

## Safety Scorecard –

### Vote Recommendations for Markup of H.R. 3684

As of 12:30 am, 6/9/21

***From Advocates for Highway and Auto Safety, Citizens for Reliable and Safe Highways, Parents Against Tired Truckers, Trauma Foundation and Truck Safety Coalition***

<p><b>Gallagher 61, Guest 19 and Any Amendment to Increase, Circumvent or Provide Exemptions to Truck Size and Weight Limits or Axle Tolerances</b></p> <p>Bigger and heavier trucks endanger all motorists and disproportionately damage the infrastructure. Exemptions from federal truck weight limits severely diminish their effectiveness and compromise enforcement efforts. 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 or other efforts should be rejected.</p>	<p><b><u>OPPOSE</u></b></p>
<p><b>Balderson 9 and Any Amendment to Allow for “Teen Truckers” to Operate in Interstate Commerce</b></p> <p>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 and consumer groups, the International Brotherhood of Teamsters and OOIDA all oppose lowering the CDL age. Moreover, problems within the industry that create unsafe working conditions and create truck driver retention issues remain unaddressed.</p>	<p><b><u>OPPOSE</u></b></p>
<p><b>Perry 158</b></p> <p>Strikes a provision to prescribe a motor vehicle safety standard and accompanying performance requirements for automatic emergency braking (AEB) in new large trucks. The Insurance Institute for Highway Safety (IIHS) found that equipping large trucks with forward collision warning (FCW) and AEB reduced the rate of rear-end crashes by 44 and 41 percent, respectively. 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. Instead of striking this provision, public health and safety groups recommend Sec. 4404 be expanded to include all new trucks.</p>	<p><b><u>OPPOSE</u></b></p>

**Any Amendment That Would Exacerbate Truck Driver Fatigue / Weaken Hours of Service (HOS) Rules / Hinder Improvements to HOS**

**Guest 22:** Dangerously expands HOS exemption for haulers of agricultural commodities and livestock.

**Perry 116:** Strikes section 4308 to issue a final rule to establish screening criteria for obstructive sleep apnea in commercial motor vehicle drivers.

**Bost 22:** Removes directives to the Federal Motor Carrier Safety Administration (FMCSA) to examine recent revisions that weakened the HOS rules.

**Perry 117:** Strikes section 4311 which allows data from Electronic Logging Devices to be used by FMCSA for transportation research.

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. Actions must be taken to prevent rather than exacerbate this well-known and pervasive safety issue.

**OPPOSE**

**Graves 96**

Creates a new grant program for funding of infrastructure to promote the testing and deployment of autonomous vehicles (AV), gives the Sec. of Transportation discretion to award grants \$1 – 10 million, and authorizes \$100 million from the highway trust fund for 2022 – 2026. At a time when our roads and bridges are crumbling, traffic fatalities spiked in 2020 reaching the largest projected number of traffic fatalities since 2007, proven safety technologies such as advanced driver assistance systems (ADAS) can and should be required as standard equipment with minimum safety standards developed by NHTSA which is a chronically underfunded agency, and AVs are a long-term possibility by the admission of numerous senior auto and tech industry executives, our focus should be on improving the integrity and safety of our infrastructure for all road users and accelerating proven safety advances and countermeasures.

**OPPOSE**

**Gibbs 12**

Hampers the ability of the FMCSA to revoke the registration of unsafe operators by making the agency conduct a rulemaking on procedures to assign a motor carrier an unfit rating. 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. The data should be restored rather than further weakening the program. Would also require costly and needless remote audit pilot program, in place of an on-site audit, that will divert much needed agency resources from identifying unsafe carriers.

**OPPOSE**

**Babin 16**

Strikes section 4405 (b) which directs the Secretary to complete research on side underride guards and report to Congress on the results. The NTSB has recommended improving comprehensive underride protection.

**OPPOSE**

**Pappas 29**

Requires report to Congress within one year on impaired driving. Following the National Safety Council (NSC) model guidelines for toxicology testing, report must identify barriers to submitting toxicology data to the Fatality Analysis Reporting System (FARS) and how to fix any barriers and improve toxicology testing and reporting for motor vehicle crashes involving drugs and alcohol.

**SUPPORT****Cohen 41**

Prioritizes efforts and funding for actions to deter and prevent drug and alcohol impaired driving including high visibility enforcement, law enforcement drug recognition expert training, improving screening and testing, and purchasing necessary equipment and technologies to identify, monitor, or treat impaired drivers.

**SUPPORT****Garcia 22**

Directs the U.S. DOT Secretary to prioritize safety in update of the Manual on Uniform Traffic Control Devices (MUTCD) by prioritizing: protection of vulnerable road users; safety of road users over traffic speed; safety and sustainability elements such as protected bike lanes and markings, marked crosswalks and pedestrian hybrid beacons; and, the replacement the 85<sup>th</sup> percentile for use in speed setting on roads outside the national highway system.

**SUPPORT**