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HOMELAND SECURITY

SUBCOMMITTEE
BORDER AND MARITIME SECURITY
RANKING MEMBER

COUNTERTERRORISM AND
INTELLIGENCE

WASHINGTON OFFICE
240 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-1640
FAX: (202) 225-1641

<http://www.house.gov/cuellar>
TOLL FREE: 1-877-780-0228



COMMITTEE ON
AGRICULTURE

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DEMOCRATIC STEERING AND
POLICY COMMITTEE
VICE CHAIRMAN

HENRY CUELLAR
U.S. HOUSE OF REPRESENTATIVES

SENIOR WHIP

March 4, 2011

The Honorable Raymond H. LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary LaHood:

I write you to express my concern with the United States Department of Transportation's proposed rules limiting service hours for truck drivers. The proposed changes, if finalized, would have a negative impact on productivity and the U.S. economy.

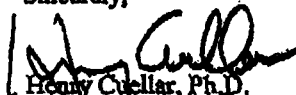
The current rules are working well and do not need to be changed. Since the rules were implemented seven years ago, the trucking industry's safety performance has improved at an unprecedented rate. Both the number and rate of fatal and injury accidents involving large trucks have declined by more than one-third, and are now at their lowest levels in recorded history. The remarkable reduction in the number of truck-involved fatal and injury crashes occurred even as truck mileage increased by almost 10 billion miles.

With the proposed rule changes, trucking companies will need to put additional trucks and drivers on the road to deliver the same amount of freight, adding to final product costs and increasing congestion on the nation's already clogged highways. Small business truckers, many of whom I represent, would be especially hard hit.

This in particular could be extremely harmful to economic growth in my Congressional district which contains the largest in-land port in the United States. Additionally, traffic will endanger pedestrians and impact border-crossing wait times. As numerous studies have shown, these border crossing waits also increase emissions from idling trucks.

Thank you for your time and attention to this important matter. Now is not the time to impose costly new regulations that would impede the nation's economic recovery and increase the cost of almost every product Americans consume and sell. Please add our comments to docket number FMCSA-2004-19608.

Sincerely,


Henry Cuellar, Ph.D.
U.S. Congressman
28th District of Texas

HC/jv

DEPARTMENT OF
TRANSPORTATION
DOCKET OPERATIONS
2211 MAR 22 A 10:16

LAREDO
602 EAST CALTON ROAD
SUITE 2
LAREDO, TX 78041
PHONE: (956) 725-0639
FAX: (956) 725-2647

SAN ANTONIO
615 EAST HOUSTON STREET
SUITE 563
SAN ANTONIO, TX 78205
PHONE: (210) 271-2851
FAX: (210) 277-6671

SEGUIN
100 SOUTH AUSTIN STREET
SUITE 1
SEGUIN, TX 78155
PHONE: (830) 401-0457
FAX: (830) 378-0994

MISSION
117 EAST TOM LANDRY STREET
MISSION, TX 78572
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RIO GRANDE CITY
100 NORTH F.M. 3167
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RIO GRANDE CITY, TX 78162
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COMMITTEE ON
HOMELAND SECURITY
SUBCOMMITTEE
ON BORDER MATTERS AND GLOBAL
COUNTERTERRORISM
EMERGENCY CONINGUATIONS
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HENRY CUELLAR
U.S. HOUSE OF REPRESENTATIVES
SENIOR WHIP

COMMITTEE ON
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SUBCOMMITTEE
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NUTRITION AND FORESTRY
SPECIALTY CATTLE, SWINE, SHEEP, GOAT,
AND POULTRY AGRICULTURE PROGRAMS

FACSIMILE TRANSMITTAL SHEET

TO: Sec. LaHood
DATE: 3/4/11
FAX NUMBER: 202-366-7202

FROM: Congressman Henry Cuellar
TOTAL NUMBER OF PAGES INCLUDING COVER: 2
SENDER'S FAX: (202) 225-1641
SENDER'S PHONE: (202) 225-1640

RE:

Trucking service hours
Docket Number: FMCSA-2004-19608

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601 EAST CALTON ROAD
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SUITE 451
SAN ANTONIO, TX 78205
PHONE: (214) 277-2557
FAX: (214) 277-6671

SEGUIN
100 SOUTH AUSTIN STREET
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SEGUIN, TX 78155
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FAX: (214) 372-0984

MISSION
117 EAST TOM LANONY STREET
MISSION, TX 79702
PHONE: (956) 434-3642
FAX: (956) 424-3234

RIOGRANDE CITY
100 NORTH PALM 314
SUITE 125
RIOGRANDE CITY, TX 78162
PHONE: (956) 481-2600
FAX: (956) 425-2927

Mar. 4. 2011 2:28PM

No. S10-110304-022

RALPH M. HALL
4TH DISTRICT, TEXAS

COMMITTEE ON
SCIENCE, SPACE, AND TECHNOLOGY
CHAIRMAN

2405 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4304
(202) 225-6673
(202) 225-3222 FAX
e-mail: rmhall@mail.house.gov

Congress of the United States
House of Representatives
Washington, DC 20515-4304

March 4, 2011

The Honorable Raymond H. LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

DEPARTMENT OF
TRANSPORTATION
MARKET OPERATIONS
2011 MAR 22 A 10:16

Dear Secretary LaHood:

We are writing to urge you to change the Department of Transportation's course on the proposed hours of service rules for truck drivers. The proposed changes, if finalized, would have a substantially negative impact on productivity and the U.S. economy.

The current rules are working well and do not need to be changed. Since they were implemented seven years ago, the trucking industry's safety performance has improved at an unprecedented rate. Both the number and rate of fatal and injury accidents involving large trucks have declined by more than one-third, and are now at their lowest levels in recorded history. The remarkable reduction in the number of truck-involved fatal and injury crashes occurred even as truck mileage increased by almost 10 billion miles.

If the proposed changes are implemented, trucking companies will need to put additional trucks and drivers on the road to deliver the same amount of freight, adding to final product costs and increasing congestion on the nation's already clogged highways. Small business truckers, many of whom we represent, would be especially hard hit.

On two prior occasions, the Federal Motor Carrier Safety Administration (FMCSA) estimated that similar changes would cost the U.S. economy \$2.2 billion, inclusive of safety benefits. In the new proposed rule, however, FMCSA has changed its methodology for estimating both the benefits and costs of changes to the hours of service rule, effectively *decreasing* estimated annual costs by \$1.5 billion, and *increasing* estimated annual benefits by \$1.1 billion in order to produce a positive benefit-cost ratio. Further, the agency's own analysis shows that the net benefits of retaining the current daily driving time limit exceed the net benefits of reducing allowable driving time by one hour, the option favored by FMCSA. Frankly, it is very difficult to understand how FMCSA rationalizes its proposal on this fact alone.

In addition to encumbering the industry and a struggling economy, the proposed changes would significantly challenge law enforcement. Because the proposed rules are complex and restrictive, motor carriers will have difficulty understanding them and enforcement officers will have difficulty accurately identifying violations. For instance, in order to determine if a driver can legally claim to have met the conditions of a weekly rest provision, the enforcement official would have to ensure that at least 168 hours had

- 104 NORTH GALT JACINTO STREET
ROCKWELL, TX 75087-2908
(972) 771-9118
(972) 722-0987 FAX
- COLLIN COUNTY COURT FACILITY
1806 NORTH GRADEN STREET, SUITE 101
MCKINNEY, TX 75069-4322
(314) 788-2948
(314) 728-0369 FAX
- 101 EAST PECAN STREET
SHERMAN, TX 75090-2988
(903) 963-1112
(903) 968-4284 FAX
- U.S. POST OFFICE
320 CHURCH STREET, SUITE 132
SULPHUR SPRING, TX 75482-2686
(903) 483-8158
(903) 439-0874 FAX
- 4303 TEXAS BUILDBANK, BLDG 2
TEXARKANA, TX 75663-3094
(903) 794-4448
(903) 794-6677 FAX
- BOWEN COUNTY COURTHOUSE
719 JAMES BOWEN DRIVE
NEW BOSTON, TX 75770-2228
(803) 828-8906
(803) 828-8328 FAX

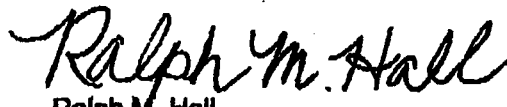
Mar. 4. 2011 2:28PM

No. S10-110304-022

elapsed since the beginning of the most recent weekly rest period and that the break included two consecutive nighttime periods between midnight and 6 a.m. Such complexity will only serve to hamper both industry compliance and motor carrier enforcement.

Thank you for your time and attention to this important matter. Now is not the time to impose costly new regulations that would impede the nation's economic recovery and increase the cost of almost every product Americans produce and buy. Please add our comments to docket number FMCSA-2004-19608.

Sincerely,

A handwritten signature in cursive script that reads "Ralph M. Hall".

Ralph M. Hall
Member of Congress

MIKE SIMPSON

SECOND DISTRICT, IDAHO

WASHINGTON OFFICE:
2317 RAYBLINN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5531
FAX: (202) 225-8216

DISTRICT OFFICE:
802 WEST BANNOCK STREET, SUITE 600
BOISE, ID 83702
(208) 334-1953
FAX: (208) 334-9533
www.house.gov/simpson



**CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES**

March 16, 2011

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEES:

INTERIOR, ENVIRONMENT,
AND RELATED AGENCIES
Ranking MEMBER

ENERGY AND WATER DEVELOPMENT

COMMITTEE ON BUDGET

Congressional Liaison
U.S. Department of Transportation
400 7th Street Southwest, Room 10408
Washington, DC 20590-0001

Dear Congressional Liaison:

Enclosed please find a copy of the letters received by my Twin Falls district office from my constituents. Their concerns are very important to me; therefore, I am referring this matter to you for your appropriate consideration and action.

To assist me in fully addressing my constituents' concerns, please send a **written response on your agency letterhead** to my Twin Falls office at the following address: 1341 Millmore, Suite 202, Twin Falls, Idaho 83301. If you need further information regarding this inquiry please feel free to contact Hilary Church at (208) 734-7219 or hilary.church@mail.house.gov.

Thank you for giving this matter your earliest attention.

Sincerely,

Mike Simpson
Member of Congress

MS/hc

2011 MAR 23 12:31 PM

DEPARTMENT OF
TRANSPORTATION
SECRET OPERATIONS

Feb 18 2011

Congressman

MAR 14 RECEIVED

Dear Mr. [Redacted]

I am a Professional Truck Driver. I am waiting to complain about the proposed new FMCSA hours of service.

The new rules will make companies move to 8 hr shifts twelve hr shifts let me make my full income and have one more day at home each week

I also fear if the farmers have to live by the new rules we will also need to go to 8 hr shifts that will mean we will have to find twice as many drivers we have a hard enough time finding drivers now

Please help us. We do not need or want these new FMCSA rules

Thank you
[Signature]
Marcus W. Newton

Marcus Newton
1251 N 300W
Rupert ID 83350

RECEIVED
MAR 01 2011
BY

I strongly disagree with the new regulations you wish to put on 12 hr drivers. It's my livelihood and my financial support. I get to spend time with my family the way it is now. If on 2 off I can make up a day if I miss one.

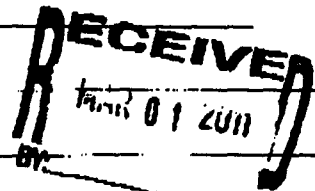
If you cut my hours by $\frac{1}{3}$ and my pay by $\frac{1}{3}$ have you found a way to cut my bills by $\frac{1}{3}$?

In order to make ends meet under said proposal I would have to work 2 jobs and never be home. I may lose my housing and vehicle if I lose my hours and pay.

For the sake of time sensitive products and trucking companies

Do Not Fix what is not broken

Frank Trofer
396 W 1300 S
Oakley, ID
83346



February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

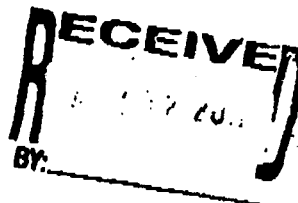
Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

Please contact FMCSA and let them know I don't agree with their new rules.

Sincerely,



Sammy Johnson
P.O. Box 541
Inkom, Id 83245



February 24, 2011

U. S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a commercial truck driver and I would like to complain about the new FMCSA Hours of Service proposal.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Just think of the resources you wouldn't have when trucks are cut short. We do not need to be cut short, we need to be supported. We work hard so you don't have too.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Ed Reynolds
444 Garfield Street
American Falls, ID 83211



February 25, 2011

U. S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Please contact FMCSA and let them know I don't agree with their new rules.

Sincerely,



Robert W. Miller
P. O. Box 4744
Pocatello, ID 83205



02/22/2011

Congressman Rual Labrador

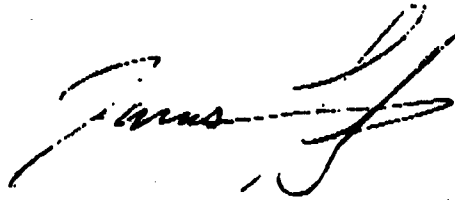
Dear Mr. Labrador,

I am a commercial truck driver and I would like to complain about the new FMCSA hours of service proposal.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours. The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Please contact the FMCSA and let them know that I don't agree with their new rules.

Thank you,



James Fritz

912 Aiken Ave.

Buhl Idaho, 83316



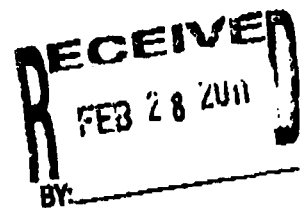
RECEIVED
FEB 23 2011
BY: _____

My name is Earl Feucht, I have been a professional truck driver now for the better part of ten years.

Let me begin by saying that I believe regulations ARE necessary in the motor carries industry but over regulating will cause a restriction in the products pipeline. This is to say that an ever growing population requires an equally growing pipeline of products. You can not have a growing population then restrict products UNLESS your objective is to diminish the population.

So it is now it is near impossible to keep up with growing demands and further restrictions will mean empty shelves.

On the other hand, as I said, regulations ARE necessary the same is in electricity regulations, if you just let power flow unregulated into your home all kinds of power surges, overloads and havoc occurs.



Of the three Companies I have worked for in my ten years Transystems is the only one who actually discourages and prevents over running the hours of service.

I will say this, if Transystems did not regulate their hours of service so well some of these drivers would run seven days a week and twenty four hours a day, the public would not be a safer place.

The other Companies I have worked for publicly told me "safe and legal" but behind the scenes it was anything but "SAFE & LEGAL" with constant references to open possible future unemployment. The very most I ever ran my logs was an hour but I treated it like a piggy bank, if I borrowed time from my logs I paid it back in the sleeper berth many fold. in other words I put more back in the bank than I took.

The other Companies (OTHER THAN TRANSYSTEMS) I worked for tried to get me to cheat on my logs,

3

I refused. which is why I was not one of their preferred drivers, never got employee of the month nor any performance bonuses as your performance bonus hinged on making all of your loads on time and there is only three ways to get a performance bonus 1. If you are super man 2. A Team driver 3. Have a magic log book.

Transystems is the first company I have worked for that endeavors to honestly turn a profit and provide a safe, productive work place for its employees and I am proud to be a part of the body of Transystems.

I live a very humble life as a matter of fact I endeavor to live a more humble life.

you can walk into any truck stop any place and find enough truck drivers cheating on their logs to fill a tractor trailer, I know this. I have heard truck drivers complain on the CB radio how they aren't making enough money then in the very next sentence tell of the new car or truck they just bought, the seven. ATV's

4

in their double Car Garage and The Computers,
i-pods and cell phones each of their kids have.
My answer has always been and always will be
no; you make enough but spend too much,
and yes I know the economy depends on
spending but there is a middle ground
between WANT/NEEDS.

The principal is simple but the solution
is difficult because of bigger government.
"THE MORE COOKS IN THE KITCHEN WILL SPOIL
THE STEW!"

The basic principal is this: The trucking
industry is a pipeline of Commodities and products.
The more impedence, restriction you put on
the pipeline the less product you will have
on the shelves, if you want your kids to have
clothes to wear, pencils and pens and paper to write
with in school, gas for the school bus or your car
to get your kids to school then quit flattening
the tires on Commercial trucks!

5

*Carl C. Fuent
1021 Wilson #16
Pocatello, ID 83202*



SALE MARK 5014 211 544
NO. 200 2011 450 011

U. S. Rep. Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

53642+2613

Richard B.

February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,

Roger L. Huntington
Roger L. Huntington
666 Aspen Lane
Pocatello, ID 83204

RECEIVED
Feb 28 2011
BY: _____

RECEIVED
BY: _____

February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

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The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

I specifically like to drive at night because there is less traffic at night. These changes will make it not worth my time to participate in this service. I would like to be able to have the flexibility and choice in how long I work. As a professional truck driver, I know when I should and need to take a break. Just like when driving my personal vehicle, I take a break/pullover when I am tired.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,

Allen R. Wright
Allen R. Wright
610 Park Lane
Pocatello, Id 83201

RECEIVED
FEB 28 2011
BY: _____

RECEIVED
BY: _____

February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

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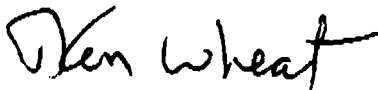
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Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Ken Wheat
1364 Saratoga
Pocatello, Id 83201

RECEIVED
FEB 28 2011
BY: _____

February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

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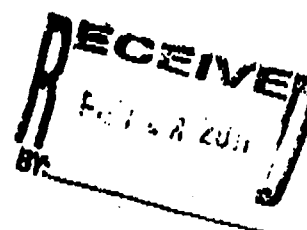
I get breaks when I am in line to load or unload. I do not need mandatory breaks.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,

Refugio Aguirre

Refugio Aguirre
424 Industrial Lane #12
Pocatello, ID 83201



February 24, 2011

U. S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

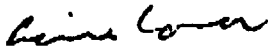
Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

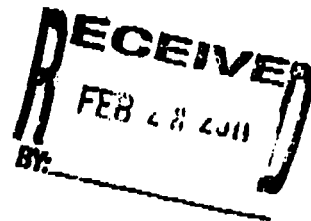
Changing the Hours of Service is a problem for getting pay by the load, or getting the miles in your shift.

Please contact FMCSA and let them know I don't agree with their new rules.

Sincerely,



Ernie Conan
110 Topaz
Blackfoot, ID 83221



February 19, 2011

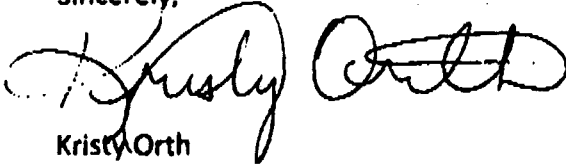
Senator Raul Labrador

Dear Mr. Labrador,

As a driver for a trucking company I am writing to complain about the proposed new FMCSA hours of service rules. The current and proposed length of a restart is 34 hours. However, the change would mean that the restart time could be significantly lengthened due to the overnight requirements, which could disqualify me as an employee from almost an entire day's work. There is no doubt, that the proposed rules will harm productivity in the trucking industry and drive up the cost of putting products on retail shelves. There is no evidence that the increase in costs will result in safer highways or be offset by a decrease in costs associated with accidents.

I would like the FMCSA to know that I do not agree with these new rules.

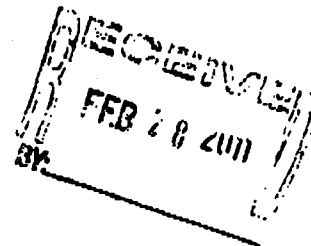
Sincerely,



Kristy Orth

3308 N. Hill Rd
King Hill, Idaho 83633

Elmore County



*sent
2/24/11*

February 24, 2011

U. S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

I suspect the teamster unions are the ones pushing these new rules, in order to make companies hire more drivers and consequently create more union members and dues payers.

I feel it is unfair for unions I am not a member of and do not support, to control so many aspects of my life and my career. It is also not fair to benefit the few at the expense of many. It's not fair to the

2

children and spouses and families of those that keep this great country running. It's not fair to the drivers. Its not fair to the consumers who will pay higher costs.

These new rules are unnecessary and will do far more damage than good.

Please contact FMCSA and let them know I don't agree with their new rules.

Sincerely,



Houston Scarborough
5017 Rose Street
Chubbuck, ID 83202

RECEIVED
FEB 28 2011
BY: _____

February 19, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a commercial truck driver and I would like to complain about the new FMCSA Hours of Service proposal.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

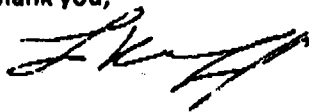
The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Larry K. Harris
295 Monroe
American Falls, ID 83211

RECEIVED
FEB 24 2011
BY: _____

February 19, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMCSA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

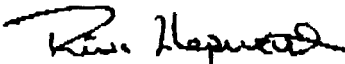
The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

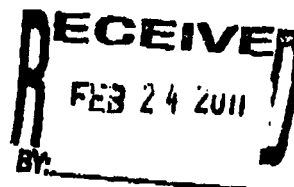
The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Rick Hepworth
1816 Government Road
Pocatello, ID 83204



Untitled

FEB 28, 2011

To Congressman Labrador

Dear Mr Labrador

I am a commercial truck driver and i would like to complain about the new FMCSA hours of service proposal .

I work night if I have to take 2 rest periods from midnight to 6:00 am each week , This will mess up my sleep schedule and cost me money.

Also if i have to take my rest periods between midnight and 6:00 am, I will lose time with my family.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours witch will cause more car and truck mishaps to be truthful the FMCSA needs to reconsider all the rules they have changed and put in a more drive time and a breakable sleeper berth i have been driving truck since 1975 and these new changes are rediculus if they would put it where a driver can run 14hrs of driving and 8hrs sleeper berth and 2hrs on duty time with a 90 hour work week and a 34 of for a full restart this would work better for all and make the sleeper berth time breakable with no less then a 2 hour break in the berth this would lead to less driver fatuige and safer driving for trucker and the general public...

Please contact the FMCSA and let them know that I don't agree with their new rules and that they should look at things from a drivers eyes and think of the drivers being used as a pawn between shippers and receivers.....

Thank You


John O. Tolman

2001 sessions st
heyburn Idaho 83336



February 21, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a commercial truck driver and I would like to complain about the new FMCSA Hours of Service proposal.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

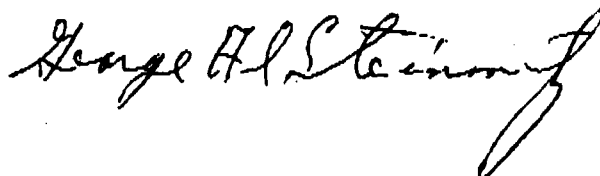
The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

Farm commodities can't or shouldn't have these types of restrictions put on them. There isn't enough money involved to penalize us drivers trying to subsidize our Social Security with a little driving time. We get out of our trucks at each end of the trip, plus rest area stops if needed. There is no need of mandatory breaks. Transporting sugar beets isn't like taking a reefer truck cross country, we are home every night or day, which ever shift we prefer.

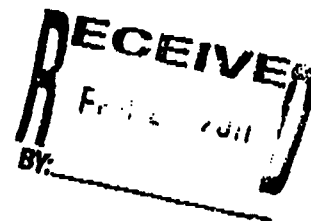
Hauling sugar beets is more technical than one might realize, they need loaded with warm beets in first then cold ones and can't remain that way very long or the trucks will freeze and the beets won't come out at the factory. That is why it doesn't work to ship them by rail.

Please contact FMCSA and let them know I don't agree with their new rules

Sincerely,



George Al Steinmetz
4959 Hawthorne Road
Chubbuck, ID 83202



February 19, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

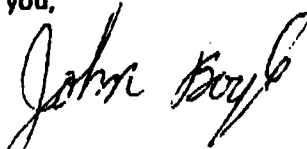
I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

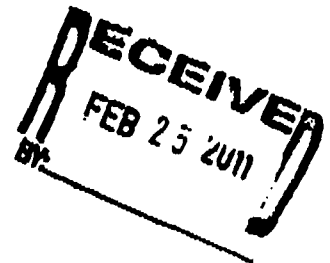
Please contact FMCSA and let them know I don't agree with their new rules.

It would also affect the quality of the product I haul - sugar beets.

Thank you,



John Boyle
4891 Cole
Chubbuck, ID 83202



February 22, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

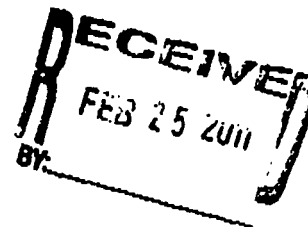
Dear Representative Labrador:

I am a commercial truck driver and I would like to complain about the new FMCSA hours of service proposal. I work 4 days on and 2 days off. Under the current rules I can take a day off in my work week and make it up later in the week. Also if I want extra income for a special event, Christmas, birthday, etcetera I can work an extra day. Under the new rules this would not be possible. Working nights I have less traffic to deal with which makes it easy to make a payday. With the new rule of having to take two mandatory breaks from midnight to six am limits my income. I work short hauls in rural areas I get a lot of short breaks during my shift. I don't need a mandatory thirty minute rest. The new rules will cut down on the amount of night shifts and put more trucks on the road during the busy daylight hours. As head of household I fear the wrath of what this will do to the cost of living. I barely make ends meet now. With the new rule goods will go up because of the cost of freight.

Please contact FMCSA and let them know that I don't agree with the new rules.

Sincerely
Todd Albright

*Todd Albright
PO Box 775
American Falls ID 83211*



February 20, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

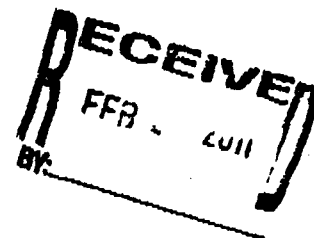
Please contact FMCSA and let them know I don't agree with their new rules.

No way! I would not like the rules to change for my occupation. I am satisfied with the production that takes place since day one – September 20, 2005, this would slow down production and make it hard on all Transystems drivers to make a living.

Thank you,



Darwin Somsen
622 W. Clark St.
Pocatello, Id 83204



February 24, 2011

U. S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

I work short hauls in rural areas. I get a lot of short breaks during the day. I don't need a mandatory 30 minute rest.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

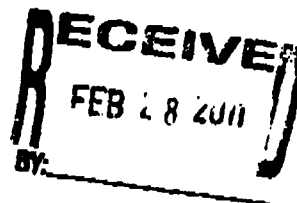
I work part time and am happy with the hours and the working conditions with my employer. I don't believe any of the new rules are necessary.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Gary N. Fackrell
448 West Highway 39
Blackfoot, ID 83221



February 23, 2011

U.S. Representative Raul Labrador
33 Broadway Ave., Suite 251
Meridian, ID 83642

Dear Representative Labrador:

I am a professional truck driver and I would like to complain about the proposed new FMSCA Hours of Service Rules.

I work 4 days on and 2 days off. Under the current rules I can take a day off and make it up later in the week. Under the new rule requiring 2 rest periods from midnight to 6 a.m., I cannot make up the shift that I need to take off. This would interfere with my ability to attend family events. Under the new rule if I take off time to attend a family event, I lose a whole day's pay.

Allowing only 10 hours of driving will reduce my income. My company will hire more drivers and that will mean less pay for me.

The new rules for rest periods will cut down on night shifts and put more trucks on the road during the busy daylight hours.

The new rules will force companies to move toward 8 hour shifts. Twelve hour shifts let me make my full income and have one more day at home each week.

The current rules are working. Leave them in place.

Please contact FMCSA and let them know I don't agree with their new rules.

Thank you,



Danny Abercrombie
8744 North Kraft
Pocatello, ID 83204



JEFF MERKLEY
OREGON

S10-110308-013

DEPARTMENT OF
TRANSPORTATION
OPERATIONS
United States Senate

WASHINGTON, DC 20510

FEB MAR 23 A 11:55

COMMITTEES:

ENVIRONMENT AND
PUBLIC WORKS

HEALTH, EDUCATION,
LABOR, AND PENSIONS

BANKING, HOUSING,
AND URBAN AFFAIRS

BUDGET

February 22, 2011

Secretary Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Dear Secretary LaHood,

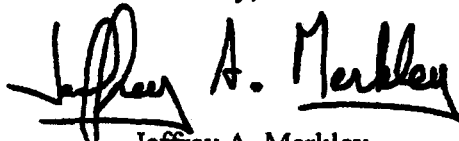
I am writing on behalf of my constituent, ~~Kevin Tomfohr~~, of Roseburg, Oregon.

I would appreciate it if you would review the enclosed information and respond directly to my constituent at:

363 W Hickory Street
Roseburg, OR 97471

Thank you for your attention to this matter.

Sincerely,



Jeffrey A. Merkley
United States Senator

Enclosure

JM/clg

MB. Kevin Tomfohr
363 W Hickory ST
Roseburg, OR 97471

Companies are using DOT worst case scenarios exception language as a new base line minimum to create planned daily expectations that run their drivers into the ground, causing higher employee turn over. These drivers never work long enough to activate their pensions or benefits. This makes the companies bottom line look good but at the expense of public safety and the drivers health, family and career. When the failure rate of diminishing returns cost less than the capital gains received when operating at peak performance, that's called good business, especially when the cost of failure is deferred to the employees of the company. This is when the government should step in and protect the people.

D.O.T. hours of service rules are excessive.

S10-110314-010

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON
CONSERVATION, ENERGY AND FORESTRY
SUBCOMMITTEE ON
RURAL DEVELOPMENT, RESEARCH,
BIOTECHNOLOGY AND FOREIGN AGRICULTURE
RANKING MEMBER



CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515

March 4, 2011

DEPARTMENT OF
TRANSPORTATION
DOCKET OPERATIONS
2011 MAR 22 A 10:16

JIM COSTA
20TH DISTRICT, CALIFORNIA
WEB PAGE: www.costa.house.gov
COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON
ENERGY AND MINERAL RESOURCES
SUBCOMMITTEE ON
WATER AND POWER

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: FMCSA docket number 2004-19608

Dear Secretary LaHood,

This letter serves to express my concern regarding the U.S. Department of Transportation's proposed changes to the hours of service rules for truck drivers. If the proposed changes are finalized, they will have a substantially negative impact on productivity and weaken our nation's fragile economy.

The rules currently in place work well for truck drivers, the trucking industry, and the safety of the general public. Since the current rules were implemented seven years ago, the trucking industry's safety performance has improved at an unprecedented rate. While truck mileage increased by almost 10 billion miles between 2003 and 2008, the number and rate of fatal and injury accidents involving large trucks are now at their lowest levels in recorded history. Further, the Federal Motor Carrier Safety Administration's (FMCSA) own analysis shows that the net benefits of retaining the current hours of service rule exceed the net benefits of reducing the allowable drive time.

Enclosed herein is a copy of correspondence I received from Tim Fortier, a constituent in California's 20th Congressional District and an active stakeholder in the trucking industry. I trust you will take every proper consideration of Mr. Fortier's comments when making a decision regarding these proposed changes.

Thank you for your attention to this matter.

Sincerely,

JIM COSTA
Member of Congress

Hang in there my friend!

Enclosure

WASHINGTON OFFICE:
1314 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 226-3341
FAX: (202) 226-9308

FRESNO OFFICE:
855 M STREET, SUITE 940
FRESNO, CA 93721
PHONE: (559) 486-1820
FAX: (559) 486-1027

BAKERSFIELD OFFICE:
2700 M STREET, SUITE 225
BAKERSFIELD, CA 93301
PHONE: (861) 889-1820
FAX: (861) 889-1027



3475 W. Franklin Ave.
P.O. Box 12004
Fresno, Ca. 93776

Phone: (559) 275-0444
Fax: (559) 276-2853

2/4/11

Jim Costa
1314 Longworth House Office Bldg
United States House of Representatives
Washington, DC 20515

RECEIVED

FEB 14 REC'D

Congressman Jim Costa
Washington, DC Office

Hi Jim:

I would like to call to your attention regarding the hours our drivers can work and what the Federal Motor Carrier Safety Adm is attempting to change. A congressman Bill Shuster is aware of this issue and is trying to help the trucking industry. I urge your support on this issue for the current regulation in force since 2004 has worked well for all concern. The present system works well for the industry and most important for the safety of the general public as demonstrated by the decrease in accidents since 2004. Now the Feds want to change the system they put in after their own 4 to 5 yrs research because of political heat from the Teamsters and some other disgruntled groups. If you would like, I would be happy to meet with you when you are in Fresno next time to give you more details. Rest assured the present system works well for the vast majority in the industry and it has proven to be viable. I doubt the advocated changes would result in any safety improvements for we are at the best level to be attained for the "human factor" is the main component for the cause of accidents that remains.

The changes promoted by the FMCSA will cause us and our driver's economic hardship for they will lose 1 hour of driving a day. An example for the Fresno carriers, we will not be able to deliver to the LA Basin and return to Fresno the same day as we have been doing for over 50 yrs. Our drivers will be forced to layover in Bakersfield to Tulare, thus losing out on their wages. This will force us to add more trucks to haul the same tonnage per week. This does not count the strain of the produce industry and poultry industry to get their product to the LA market etc. This is just one small example of the havoc and disruption these advocated changes will create. Again thanks for your time in looking out for us here in Fresno as you have for these many years.

Best Regards,

Tim Fortier

BOB GOODLATTE
8TH DISTRICT, VIRGINIA
2240 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-4606
(202) 225-5431
FAX (202) 225-6661
www.house.gov/goodlatte



Congress of the United States
House of Representatives

March 3, 2011

COMMITTEE ON THE JUDICIARY
VICE RANKING MEMBER
SUBCOMMITTEE ON
COURTS AND COMPETITION POLICY
SUBCOMMITTEE ON
CRIME, TERRORISM, AND HOMELAND
SECURITY
COMMITTEE ON AGRICULTURE
RANKING MEMBER, SUBCOMMITTEE ON
CONSERVATION, CREDIT, ENERGY,
AND RESEARCH
SUBCOMMITTEE ON
LIVESTOCK, DAIRY, AND POULTRY

DEPUTY REPUBLICAN WHIP
CHAIRMAN, HOUSE REPUBLICAN
HIGH TECHNOLOGY WORKING GROUP
CO-CHAIR,
CONGRESSIONAL INTERNET CAUCUS
CO-CHAIR,
CONGRESSIONAL INTERNATIONAL
ANTI-PIRACY CAUCUS

The Hon. Robert Letteney
Deputy Assistant Secretary for Governmental Affairs
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

VIA FAX

2011 MAR 22 A 10:16
DEPARTMENT OF
TRANSPORTATION
MARKET OPERATIONS

Dear Mr. Letteney:

Attached please find a letter that I have received from my constituent, Mr. Jody Stowe of New England Motor Freight in Roanoke, regarding concerns about proposed changes to hours of service rules for truck drivers. I have received a similar inquiry from another constituent, Mr. J.D. Robinson of Lawrence Transportation Systems in Roanoke.

I share my constituents concerns about the proposal and the impact it would have on the trucking industry. I would appreciate your looking into this matter and providing me with a response for my constituents. Please mail your response to my Roanoke office at the address marked below.

Thank you for your assistance.

With kind regards.

Very truly yours,

Bob Goodlatte
Member of Congress

RWG:pl

Attachment

2 SOUTH MAIN STREET
SUITE A, FIRST FLOOR
HARRISONBURG, VA 22801-3707
(540) 432-2391
FAX (540) 432-6593

916 MAIN STREET
SUITE 300
LYNCHBURG, VA 24504-1608
(434) 845-8306
FAX (434) 845-8245

10 FRANKLIN ROAD, S.E.
SUITE 540
ROANOKE, VA 24011-2121
(540) 857-2572
PAX (540) 857-2675

7 COURT SQUARE
STAUNTON, VA 24401-3307
(540) 885-3661
FAX (540) 885-3930

02/21/2011 15:16 NEW ENGLAND MOTOR FREIGHT

(FAX)908 351 0153

P.002/004

RX Date/Time

02/18/2011 17:38

540 344 1168

FEB-18-2011 FRI 05:00 PM

HBF

FAX No. 540 344 1168

P.001

P. 001

Jody Stowe
New England Motor Freight
Terminal 44 Roanoke
1919 Plantation Road NE
Roanoke, VA 24012

February 18, 2011

Rep. Robert Goodlatte
10 Franklin Road SE, Suite 540
Roanoke, VA 24011

RE: Hours of Service

Dear Rep. Goodlatte:

I am writing in regards to the U.S. Department of Transportation's proposed changes to the hours of service (HOS) rules for truck drivers.

Some of the impacts of the proposed HOS changes include:

- Strikes a blow to a struggling economy. Since the trucking industry will have less capacity to haul freight, rates will rise substantially. Increasing the cost of goods for everyone at the cash register.
 - Critical components of the nation's distribution network will be disrupted. Existing routes and distribution centers have been designed around the current Hours of Service rules.
- ~~Fewer driving and working hours amounts to a pay cut for truck drivers, at a time when drivers and their families are already struggling to make ends meet.~~

The trucking industry is one of the largest employers in the state of Virginia. These proposed rule changes will have a devastating impact on our businesses and our truck drivers. Congressman Bill Shuster is leading an effort to ask the USDOT to change course on the proposed HOS changes by writing the attached letter to the Secretary of the U.S. Department of Transportation, Ray LaHood.

We respectfully urge you to join Congressman Shuster and agree to sign on to his letter (attachment). Please contact Stephen Martinko (Stephen.Martinko@mail.house.gov) of the Congressman Shuster's office to make arrangements to sign the letter.

Your immediate assistance in this matter would be greatly appreciated.

Sincerely,


Jody Stowe
Terminal Manager

February XX, 2011

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary LaHood:

RE: FMCSA docket number 2004-19608

We are writing to express our concerns about the U.S. Department of Transportation's proposed hours of service rules for truck drivers. If finalized, the proposed changes would have a substantially negative impact on productivity and the U.S. economy.

The rules currently in place are working well and do not need to be changed. Since the current rules were implemented seven years ago, the trucking industry's safety performance has improved at an unprecedented rate. Both the number and rate of fatal and injury accidents involving large trucks have declined by more than one-third and are now at their lowest levels in recorded history. The remarkable reduction in the number of truck-involved fatal and injury crashes occurred even as truck mileage increased by almost 10 billion miles between 2003 and 2008, the latest year for which data is available.

If the proposed changes are implemented, trucking companies will need to put additional trucks and drivers on the road to deliver the same amount of freight, adding to final product costs and increasing congestion on the nation's already clogged highways. Small business truckers would be especially hard hit.

On two prior occasions, the Federal Motor Carrier Safety Administration (FMCSA) estimated that similar changes would cost the U.S. economy \$2.2 billion, inclusive of safety benefits. However, in the new proposed rule FMCSA has changed its methodology for estimating both the benefits and costs of changes to the hours of service rule, effectively *decreasing* estimated annual costs by \$1.5 billion and *increasing* estimated annual benefits by \$1.1 billion in order to produce a positive benefit-cost ratio. Further, the agency's own analysis shows that the net benefits of retaining the current daily driving time limit exceed the net benefits of reducing allowable driving time by one hour, the option favored by FMCSA. Frankly, it is very difficult to understand how FMCSA rationalizes its proposal on this fact alone.

In addition to encumbering the industry and a struggling economy, the proposed changes would significantly challenge law enforcement. Because the proposed rules are complex and restrictive, motor carriers could have difficulty understanding them and enforcement officers could have difficulty accurately identifying violations. For instance, in order to determine if a driver can legally claim to have

met the conditions of a weekly rest provision, enforcement officials would have to ensure that at least 168 hours had elapsed since the beginning of the most recent weekly rest period, and that the break included two consecutive nighttime periods between midnight and 6 a.m. Such complexity will only serve to hamper both industry compliance and motor carrier enforcement.

Thank you for your attention to this important matter. Now is not the time to impose costly new regulations that would impede the nation's economic recovery and increase the cost of almost every product Americans produce and buy.

Sincerely,