



## REPORT CARD

### Amendments to House Transportation Reauthorization Bill (H.R. 22), Surface Transportation Reauthorization and Reform Act of 2015

 <p><i>Advancing Safety!</i></p>	<b>SAFETY AMENDMENTS: SUPPORT</b>
	<b>Johnson 32:</b> Directs DOT to issue rule requiring forward collision avoidance and mitigation (FCAM) systems on large trucks.
	<b>Frankel 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.
	<b>Frankel 127 &amp; Johnson 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.
	<b>Lewis 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><i>Failing the Public!</i></p>	<b>ANTI-SAFETY AMENDMENTS: OPPOSE</b>
	<b>Ribble, Schrader, Rouzer, Peterson 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.
	<b>Duffy, Ribble 9:</b> Increases weight limit restrictions for logging vehicles on a 13-mile stretch of I-39 to match Wisconsin state law.
	<b>Duncan 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.
	<b>Nolan, Crawford 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.
	<b>Rooney 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.
	<b>Rothfus 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.
	<b>Crawford, Ashford 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.
	<b>Neugebauer, Farenthold 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 put the public and emergency responders at risk of death and injury in a crash.
	<b>Farenthold, Babin, Green 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.
	<b>Crawford, Jenkins, Ryan, Johnson 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.
	<b>Ribble, Hanna, Cramer 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.
	<b>Mica 154:</b> Exempts automobile transporters with a gross vehicle weight of 84,000 pounds from federal weight limits. Special interest giveaway to auto transporters.