

H. R. 5532

To improve the Compliance, Safety, Accountability initiative of the Federal Motor Carrier Safety Administration, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 18, 2014

Mr. BARLETTA introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To improve the Compliance, Safety, Accountability initiative of the Federal Motor Carrier Safety Administration, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 SECTION 1. SHORT TITLE.

4 This Act may be cited as the “Safer Trucks and
5 Buses Act of 2014”.

6 SEC. 2. COMPLIANCE, SAFETY, ACCOUNTABILITY INITIA-
7 TIVE.

8 (a) DATA AVAILABILITY AND USE.—

1 (1) AVAILABILITY.—The Secretary of Trans-
2 portation shall ensure that covered motor carrier
3 data is not made available to the public.

4 (2) USE.—Covered motor carrier data may not
5 be admitted into evidence or otherwise used in a civil
6 action for damages resulting from an incident involv-
7 ing a motor carrier.

8 (3) TERMINATION.—Paragraphs (1) and (2)
9 shall cease to have effect on the date on which the
10 Secretary submits to Congress the report required
11 under subsection (d).

12 (b) INITIAL REPORT.—Not later than 1 year after
13 the date of enactment of this Act, the Secretary shall sub-
14 mit to Congress a report that contains recommendations
15 on how to improve the Compliance, Safety, Accountability
16 initiative of the Federal Motor Carrier Safety Administra-
17 tion, including recommendations to ensure that the initia-
18 tive—

19 (1) utilizes and generates only safety data and
20 scores, including Safety Measurement System scores,
21 determined to be predictive of motor carrier acci-
22 dents;

23 (2) appropriately addresses concerns relating to
24 the age of utilized safety data, including violations;

1 (3) does not unfairly harm small motor carriers
2 as a result of limited safety data availability;

3 (4) appropriately addresses differences between
4 motor carriers transporting passengers and motor
5 carriers transporting freight;

6 (5) generates safety data that allows individual
7 motor carriers, including safety scores assigned to
8 individual motor carriers, to be effectively compared;
9 and

10 (6) utilizes accurate safety data, including—

11 (A) by appropriately addressing variations
12 between State- and self-reported data;

13 (B) by accounting for geographic dispari-
14 ties with respect to enforcement; and

15 (C) by utilizing only crash data from
16 crashes with respect to which a motor carrier
17 was at fault.

18 (c) IMPLEMENTATION OF RECOMMENDATIONS.—Not
19 later than 90 days after the date on which the Secretary
20 submits to Congress the report required under subsection
21 (b), the Secretary shall begin implementing the rec-
22 ommendations included in that report.

23 (d) CERTIFICATION OF IMPLEMENTATION.—Not
24 later than 1 year after the date on which the Secretary
25 begins implementing recommendations under subsection

1 (c), the Secretary shall complete the implementation of
2 such recommendations and shall submit to Congress a re-
3 port that—

4 (1) describes the implementation of such rec-
5 ommendations;

6 (2) contains a document in which the Secretary
7 certifies that such implementation is complete; and

8 (3) contains a document in which the Inspector
9 General of the Department of Transportation cer-
10 tifies that such implementation is complete.

11 (e) DEFINITIONS.—In this section, the following defi-
12 nitions apply:

13 (1) COVERED MOTOR CARRIER DATA.—The
14 term “covered motor carrier data” means data gen-
15 erated with respect to a motor carrier under the
16 Compliance, Safety, Accountability initiative of the
17 Federal Motor Carrier Safety Administration, in-
18 cluding any ranking, rating, score, or other measure-
19 ment.

20 (2) MOTOR CARRIER.—The term “motor car-
21 rier” has the meaning given that term in section
22 13102 of title 49, United States Code.

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