

# When the Report Card Comes Out – Will You Pass or Will You Fail?

*Make the Grade – Lives, Injuries and Costs Are at Stake*

Amendments to House Transportation Reauthorization Bill (H.R. 22),

Surface Transportation Reauthorization and Reform Act of 2015

**A+** *Advancing Safety!*

**F** *Failing the Public!*

SAFETY AMENDMENTS: SUPPORT	ANTI-SAFETY AMENDMENTS: OPPOSE
<p><b>Johnson (D-GA-04) 72:</b> Directs DOT to issue rule requiring forward collision avoidance and mitigation (FCAM) systems on large trucks.</p>	<p><b>Ribble (R-WI-08), Schrader (D-OR-05), Rouzer (R-NC-07), Peterson (D-MN-07) 29:</b> Increases the truck weight limits on Interstate Highways from 80,000 pounds to 91,000 pounds for trucks that are equipped with a 6 axle configuration. As proposed, this violates the Federal Bridge Formula.</p>
<p><b>Schakowsky (D-IL-09) 29:</b> Requires auto manufacturers to remedy vehicles subject to a recall regardless of the length of ownership. Currently, auto manufacturers are not required to remedy vehicles owned for more than 10 years.</p>	<p><b>Duffy (R-WI-07), Ribble (R-WI-08) 9:</b> Increases weight limit restrictions for logging vehicles on a 13-mile stretch of I-39 to match Wisconsin state law.</p>
<p><b>Schakowsky (D-IL-09) 32:</b> Improves public access NHTSA databases including early warning database.</p>	<p><b>Duncan (R-TN-02) 6:</b> Motor carriers that have not been targeted for a compliance review (CR) would be deemed to have a “satisfactory” safety rating. However, not being targeted for a CR is not the same as having a “satisfactory” safety rating as a result of a CR. Gives passing grade despite not being subject to a CR.</p>
<p><b>Schakowsky (D-IL-09) 44:</b> Requires NHTSA to conduct research into safety technologies to reduce injury or death in rear seat area of cars and to develop a rulemaking to enhance rear seat safety based on that research.</p>	<p><b>Nolan (D-MN-08), Crawford (R-AR-01) 3:</b> Permits logging vehicles carrying raw or unfinished forest products including logs, pulpwood, biomass, or wood chips - that have a gross vehicle weight of up to 99,000 pounds and has no less than six-axles to operate on a 24.152 mile segment of I-35 in Minnesota.</p>
<p><b>Schakowsky (D-IL-09) 45:</b> Eliminates regional vehicle safety recalls.</p>	<p><b>Rooney (R-FL-17) 7:</b> Provides that a state may allow, by special permit, the operation of vehicles with a gross vehicle weight of up to 95,000 pounds for the hauling of livestock. The cost of a special permit may not exceed \$200 per year for a livestock trailer.</p>
<p><b>Schakowsky (D-IL-09) 46:</b> Improves the quality and quantity of safety information provided about used cars at point of sale.</p>	<p><b>Rothfus (R-PA-12) 17:</b> Permits a vehicle operated on an engine fueled by natural gas to exceed any vehicle weight limit (up to a maximum gross vehicle weight of 82,000 pounds) by an amount that is equal to the difference between the weight attributable to the natural gas tank and fueling system and the weight of a comparable diesel tank and fueling system.</p>
<p><b>Schakowsky (D-IL-09) 47:</b> Requires NHTSA to conduct research into safety technologies to reduce pedestrian injury or death and to develop a rulemaking to enhance pedestrian safety based on that research.</p>	<p><b>Mullin (R-OK-02) 38:</b> Exempts replica motor vehicles from complying with Federal Motor Vehicle Safety Standards (FMVSS). DOT already has a process for evaluating applications for exemptions. Will allow vehicles on the road that are not equipped with basic safety devices like seat belts, airbags and collapsible steering columns to protect occupants in a crash.</p>

<b>SAFETY AMENDMENTS: SUPPORT</b>	<b>ANTI-SAFETY AMENDMENTS: OPPOSE</b>
<p><b>Schakowsky (D-IL-09) 50:</b> Prohibits the sale or lease of used vehicles subject to recall until the vehicles are remedied. Sellers of less than 10 cars over the previous year are exempted.</p>	<p><b>Crawford (R-AR-01), Ashford (D-NE-02) 61:</b> Establishes teen trucker pilot program for drivers under age 21 to operate vehicles transporting agricultural items across state lines within a 150-mile air radius. If the Department of Transportation finds no negative impact to safety the program will be made permanent. Studies show that teen drivers behind the wheel of a car or a large truck have higher fatal crash rates.</p>
<p><b>Schakowsky (D-IL-09) 51:</b> Block Amendment includes improved NHTSA vehicle safety databases, used car buyers guide, retention of safety records by manufacturers, elimination of regional recalls, eliminates of 10 year limit on remedies, pedestrian safety improvement rule and rear seat crash worthiness.</p>	<p><b>Neugebauer (R-TX-19), Farenthold (R-TX-27) 67:</b> Provides an exemption for various drivers in the agriculture industry with Class A CDLs so that they would no longer need to obtain a Hazardous Materials endorsement to transport more than 118 gallons of fuel, up to 1,000 gallons. This is a dangerous exemption which puts the public and emergency responders at risk of death and injury in a crash.</p>
<p><b>Kinzinger (R-IL-16) 43:</b> Requires vehicle equipment suppliers to provide the name, number and description for vehicle parts found to be defective or noncompliant; requires manufactures to then identify the vehicles and VINs containing those parts and make the information available to the public.</p>	<p><b>Farenthold (R-TX-27), Babin (R-TX-36), Green (D-TX-29) 76:</b> Exempts vehicles from federal weight limits on certain roads in Texas if those roads are designated as portions of Interstate highways. Will lead to accelerated road and bridge damage and jeopardize safety.</p>
<p><b>Kirkpatrick (D-AZ-01) 2:</b> Amends the distracted driving state incentive grant program to allow for more states to potentially qualify for federal funds while maintaining the integrity of program.</p>	<p><b>Crawford (R-AR-01), Jenkins (R-KS-02), Ryan (D-OH-13), Johnson (D-TX-30) 93:</b> Preempts state law to allow two light- or medium-duty trailers to be towed together, only when empty and constitute inventory property of a manufacturer, distributor or dealer of such trailers or semitrailers.</p>
<p><b>Lewis (D-GA-05) 12:</b> Strikes Teen Truckers Provision (Sec. 5404) from bill and instead directs Secretary to conduct a study to evaluate the safety effects of the laws and regulations of States that allow licensed drivers between the ages of 18-21 to operate a CMV.</p>	<p><b>Ribble (R-WI-08), Hanna (R-NY-22), Cramer (R-ND-AL) 113:</b> Weakens Hours-of-Service (HOS) rule by increasing the existing exemption for air-mile radius from 50 to 100 air-miles for the transportation of construction materials and equipment, to satisfy the 24-hour off duty period. Driver fatigue is a major safety problem and this provision will only make it worse.</p>
<p><b>Rice (D-NY-04) 112:</b> Amends the graduated driver licensing (GDL) state incentive grant program to allow for more states to potentially qualify for federal funds while maintaining the integrity of program.</p>	<p><b>Mica (R-FL-07) 154:</b> Exempts automobile transporters with a gross vehicle weight of 84,000 pounds from federal weight limits. Special interest giveaway to auto transporters.</p>
<p><b>Frankel (D-FL-22) 125 &amp; 130:</b> Requires Compliance, Safety, Accountability (CSA) scores to remain public while the National Academies of Sciences study the CSA Program. Strikes Sec. 5502 which imposes added burdens on rulemaking to review minimum motor carrier insurance levels.</p>	<p><b>Williams (R-TX-25) 3:</b> Limits consumer protections from defective vehicles by requiring that only rental car companies whose primary business is renting vehicles would be prohibited from providing consumers with vehicles with open safety recalls as required by Section 34209 of the DRIVE Act.</p>
<p><b>Frankel (D-FL-22) 127 &amp; Johnson (D-GA-04) 146:</b> Strikes Section 5501 that places unnecessary burdens on public rulemaking already underway regarding minimum financial responsibility for motor carriers including truck and bus companies.</p>	<p><b>Hultgren (R-IL14), Sensenbrenner (R-WI-05) 163:</b> Prohibits DOT use of any funds to influence Federal, State or local legislation. Muzzles DOT experts from providing important information in making policy decisions that impact safety.</p>
<p><b>DeSaulnier (D-CA-11) 99:</b> Provides for criminal penalties for individuals who knowingly bypass, defeat, or render inoperative air pollution control parts or components in motor vehicles.</p>	