

**Congress of the United States**  
**Washington, DC 20515**

August 29, 2013

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

Secretary Foxx:

We write to thank you for the Department's recent proposed rule to reduce driver-vehicle inspection report requirements for commercial truck drivers who have not found or been made aware of any vehicle defects or deficiencies. We believe this is a commonsense step to lower paperwork burdens on good actors in an important sector of the American economy and appreciate your leadership on the issue.

However, we also write to express our continued deep concern about the recent Hours of Service (HOS) final rule (76 Fed. Reg. 81134), which came into effect on July 1, 2013. These regulations, which strictly limit the use of the 34 hour restart provisions and mandate inflexible rest periods, greatly decrease driver flexibility, and raise costs for the already over-burdened trucking industry—at a potential cost of up to \$376 million annually to this single industry alone. Unfortunately, these additional costs will be passed on to our nation's consumers as prices rise in stores where hard-working Americans shop on a daily basis.

Disappointingly, and counter to a commonsense approach to regulation, these rules were enacted without the completion of a field study and subsequent report legally required by Congress. As you are aware, the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21, Public Law 112-141) directed the Federal Motor Carrier Safety Administration (FMCSA) to conduct a statistically-valid field study by March 31, 2013. Even with the field study unfinished, the FMCSA finalized and enacted these untested new HOS regulations.

We request that the FMCSA establish and provide to us the date on which the efficacy study required by MAP-21 and full report will be completed and submitted to Congress. The commercial trucking industry is a pillar of the U.S. economy and small, medium, and large businesses across America depend on the on-time, cost-efficient, and safe transport of finished products and raw materials each day. It is imperative that the rules governing the commercial trucking industry be backed by factual, statistically-valid and data-driven studies that are fully completed and analyzed before proposed rules come into effect.

Thank you in advance for a prompt and thorough response by September 12, 2013. We look forward to working with you to better our nation's transportation system while properly balancing costs and benefits of federal regulations.

Sincerely,



RICHARD HANNA  
Member of Congress



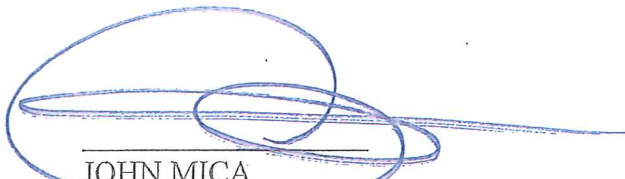
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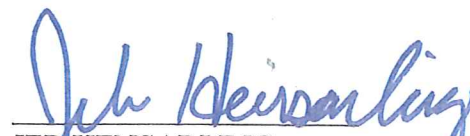
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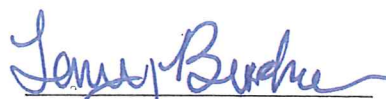
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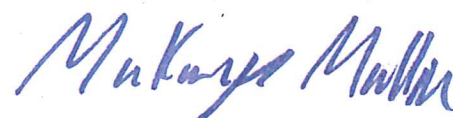
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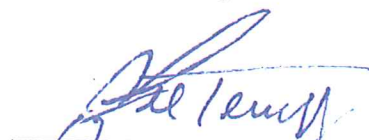
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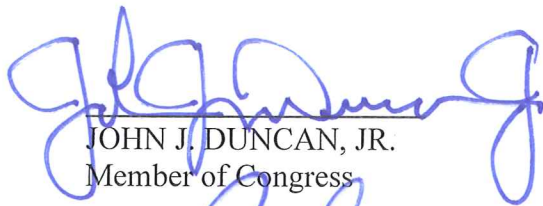


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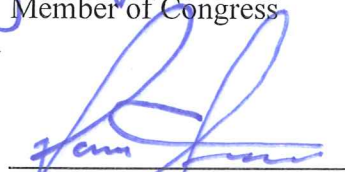
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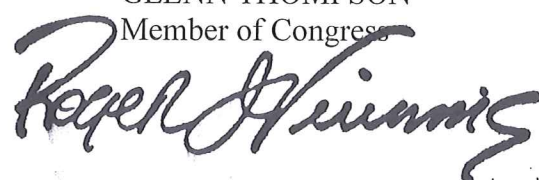
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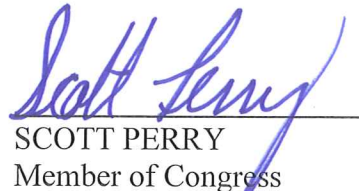
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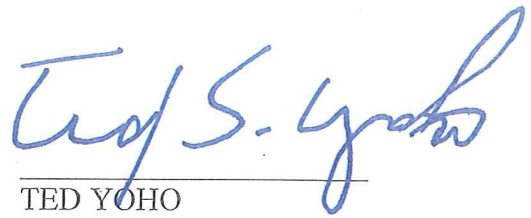
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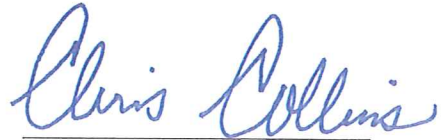
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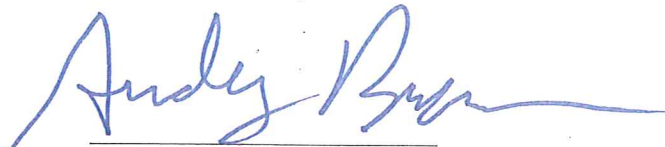
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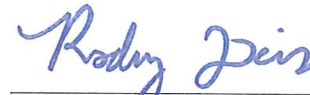
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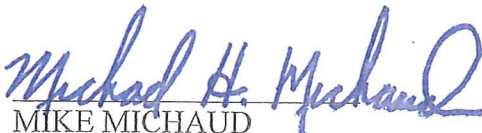
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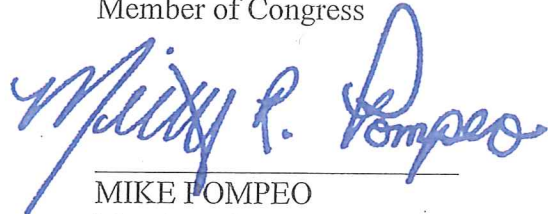
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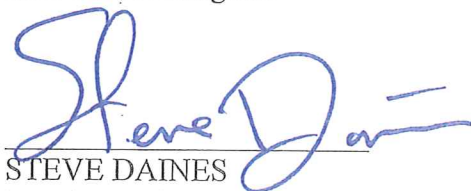
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