



May 22, 2023

The Honorable Sam Graves
Chairman
Committee on Transportation and
Infrastructure
2164 Rayburn HOB
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and
Infrastructure
2165 Rayburn HOB
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

We are writing to address the worsening state of truck safety in the United States and to express serious concerns regarding several bills currently under consideration this Congress. With the highest number of fatalities in the last 40 years, the 5,788 truck crash deaths recorded in 2021 underscore the urgent need for policies that prioritize road safety.

In light of these alarming statistics, we strongly urge you to oppose the follow bills being considered by the Committee on Transportation and Infrastructure during tomorrow's markup:

- H.R. 915, the Motor Carrier Safety Selection Standard Act of 2023.
- H.R. 3013, the Licensing Individual Commercial Exam-takers Now Safely and Efficiently (LICENSE) Act of 2023; and
- All efforts to increase the weight limits of large trucks in the United States.
 - H.R. 3318, to amend title 23, United States Code, to establish an axle weight tolerance for certain commercial motor vehicles transporting dry bulk goods, and for other purposes;
 - H.R. 3372, to amend title 23, United States Code, to establish a safety data collection program for certain 6-axle vehicles, and for other purposes;
 - H.R. 2948, Carrying Automobiles Responsibly and Safely (CARS) Act.

These bills, if passed, would significantly compromise road safety. Please see below for our concerns with each:

H.R. 915 would actively diminish safety by starting a race to the bottom for shippers and brokers. The proposed carrier selection criteria would weaken safety standards, since it is so easily attainable, potentially allowing carriers with subpar safety records and practices to operate within our transportation system. We must prioritize selection standards that actually inform a shipper or broker about a motor carrier's current safety record to ensure that every part of the supply chain has a role in promoting safety.



H.R. 3013 seeks to modify regulations related to commercial driver's license testing and commercial learner's permit holders. While efficiency and streamlining processes are desirable goals, it is essential that we do not compromise safety in the pursuit of expediency. Lowering standards for licensing commercial drivers could result in inadequately trained and inexperienced drivers operating large commercial vehicles, increasing the risk of crashes, and jeopardizing the safety of all motorists on our roads.

Legislation to increase the weight limits of large trucks poses significant risks to both road users and infrastructure. The negative effects far outweigh any perceived advantages: Compromised braking distances, increased crash severity, road and bridge deterioration, and adverse environmental impacts. We need more data to justify any increase in truck weight limits and should focus our efforts instead on policies that will promote safety.

Thank you for considering the concerns we have raised regarding these bills. It is essential that we work together to promote policies that prioritize road safety and protect the lives of all Americans. These bills will do the opposite and should be opposed.

Sincerely,

Harry Adler, Principal
Institute for Safer Trucking

Steve Owings, Co-Founder
Road Safe America