

## **Safety Spotlight: Recommendations For H.R. 3684**

*From Advocates for Highway and Auto Safety, American Public Health Association, Center for Auto Safety, Citizens for Reliable and Safe Highways (CRASH), Consumer Federation of America, Consumers for Auto Reliability and Safety, Families for Safe Streets, FIA Foundation, Kids and Car Safety, League of American Bicyclists, National Coalition For Safer Roads, National Consumers League, Parents Against Tired Truckers (P.A.T.T.), Public Citizen, Society For the Advancement of Violence and Injury Research, Trauma Foundation, Truck Safety Coalition, .05 Saves Lives Coalition*

### **SUPPORT**

- **Rice #14:** Competitive grant process and evaluation on educational efforts to reduce drug impaired driving.
- **Rice #16:** Requires update of seat back standard to prevent seat back failures and the resulting fatalities and injuries which are often sustained by children properly restrained in the backseat.
- **Garcia #51:** Requires improvements to hood and bumper standards to better protect bicyclists, pedestrians and other vulnerable road users (VRU).
- **Garcia #86:** Elevates considerations for VRUs in the update of the Manual on Uniform Traffic Control Devices (MUTCD) to improve safety.
- **Rice #183:** Directs the Government Accountability Office (GAO) to study the effectiveness of child endangerment laws and make recommendations for improvements.
- **Jackson Lee #237:** Provides more control for local governments to direct funds for the Safe Streets program to reduce fatalities and injuries with a focus on VRUs.
- **Dingell #248:** Expresses the sense of Congress that stakeholders, including safety groups, should be consulted to begin establishing a federal regulatory framework for the safe deployment of autonomous vehicles (AVs) while growing the U.S. workforce.

### **Oppose**

#### **Cammack #195 – HOS exemption for livestock haulers\***

##### **Any Action to Exacerbate Truck Driver Fatigue:**

Actions to weaken or circumvent truck driver hours of service (HOS) rules and ELD requirements are a persistent, anti-truck safety objective of some members of the industry. 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 worsen, this well-known and pervasive safety issue. \*Humane Society Legislative Fund and Humane Society of the United States oppose Cammack #195.

#### **Pappas #49 – Exempts tow truck operators from length limits**

##### **Any Action to Increase, Circumvent or Provide Exemptions to Truck Size and Weight Limits, Height Restrictions or Axle Tolerances:**

Bigger and heavier trucks endanger all motorists and disproportionately damage the infrastructure. Exemptions from federal truck size and weight limits severely diminish their effectiveness and compromise enforcement efforts. Any action 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.

#### **Perry #210 – Strikes Sec. 1602 to use a safe system approach to mitigate issues related to speed and speed limit setting as recommended by the NTSB**

#### **Tiffany #261 – Prevents use of Highway Trust Fund funds for any purpose other than road and bridge construction**

##### **Efforts to Strike or Reduce Any Safety Provisions:**

The NHTSA recently released 2020 preliminary estimates revealing 38,680 people were killed in motor vehicle crashes, marking the highest number of traffic fatalities since 2007 and a seven percent increase over 2019. This toll includes 4,894 people killed in crashes involving large trucks. NHTSA also identified speeding as a leading contributor to traffic fatalities in 2020. In addition to road and bridge construction, the Highway Trust Fund supports mass transit which helps to reduce congestion, related crashes and improve safety. The time for action is now and efforts to advance proven solutions should not be undercut or stricken.