

Traffic fatalities and injuries remain at historically high levels. In 2022, an average of 116 people were killed every day on roads in the U.S., totaling just over 42,500 fatalities.

This is a 29 percent increase in deaths in just a decade.

SUPPORT the following amendments to the House FY 2025 THUD Bill:

# 17 Tlaib	Strikes Section 133 which prohibits use of funds to advance rules for speed limiting devices. Speeding is a leading killer on our roads and proven technology to curb its incidence should be advanced.	SUPPORT
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OPPOSE the following provisions and amendments to the House FY 2025 THUD Bill:

Sections 131 through 134

Clyde En Bloc Amendment

Amendments #4 (Greene), #5 (Cammack), #36 (Hageman), #63 (Burlison)

Sec. 131	Prohibits funding to enforce requirements related to electronic logging devices (ELD) for carriers transporting livestock and insects. Truck driver fatigue is a known and serious issue that contributes to truck crashes, fatalities and injuries. ELDs have been required since 2017 and are a proven technology to record hours of service (HOS) and to ensure drivers are not exceeding the maximum hours behind the wheel.	OPPOSE
Sec. 132	Prohibits use of funds to require inward-facing cameras for the Safe Driver Apprenticeship Pilot Program (SDAP). Prohibits use of funds for the SDAP to be registered with the Department of Labor's "industry-driven, high-quality career" Registered Apprenticeship Program to ensure the integrity of the SDAP. Commercial motor vehicle (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 than all truck drivers. Clearly, this age group should not be driving big rigs across the country, but the pilot program allows them to do so. Commonsense safeguards are needed and appropriate.	OPPOSE
Sec. 133	Prohibits use of funds to advance rules for speed limiting devices. Speeding is a persistent and deadly issue that must and can be addressed with proven technology. These safety systems are used by the vast majority of trucks on the road today. The National Transportation Safety Board (NTSB) has recommended requiring use of speed limiting devices since 2012.	OPPOSE
Sec. 134	Prohibits the DOT from granting an exemption to allow for improved safety and working conditions for truck drivers. Driver fatigue is a well known and documented issue in the trucking industry and states should be permitted to take action to improve safety including exceeding the federal protections on the hours of service (HOS) rule.	OPPOSE
Clyde	Prohibits the use of federal funds for states and localities to establish and operate safety camera programs. Speeding-related crashes resulted in 12,000 deaths, 29% of all crashes, in 2022. Red light running is a frequent and deadly road safety issue that resulted in 1,129 people killed and 107,000 injured in 2022. Yet, speed and red light safety	OPPOSE

En Bloc Amendment	cameras are proven solutions that can curb the incidence of these dangerous crash contributors and save lives. States and localities should be permitted to access federal funds to implement safety cameras to curb speeding and red light running and protect people on their roadways. <i>(Passed in House Appropriations Committee)</i>	
#4 (Greene)	Reduces the salary of U.S. Department of Transportation Secretary to \$1.	OPPOSE
#5 (Cammack)	Prohibits use of funds for major rulemakings and may undermine critical vehicle safety rulemakings.	OPPOSE
#36 (Hageman)	<p>Prohibits use of funds for research and potential rulemaking for driver monitoring systems (DMS) as directed in Sec. 24209 of the Infrastructure Investment and Jobs Act.</p> <ul style="list-style-type: none"> • Driver distraction is a major contributor to traffic crashes, fatalities and injuries, and driver automation complacency is a known issue for which effective safeguards are needed. • The European New Car Assessment Program (Euro NCAP) is evaluating DMS which can help “mitigate the very significant problems of driver distraction and impairment through alcohol, fatigue, etc.” in its rating program. • The NTSB has investigated crashes involving driver inattention and automated driving systems (ADS) and issued recommendations calling for safety standards and requirements for DMS in vehicles equipped with Level 2 automation. 	OPPOSE
#63 (Burlison)	Prohibits infrastructure project funds to any sanctuary state or city. Cities and states should not be denied critical safety infrastructure funding due to an unrelated policy decision. This amendment would deter urgently needed roadway safety upgrades.	OPPOSE