

November 17, 2015

The Honorable Harold Rogers, Chairman
Committee on Appropriations
United States House of Representatives
Washington, D.C. 20515

The Honorable Nita M. Lowey, Ranking Member
Committee on Appropriations
United States House of Representatives
Washington, D.C. 20515

The Honorable Mario Diaz-Balart, Chairman
Subcommittee on Transportation-HUD
Appropriations
Committee on Appropriations
United States House of Representatives
Washington, D.C. 20515

The Honorable David E. Price, Ranking Member
Subcommittee on Transportation-HUD
Appropriations
Committee on Appropriations
United States House of Representatives
Washington, D.C. 20515

Dear Chairmen Rogers and Diaz-Balart and Ranking Members Lowey and Price:

As you continue to negotiate provisions of the fiscal year 2016 Transportation, Housing and Urban Development (THUD) appropriations bill with your Senate counterparts, the undersigned organizations, representing a broad range of industries within the economy, would like to express our strong support for Section 132 of the House-passed bill. This provision addresses the required Federal Motor Carrier Safety Administration (FMCSA) hours-of-service 34-hour restart study.

As you know, the fiscal year 2015 “CR-omnibus” appropriations bill required FMCSA to conduct a rigorous examination of the efficacy of the changes to the hours-of-service 34-hour restart provision with regard to its operational, safety, health and fatigue benefits. Further, it suspended the 34-hour restart provisions while the examination is conducted. The FY 2015 appropriations bill did not, however, require the FMCSA study to demonstrate that the 34-hour restart changes make our nation’s highways safer before they can be reinstated. Fortunately, appropriators in both the House and Senate recognized this need and addressed it in both versions of the 2016 THUD bill, which we greatly appreciate.

While the Senate language creates a clear safety-improvement standard, the House language goes even farther to ensure that FMCSA is held accountable to the highest standard in its rulemakings. Specifically, it requires the agency to demonstrate that the anticipated benefits used to justify changes actually materialized. For example, improvements in driver health formed the basis for FMCSA’s argument for the necessity of the restart restrictions, and the House language requires FMCSA to show that driver health has actually improved as a result of this rule change.

Each of our organizations strongly supports highway safety. Therefore, we believe FMCSA should substantiate the basis on which this rule was originally justified, and urge you to stand firm and retain Section 132 of the House-passed THUD bill in a final spending package.

Thank you for your consideration and attention to this important matter.

Sincerely,

Agricultural & Food Transporters Conference
Agriculture Transportation Coalition
Air & Expedited Motor Carriers Association
American Apparel & Footwear Association
American Bakers Association
American Beverage Association
American Chemistry Council
American Frozen Food Institute
American Home Furnishings Alliance
American Iron and Steel Institute
American Loggers Council
American Moving & Storage Association
American Road & Transportation Builders Association
American Trucking Associations
Associated Equipment Distributors
Associated General Contractors of America
Auto Haulers Association of America
Automobile Carriers Conference
C&S Wholesale Grocers
Columbia River Customs Brokers & Forwarders Association
Concrete Reinforcing Steel Institute
Corn Refiners Association
Customs Brokers & International Freight Forwarders of Washington State
Customs Brokers and Forwarders Association of Northern California
Fashion Accessories Shippers Association
FedEx Corporation
Food Marketing Institute
Forest Resources Association
Gemini Shippers Association
Institute of Makers of Explosives
Intermodal Motor Carriers Conference
International Foodservice Distributors Association
International Warehouse Logistics Association
Los Angeles Customs Brokers and Freight Forwarders Association
National Association of Chemical Distributors
National Association of Manufacturers
National Association of Small Trucking Companies
National Association of Wholesaler-Distributors
National Cattlemen's Beef Association
National Corn Growers Association
National Federation of Independent Business
National Grain and Feed Association
National Grocers Association
The National Industrial Transportation League

National Lumber and Building Material Dealers Association
National Private Truck Council
National Propane Gas Association
National Ready Mixed Concrete Association
National Retail Federation
National Shippers Strategic Transportation Council
National Tank Truck Carriers
National Waste & Recycling Association
National Wooden Pallet & Container Association
New England Fuel Institute
North American Home Furnishings Association
Old Dominion Freight Line, Inc.
Owner-Operator Independent Drivers Association
Pacific Coast Council of Customs Brokers and Freight Forwarders Association Inc.
Pacific Northwest Asia Shippers Association
Petroleum Marketers Association of America
Regional and Distribution Carriers Conference
Retail Industry Leaders Association
Ryder System, Inc.
San Diego Customs Brokers Association
Snack Food Association
Steel Manufacturers Association
Sysco Corporation
The Expedite Association of North America
Transportation Intermediaries Association
Travel Goods Association
Truck Renting and Leasing Association
UPS
U.S. Chamber of Commerce
U.S. Poultry & Egg Association
Uline
Werner Enterprises
Western Growers
Western Hardwood Association
Western Pallet Association
XPOLogistics

The 50 ATA-Affiliated State Trucking Associations

Alabama Trucking Association, Inc.
Alaska Trucking Association, Inc.
Arizona Trucking Association
Arkansas Trucking Association
California Trucking Association
Colorado Motor Carriers Association
Motor Transport Association of Connecticut, Inc.
Delaware Motor Transport Association, Inc.
Florida Trucking Association, Inc.

Georgia Motor Trucking Association, Inc.
Hawaii Transportation Association
Idaho Trucking Association
Illinois Trucking Association, Inc.
Indiana Motor Truck Association, Inc.
Iowa Motor Truck Association, Inc.
Kansas Motor Carriers Association
Kentucky Trucking Association
Louisiana Motor Transport Association, Inc.
Maine Motor Transport Association, Inc.
Maryland Motor Truck Association, Inc.
Massachusetts Motor Transportation Association, Inc.
Michigan Trucking Association, Inc.
Minnesota Trucking Association
Mississippi Trucking Association
Missouri Trucking Association
Motor Carriers of Montana
Nebraska Trucking Association
Nevada Trucking Association, Inc.
New Hampshire Motor Transport Association
New Jersey Motor Truck Association
New Mexico Trucking Association
New York State Motor Truck Association
North Carolina Trucking Association
North Dakota Motor Carriers Association, Inc.
Ohio Trucking Association
Oklahoma Trucking Association
Oregon Trucking Associations, Inc.
Pennsylvania Motor Truck Association
Rhode Island Trucking Association, Inc.
South Carolina Trucking Association, Inc.
South Dakota Trucking Association
Tennessee Trucking Association
Texas Trucking Association
Utah Trucking Association
Vermont Truck & Bus Association, Inc.
Virginia Trucking Association
Washington Trucking Associations
West Virginia Trucking Association, Inc.
Wisconsin Motor Carriers Association
Wyoming Trucking Association, Inc.

cc: House Appropriations Committee