

May 11, 2023

Honorable Sam Graves
Chairman
Committee on Transportation &
Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Honorable Rick Larsen
Ranking Member
Committee on Transportation &
Infrastructure
U.S. House of Representatives
2165 Rayburn House Office Building
Washington, DC 20515

Dear Mr. Chairman and Ranking Member Larsen:

Our broad coalition, consisting of trucking companies, consumer safety advocates and other important transportation safety stakeholders, urges the House Transportation & Infrastructure Committee to **oppose** H.R. 3039, the "Deregulating Restrictions on Interstate Vehicles and Eighteen Wheelers Act," or "DRIVE Act."

This legislation would stop the Federal Motor Carrier Safety Administration (FMCSA) from proposing a federal safety standard to limit the maximum speed of large commercial trucks in interstate commerce. Consistent with its statutory authority, FMCSA should be allowed to continue this rulemaking process. Arbitrarily stopping FMCSA from this rulemaking process would compromise the agency from pursuing its stated mission – to reduce large truck crash injuries and fatalities.

This proposal comes at a time of historically high road fatalities with nearly 43,000 people killed on U.S. roads in 2021, and 12,330 of these deaths involved speeding.¹

Since 2009, truck crash deaths have increased by 71% with over 5,700 lives lost and nearly 155,000 injured in 2021 (the most recent year for which data is available).² Fatalities to large truck occupants (largely truck drivers) surged past 1,000 for the first time in nearly 40 years. Weakening FMCSA's ability to address this crisis will only exacerbate this crisis.

Most of the nation's commercial truck population already use speed limiters. A recent survey found that 98% of the 62,000 trucks operated by Trucking Alliance member carriers utilize speed limiter technology. The maximum speed settings vary among the fleets, ranging from 61 mph to 70 mph.

U.S. Department of Transportation research has concluded that trucks using speed limiters had a relevant crash rate approximately half that of trucks not using speed limiters.³ The National Transportation Safety Board (NTSB) regularly includes requiring the use of speed limiters in its annual "[Most Wanted List](#)", including most recently in 2021-2023, unequivocally stating, "These safety items will save lives."

¹ <https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/>

² Overview of Motor Vehicle Traffic Crashes in 2021, NHTSA, Apr. 2023, DOT HS 813 435.

Rulemaking requiring the use of truck speed limiters has been delayed over 20 times in the past 10 years, and by DOT estimates, thousands of lives have been lost as a result⁴

Truck speed limiters produce substantial safety benefits. For these reasons, we urge the House Transportation and Infrastructure Committee to oppose the DRIVE Act.

Respectfully,

Advocates for Highway and Auto Safety

<https://saferoads.org/>

Citizens for Reliable and Safe Highways (Truck Safety Coalition)

<https://trucksafety.org/>

Institute for Safer Trucking

<https://www.safertrucking.org/>

National Safety Council

<https://www.nsc.org/>

Parents Against Tired Truckers (Truck Safety Coalition)

<https://trucksafety.org/>

Road to Zero

<https://www.nsc.org/road/resources/road-to-zero/road-to-zero-home>

The Trucking Alliance

<https://truckingalliance.org/>

Road Safe America

<https://roadsafeamerica.org/>

³ Jeffrey S. Hickman, Feng Guo, Richard J. Hanowski, Richard Bishop, Gene Bergoffen & Dan Murray (2012) Safety Benefits of Speed Limiters in Commercial Motor Vehicles Using Carrier-Collected Crash Data, Journal of Intelligent Transportation Systems, 16:4, 177-183, DOI: 10.1080/15472450.2012.704340

⁴ Peterman, David. R. (2017). Commercial Truck Safety: Overview (CRS Report No. R44792). Retrieved from Congressional Research Service website: <https://crsreports.congress.gov/product/pdf/R/R44792>