

S 3005

Cullum Owings Large Truck Safe Operating Speed Act of 2019

Congress: 116 (2019–2021, Ended)

Chamber: Senate

Policy Area: Transportation and Public Works

Introduced: Dec 10, 2019

Current Status: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Latest Action: Read twice and referred to the Committee on Commerce, Science, and Transportation. (Dec 10, 2019)

Official Text: <https://www.congress.gov/bill/116th-congress/senate-bill/3005>

Sponsor

Name: Sen. Isakson, Johnny [R-GA]

Party: Republican • State: GA • Chamber: Senate

Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Coons, Christopher A. [D-DE]	D · DE		Dec 10, 2019

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Dec 10, 2019

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

Bill	Relationship	Last Action
116 S 2033	Related bill	Jun 27, 2019: Read twice and referred to the Committee on Commerce, Science, and Transportation.

Summary (as of Dec 10, 2019)

Cullum Owings Large Truck Safe Operating Speed Act of 2019

This bill directs the National Highway Traffic Safety Administration (NHTSA) to implement regulations to require (1) all new commercial motor vehicles with a gross weight of 26,001 pounds or more to be equipped with speed-limiting technology; (2) any existing speed-limiting technology already installed in such vehicles manufactured after December 31, 1992, to be used while in operation; and (3) the speed-limiting technology to be set to a maximum speed of 65 miles per hour, or 70 miles per hour with the use of adaptive cruise control systems and automatic emergency braking systems.

The NHTSA must also prescribe performance standards for speed-limiting technologies, automatic braking systems, and adaptive cruise control systems that reduce or mitigate collisions at speeds of not faster than 70 miles per hour.

Actions Timeline

- **Dec 10, 2019:** Introduced in Senate
- **Dec 10, 2019:** Read twice and referred to the Committee on Commerce, Science, and Transportation.