



<p>Surface Transportation Investment Act, S. 2016 (based on Cantwell/Wicker ANS and accepted amendments)</p>		<p>INVEST in America Act, H.R. 3684 (engrossed)</p>
<p>Cars (Sec. 4208): Requires proven crash avoidance technology in new cars (forward collision warning (FCW), automatic emergency braking (AEB), lane departure warning (LDW), lane keeping assist (LKA)). Needed: Require the technology to detect and respond to pedestrians, bicyclists and other vulnerable roads users (VRUs), add a date certain for rulemaking and compliance.</p> <p>Trucks (Sec. 3010): -Two years after enactment to issue final rule for AEB on large trucks -One year after enactment to issue federal motor carrier safety regulations (FMCSR) to require drivers to use AEB when operating truck -Two years after enactment to complete research on medium trucks -Two years after report on research determine on whether to proceed with rulemaking on medium trucks Needed: Include requirement for class 3 – 6 trucks instead of study, add compliance date.</p>	<p>Crash Avoidance Technology</p>	<p>Cars (Sec. 10103): Requires proven crash avoidance technology in new cars (FCW/AEB, LDW, BSW, Rear cross traffic warning/Rear AEB) - Two years to issue final rule - Compliance date within two years of final rule - Technology must detect and respond to pedestrians, bicyclists and other VRUs</p> <p>Trucks (Sec. 4404): -One year after enactment to issue a final rule for AEB on large trucks -Two years to compliance date -Two years to complete research on small and medium sized trucks (Class 3-6) -90 days after research completed send report to Congress on findings including determination on rulemaking Needed: Include requirement for class 3 – 6 trucks instead of study.</p>
<p>Blumenthal Amendment #1: Requires alert technology for children in the back seat, two years to final rule, two years after final rule to compliance. Needed: A requirement for technology to detect unattended children (who may have entered independently or been left intentionally or unintentionally) and expand to cover entire passenger compartment.</p>	<p>Hot Cars Prevention Technology</p>	<p>Requires detection and alert technology in the passenger compartment. Two years to final rule, two years after final rule to compliance. (Sec. 10101)</p>
<p>Requires research within three years of enactment. Possibility of rulemaking for driver monitoring systems to prevent automation complacency and curb leading crash causes including distracted, impaired and drowsy driving. (Sec. 4209) Adds new grant opportunity for states that</p>	<p>Distracted Driving: Driver Monitoring Technology and Changes to Grants</p>	<p>Requires research, and then a final rule for driver monitoring systems within four years of enactment. Compliance date two years after final rule. (Sec. 10103)</p> <p>Adds new grant opportunity for states that ban distracted viewing and improves</p>

<p>ban distracted viewing and improves transparency in the grant determination process. (Sec. 4105)</p> <p>Needed: Requirement for rulemaking and compliance by a date certain. (Sec. 4209)</p>		<p>transparency in the grant determination process. (Sec. 3007)</p>
<p>Requires passive impaired driving prevention technology (three years to final rule, within three years of final rule to compliance, potential three additional years at the discretion of the Secretary). Added in manager's amendment - a report to Congress if a final rule isn't issued ten years after enactment. [This provision would indicate to Court that the 9 year time frame may not be feasible and hinders the ability to take legal recourse if U.S. Department of Transportation (DOT) fails to meet deadlines for rulemaking.]</p> <p>Needed: Ten-year report must be removed. Changes to definition that tie it to .08% blood alcohol concentration (BAC), as opposed to state legal limits, must be made. (Sec. 4220)</p>	<p>Passive Impaired Driving Prevention Technology</p>	<p>Final rule within three years, compliance within three years of final rule for passive impaired driving prevention technology on new cars. Option for up to three additional years delay for final rule by Secretary. (Sec. 10105).</p> <p>Needed: Language tying technology operation to .08% BAC rather than state limits must be changed.</p>
<p>Requires a final rule for lane keeping assist in Sec. 4208 with other safety tech as noted above but does not identify a compliance date.</p> <p>Needed: Compliance date, research and rulemaking for safety technology.</p>	<p>Additional Advanced Crash Avoidance Technologies</p>	<p>Requires research, and then a final rule for lane keeping assist, automatic collision notification and intelligent speed assistance technology within four years of enactment. Compliance date two years after enactment. (Sec. 10103)</p>
<p>Two years after enactment to issue an advanced notice of proposed rulemaking (ANPRM), <i>no requirement for rulemaking</i>, but if a rule is issued, compliance is two years after the final rule, to prevent seat back failures and the resulting fatalities and injuries, often sustained by children properly restrained in the backseat.</p> <p>Needed: Add a requirement for the seat back standard to be updated. (Sec. 4204)</p>	<p>Seat Back Standard Update</p>	<p>Two years to issue final rule updating seat back standard, two years after final rule to compliance. (Sec. 10109)</p>
<p>Directs a final rule updating headlamp standard and permitting adaptive headlamps within two years.</p> <p>Needed: A compliance date. (Sec. 4212)</p>	<p>Headlamp Improvements</p>	<p>Two years to final rule updating headlamp standard (compliance two years after final rule). Two years to new performance standard for adaptive headlamps (compliance one year after rule). (Sec. 10103)</p>
<p>Two years to issue notice of proposed rulemaking (NPRM) and report on potential hood and bumper standard upgrades to better protect bicyclists, pedestrians and other VRUs, crash avoidance tech considerations.</p> <p>Needed: A date certain for rulemaking and compliance. (Sec. 4214)</p>	<p>Hood and Bumper Upgrades</p>	<p>Requires hood and bumper standard upgrades to better protect VRUs. Rulemaking within two years. Compliance within two years of rulemaking. (Sec. 10111)</p>

<p>Keyless ignition section to prevent carbon monoxide poisoning (two years to final rule, one year after rulemaking to compliance unless Secretary finds good cause for delay). Blumenthal Amendment #2 added a provision on the rollaway issue but it is only a study (Sec. 4205)</p> <p>Needed: A requirement to address rollaway incidents with rulemaking.</p>	<p>Keyless Ignition Issues</p>	<p>Rulemaking for automatic shutoff and rollaway prevention systems. Two years to final rule, two years after final rule for compliance. (Sec. 10102)</p>
<p>Update not comprehensive nor does it address safety of VRUs. One year to notice on including crash avoidance tech. 18 months to plan for implementing crash avoidance tech rating system. One year to notice on providing info on VRU safety. 18 months to plan for implementing VRU rating system. One year to roadmap/updates to Roadmap every four years or less. (Sec. 4213)</p> <p>Needed: Require a comprehensive update of NCAP and ensure that it adequately addresses the safety of vulnerable road users VRUs by a date certain.</p>	<p>Updates to New Car Assessment Program (NCAP)</p>	<p>Comprehensive update: includes new tests, procedures and ratings for crash avoidance technology and for VRUs including for performance of the tech in detecting and responding to VRUs; Updates crashworthiness testing to include elderly, children, VRUs; Directs research and then ratings for post crash safety and advanced technologies; to receive the new 5-star rating, the safety tech must be standard in model. Within one year, initial updates, VRU safety updates and new and updated 5-star ratings to be implemented. Final rule within two years updating test procedures and injury criteria. Three years to new tests including for female, children and elderly passengers/all seating positions, child passenger safety seats and with VRUs. (Sec. 10104)</p>
<p>Requires an update to the rear guard standard to meet to meet the Insurance Institute for Highway Safety (IIHS) crash protocols. (Sec. 3011)</p> <p>Needed: Require side and front underride guards.</p>	<p>Underride Protections</p>	<p>Requires rear underride guard standard to be updated to meet the IIHS crash protocols and be subject to annual inspection. Requires research on side underride guards. Establishes advisory committee on underride protection (Sec. 4405).</p> <p>Needed: Require side and front underride guards.</p>
<p>Need to Remove:</p> <ul style="list-style-type: none"> - Cantwell #1 to Young #1 Amendment: Permits teen truck drivers to drive in interstate commerce through an apprentice program – 3,000 participants. 	<p>Teen Truckers</p>	<p>N/A</p>
<p>Need to Remove:</p> <ul style="list-style-type: none"> - Cantwell #1 to Fisher #1 Amendment: HOS exemption for livestock haulers within 150 air miles of destination (law already allows HOS exemption for 150 air miles from source). - Lee Amendment #76: requires DOT to analyze the cost and effectiveness of electronic logging devices (ELDs) 	<p>Hours of Service (HOS)/ Electronic Logging Devices (ELDs)</p>	<p>Requires DOT to conduct a comprehensive review of the impacts of current HOS rules, including exemptions and changes to rules made by 2020 final rule. (Note: Advocates is currently a partly to litigation challenging this rule.) Directs DOT to revise the agency’s guidance for personal conveyance, to establish specific mileage or time limits on the use of this exception</p>

<p>which have already been shown to reduce driver violations of HOS rules.</p>		<p>(Sec. 4306). Directs DOT to issue rule to establish screening criteria for obstructive sleep apnea in commercial motor vehicle (CMV) drivers (Sec. 4308). Allows data from ELDs to be used by DOT for transportation research (Sec. 4311).</p>
<p>Needed: Provision needed to direct improvements to oversight of unsafe motor carriers by making all crash data available for public review and making carrier fitness ratings accurate.</p>	<p>Motor Carrier Oversight</p>	<p>Requires DOT to revise the methodology used to identify and prioritize motor carriers for safety interventions under Compliance, Safety, Accountability (CSA) program. Requires the Secretary to make safety data publicly available upon revision of the methodology. Requires the Secretary to publish regulations to revise the process for issuing safety fitness determinations (SFD) for motor carriers no later than one year after implementing the new CSA methodology. (Sec. 4202)</p>
<p>Reviews laws and technologies related to school bus safety. Two years to a report on issues. (Sec. 4110) Needed: Improvements for school bus safety including requirements for seat belts, fire suppression and crash avoidance technologies, and to curb school bus driver fatigue.</p>	<p>School Bus Safety</p>	<p>Directs DOT to review the costs and benefits of requiring lap/shoulder belts in large school buses and to consider requiring seat belts in newly manufactured school buses. Requires new school buses to be equipped with AEB and electronic stability control (ESC) systems. Directs DOT to conduct research and testing on fire prevention and mitigation standards for large school buses and consider issuing updated standards (Sec. 4401). Needed: Require final rule by date certain for seat belts.</p>
<p>Research on limousine safety, then rulemaking or a report. Needed: Rulemaking to improve crashworthiness standards, occupant protection and evacuation, and for event data recorders (EDR). (Sec. 3015)</p>	<p>Limousine Safety Improvements</p>	<ul style="list-style-type: none"> - Requires drivers of limousines to hold a CDL - Occupant protection: two years to final rule/one year to compliance – seat belt/standards for seats/retrofit study. - Crashworthiness: within four years, Sec. completes research on side impact protection, roof crush resistance and air bags (two years to rulemaking after research). - Limo evacuation: Two years to research/three years to standard - EDRs final rule within two years of enactment. (Sec. 10106)
<p>Needed: Prohibition on the lease, sale or loan of a used vehicle with an unrepaired safety recall by auto dealers.</p>	<p>Prohibition on sale, lease or loan of used vehicles with an unrepaired recall by auto dealers</p>	<p>Needed: Prohibition on the lease, sale or loan of a used vehicle with an unrepaired safety recall by auto dealers.</p>