

United States Senate

WASHINGTON, DC 20510

November 16, 2015

The Honorable John Thune
Chairman
Senate Committee on Commerce,
Science, and Transportation
512 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Bill Nelson
Ranking Member
Senate Committee on Commerce,
Science, and Transportation
425 Hart SOB
Washington, DC 20510

The Honorable Fred Upton
Chairman
House Committee on Energy and
Commerce
2125 Rayburn House Office Building
Washington, DC 20515

The Honorable Frank Pallone
Ranking Member
House Committee on Energy and
Commerce
2322A Rayburn HOB
Washington, DC 20515

Dear Chairman Thune, Ranking Member Nelson, Chairman Upton and Ranking Member Pallone:

Thank you for your collective leadership to usher through long-term transportation reauthorization legislation. We appreciate the opportunity to weigh in while conference negotiations are ongoing. As you reconcile the differences between the Senate-passed *Developing a Reliable and Innovative Vision for the Economy Act* and the House-passed *Surface Transportation Reauthorization and Reform Act*, we respectfully request that you retain the language adopted by the House dealing with the treatment of low-volume vehicle manufacturers, specifically Section 24405.

This provision would permit small manufacturers that produce up to 5,000 vehicles globally to sell a maximum of 500 completed replica vehicles in the U.S. each year. The replica cars must be vehicles originally produced at least 25 years ago, such as 1930's hot rods, 1950's classics and 1965 Cobras. These vehicles are used primarily in exhibitions, parades, and for occasional transportation.

Under existing law, the National Highway Traffic Safety Administration (NHTSA) maintains a "one-size-fits-all" system for regulating automobile manufacturers. Designed in the 1960s, these rules are the same whether you produce five million cars or five, making it nearly impossible to produce a limited number of custom cars in the U.S.

If adopted, this provision would establish a simplified regulatory structure, which recognizes the challenge faced by small automobile companies attempting to produce low production completed replica vehicles. These manufacturers would still be required to register with NHTSA and the U.S. Environmental Protection Agency (EPA) and file annual production reports. Additionally,

they would be required to meet current year emissions standards and to utilize EPA-certified engines from the model year of manufacturer.

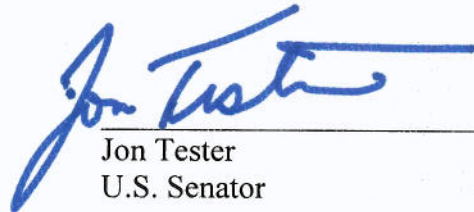
Section 24405 provides reasonable regulatory relief benefiting small manufacturers, suppliers, and consumers that want to buy a completed vehicle. We urge you to ensure that this provision is held in any final surface transportation reauthorization bill.

Thank you for your time and your careful consideration of this request. Please do not hesitate to contact our offices should you have any further questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dean Heller", written over a horizontal line.

Dean Heller
U.S. Senator

A handwritten signature in blue ink, appearing to read "Jon Tester", written over a horizontal line.

Jon Tester
U.S. Senator