



November 9, 2016

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary Foxx:

We appreciate your verbal commitment to improving safety of our roads and vehicles throughout your tenure as Secretary of Transportation. In public meetings and congressional hearings, you have consistently said that far too many people are killed despite decades of safety advances. We completely agree with that statement. Yet, it will be your actions that truly make the difference in decreasing the deaths and injuries that have left families like ours devastated and incomplete. We urge you to stand with us and oppose any provisions in the Omnibus Appropriations bill that will weaken the Hours of Service (HOS) regulations by overturning the Obama rule and increasing truck drivers' weekly working and driving hours from 70 to 82 and eliminating their required "weekend" off. It is imperative that the Administration continues the position relayed in the May 16, 2016, Statement of Administration Policy on how changes to the HOS rules "have the potential to undercut public safety." Now is the time when the rubber hits the road, and we need your leadership to ensure the safety of truck drivers and all motorists on our roads and highways.

With truck crashes having skyrocketed by 44 percent between 2009 and 2014 (the last available year of complete data), weakening any truck safety rule or law should not even be considered. The attack on truck driver HOS rules on Capitol Hill will undo rules that were issued by the U.S. DOT after consideration of 21,000 formal docket comments submitted from drivers, carriers, state law enforcement, safety advocates and trucking industry associations; six public listening sessions and an online Q&A forum; review of 80 sources of scientific research and data; a Regulatory Impact Analysis of nearly 50 scientific sources; 10 years of rulemaking; and, three successful lawsuits. Moreover, the anti-Obama HOS rule provision has not been subject to any public scrutiny, committee hearings, or adequate safety review, and this substantive policy overhaul is not based on any sound scientific research, independent expert analysis, or objective peer review.

If this anti-safety measure is enacted, it will result in more overtired and overworked truck drivers driving alongside our loved ones, which will inevitably lead to more crashes, injuries, and fatalities. As you know, driver fatigue is a well-documented and widespread problem in the trucking industry. In fact, the Department of Transportation's own data shows that more than six out of ten truck drivers have driven while fatigued, and nearly half have admitted to falling asleep behind the wheel. Clearly, the solution to this pervasive problem is not to add more driving and working time, but rather to consider ways to address and prevent fatigue.

As the President's top transportation advisor, you have the unique ability to demonstrate your commitment to safety and stop this attempt to weaken HOS regulations by recommending that the President continue to oppose and veto any spending bill that includes language seeking to increase the number of truck driver working and driving hours. We hope we can count on you to ensure that this Administration vocally opposes and does not sign into law any bill that will degrade highway safety in any way.

Sincerely,

Jennifer Tierney
Kernersville, NC
Board Member, Citizens for Reliable and Safe Highways
(CRASH)
Daughter of James Mooney
Killed in a truck crash 9/20/83

Jackie Novak
Edneyville, NC
Volunteer, Truck Safety Coalition
Mother of Charles "Chuck" Novak
Killed in a truck crash 10/24/10