



AMENDMENTS SAFETY SCORECARD

House Transportation and Infrastructure Committee Markup of the BUILD America 250 Act
May 21, 2026

Anti Safety Amendments With Outcomes

<p><u>Barrett 62</u></p>	<p>Exempts use of warning flags for certain trailers which are required to alert road users about potential safety concerns.</p>	<p>OPPOSE</p>	<p>#62 Included in Manager's Amendment</p>
<p><u>Burlison 76</u></p>	<p>Repeals the HALT Drunk Driving Law which directs rulemaking for impaired driving prevention technology enacted in the Bipartisan Infrastructure Law. Drunk driving killed nearly 12,000 people in 2024. This technology is estimated to save more than 11,000 lives each year once widely deployed. We need to accelerate HALT law rulemaking, not repeal it.</p>	<p>OPPOSE</p>	<p>#76 Not Considered</p>
<p><u>Barrett 61</u> <u>Collins 23</u> <u>Johnson 77</u> <u>Patronis 42</u> <u>Patronis 47</u> <u>Rouzer 44</u> <u>Taylor 80</u> <u>Wied 30</u> <u>Wied 31 Rev</u></p> <p>Or any similar amendment to increase TSW</p>	<p>Larger and heavier vehicles are more damaging to roadway and bridge infrastructure and more dangerous, whether it be through a pilot program, a specific type of vehicle or load, on certain roadways or by exemption. Increasing the weight of a heavy truck by only 10 percent increases bridge damage by 33 percent. Longer trucks come with operational difficulties such as requiring more time to pass, having larger blind spots, crossing into adjacent lanes, swinging into opposing lanes on curves and turns, and taking a longer distance to adequately brake.</p>	<p>OPPOSE</p>	<p>#61 Withdrawn #23 Rejected #77 Adopted #42 Not Considered #47 Adopted #44 Included in Manager's Amendment #80 Included in Manager's Amendment #30 Not Considered #31 Included in Manager's Amendment</p>
<p><u>Perry 225</u></p>	<p>Withholds funding for states that use automated enforcement safety systems. Speed and red-light running safety cameras are a research-proven tool to curb deadly safety issues. States and localities should have the option to use them to reduce fatalities on their roadways.</p>	<p>OPPOSE</p>	<p>#225 Rejected</p>

<u>Perry 230</u>	Repeals the Safe Streets and Roads for All grant program. This program is vitally necessary to deliver direct to locality funding for roadway safety improvements.	OPPOSE	#230 Rejected
<u>Perry 244</u>	Directs a revision to the MUTCD that would result in increased speed limits based on outdated and dangerous assessments including the 85 th percentile. Speeding contributed to 11,288 crash fatalities in 2024.	OPPOSE	#244 Rejected
<u>Webster 38</u>	Weakens language directing research on pulsating brake lights and adds a prohibition on enforcement of brake light safety standards.	OPPOSE	#38 Rejected

Pro Safety Amendments With Outcomes

<u>Bresnahan 48 Rev</u>	Adds occupants and pedestrians associated with disabled vehicles to the definition of Vulnerable Road User to improve data, tracking and countermeasures for these types of crashes.	SUPPORT	#48 Included in Manager's Amendment
<u>Pappas 122</u>	Disqualifies CMV operators who cause fatalities through negligent or criminal operation of a vehicle.	SUPPORT	#122 Not Considered
<u>Garcia 43</u>	Required a human fallback driver in AV transit vehicles for the next 10 years.	SUPPORT	#43 Rejected
<u>Sykes 127</u>	Directs improvements to safety placards to better withstand heat.	SUPPORT	#127 Not Considered
<u>Taylor 81 Rev 1</u>	Directs a report on chameleon carriers and use of AI tools to limit dangers.	SUPPORT	#81 Adopted