceptible to fatigue. While efforts to expand hours are being framed under the guise of "greater flexibility," proposals such as this will only make already-grueling truck driving schedules more so and exacerbate the well-known and well-documented problem of tired truckers.

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

**OPPOSE**