

SPEAKER BIOS

Joan Claybrook

Joan Claybrook is Chair of Citizens for Reliable and Safe Highways, President Emeritus of Public Citizen, former Administrator of the National Highway Traffic Safety Administration (NHTSA), and was a founding board member of Advocates for Highway and Auto Safety. Ms. Claybrook has testified numerous times before Congressional committees, and has been recognized by national organizations and educational institutions for her many contributions to public health and safety.

Jackie Gillan

Jackie Gillan is President of Advocates for Highway and Auto Safety, and was a founding board member before joining the staff as Vice President in 1990. Her 35-year professional career has been in the areas of transportation planning and government relations, including senior policy positions for three state transportation agencies (New Jersey, California and Ohio), the U.S. Department of Transportation and the U.S. Senate. Her lobbying and grassroots organizing work have resulted in the successful enactment of numerous federal and state laws advancing motor vehicle, highway and truck safety.

Andy Matthews

Andy Matthews is Chairman of the National Troopers Coalition (NTC), which represents over 40,000 State Troopers. He was elected to the Executive Board of the NTC in 2011 and has served as Chairman since February of this year. He brings a great deal of leadership and experience to his role, including having served as the President of the Connecticut State Police Union, reaching the rank of Sargent in the Connecticut State Police after being selected to the State Police Major Crime Unit, practicing law focusing on labor and employment and serving as an adjunct professor at Manchester Community College.

Fred McLuckie

Fred McLuckie is a 20 year Teamster member and former director of the Teamsters legislative department. He now serves as a transportation consultant for the Teamsters Union.

Officer Robert Mills

Officer Robert Mills is a 23-year law enforcement veteran, having spent the last 20 years with the Fort Worth Police Department. Officer Mills has thirteen years of commercial vehicle enforcement experience and was the founding member of his department's commercial vehicle enforcement unit in 2002. Officer Mills has served on the executive committee for the Commercial Vehicle Safety Alliance as well as the Motor Carrier Safety Advisory Committee.

Lisa Shrum

Lisa Shrum of Fayette, Missouri, lost her mother, Virginia Baker and her step-father Randy, in a truck crash on October 10, 2006. Virginia and Randy were killed in a crash involving a FedEx double trailer truck that was broken down on the shoulder of the highway and protruding into the lane of traffic. Their car crashed into the back of the FedEx truck that was partially in the passing lane, spun out, and was subsequently struck by another tractor trailer.

Ed Slattery

Ed Slattery's wife, Susan, was killed and their two sons, Peter and Matthew, were severely injured on August, 16, 2010 when a truck driver fell asleep at the wheel of his triple-trailer truck. His family was driving on the Ohio Turnpike, returning home from a family reunion in Rocky River. The truck driver crashed into the back of their car, instantly killing Susan. Mr. Slattery is from Lutherville, Maryland.



*Citizens for Reliable
and Safe Highways*

**Statement of Joan Claybrook, Chair
and Former Administrator, National Highway Traffic Safety Administration**

**Press Conference on the Trucking Industry Drive to Increase the Dangers of Big Trucks
June 23, 2015**

Good afternoon, I am Joan Claybrook, Chair of Citizens for Reliable and Safe Highways and former Administrator of the National Highway Traffic Safety Administration. We are here today to alert the American public to an unprecedented and underhanded campaign against public safety being waged by corporate trucking interests. I cannot remember in the last 25 years a more full-out assault on truck safety.

This morning the Senate Appropriations Subcommittee passed a bill that had two major anti-truck safety provisions, and we are expecting another huge attack on Thursday when the full Committee considers the bill. Additionally, the transportation spending bill, H.R. 2577, passed by the House on June 9th, makes similar slashes to essential, lifesaving laws. And, these rollbacks are taking place in secret in the back rooms of Congress because the trucking industry and their friends in Congress know they can't pass public scrutiny.

These safety attacks include forcing 39 states to allow FedEx Double 33-foot tractor trailer trucks on our highways that will be longer than an 8-story office building. This major transportation policy change was slipped into the House bill and will be offered by Alabama Senator Richard Shelby and supported by Tennessee Senator Lamar Alexander and Missouri Senator Roy Blunt, on Thursday. It is ironic that Congress has been unable to come up with a long-term funding solution to assist with the maintenance and rehabilitation of highways and bridges. However, they are quick to come up with more problems by forcing 39 states to bear the additional costs of longer and heavier FedEx trucks.

The Senate bill also included a provision which imposes a financial penalty on DOT for not completing within 30 days its flawed truck size and weight study that the agency admits has profound data limitations and admonished Congress not to change truck size and weight limits. This must be a new low in congressional hypocrisy as well as corporate giveaways to special interests at the expense of public safety.

Additionally, both the House and Senate bills continue Senator Collins' Tired Truckers pilot program at the risk of public safety by allowing truck drivers to work and drive as many as 82 hours without two nights off. And, both bills threaten DOT's ability to conduct an overdue review of minimum insurance levels for trucks and buses which haven't been changed since 1985.

If these bigger and longer trucks are allowed on America's roads and highways, their corporate patrons are making sure that the public pays the price with their lives and their wallets. Current minimum requirements are grossly inadequate to cover the massive, often financially devastating, costs of serious truck crashes. It's not enough that trucking interests want victims and their families to bear the emotional costs of truck crashes but they also want them to bear the economic costs of hospitalizations and medical care.

It is literally a trucking industry “hit and run” leaving innocent truck crash victims and their families on the side of the road without sticking around to help.

Make no mistake about the real purpose of this anti-safety agenda. This shameful effort to grotesquely alter transportation safety policy on behalf of generous campaign contributors is being done for one reason only -- to increase the profits of certain companies at the expense of public safety.

We urge the Senate to vote their conscience and not their campaign chests. And, we urge President Obama to continue his strong opposition to these anti-safety riders and veto any spending bill that will result in more people dying on our streets and roads.

Thank you.

**Opening Remarks of Jackie Gillan, President, Advocates for Highway and Auto Safety
Press Conference Regarding Anti-Truck Safety Provisions in
FY 2016 THUD Appropriations Bill
June 23, 2015**

Good Afternoon. I am Jackie Gillan, President of Advocates for Highway and Auto Safety. We are here today to urge Congress to put the brakes on the runaway trucking industry agenda of repeals and rollbacks. It is on a deadly collision course with public safety.

This morning the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development marked-up their version of the transportation spending bill and included in the base bill language that will continue the “Tired Truckers” exemption increasing the working and driving hours of truck drivers to as many as 82 hours a week and taking away their weekend off with two nights of rest.

Additionally, the bill delays an on-going and overdue agency decision on increasing minimum insurance requirements for trucks and passenger-carrying buses that has not been updated since 1985.

We expect that on Thursday the full Senate Appropriations Committee will take up the FedEx amendment and it is likely to be offered by Alabama Senator Richard Shelby. The FedEx proposal will overturn the law in 39 states including Alabama and force every state to allow extra-long trucks exceeding 84 feet in length pulling two 33 foot long trailers. All 3 of these anti-safety provisions are in the House bill, H.R.2577.

Our message to Congress is clear:

We don't want longer trucks

We don't want longer working hours for truck drivers and

We don't want to wait any longer for action to reform minimum insurance requirements for truck and bus companies.

Today's development in the Senate shows that special trucking interests are in the driver's seat in setting the safety agenda. Everyday opposition is growing and the evidence more compelling that these anti-truck safety measures will result in more crashes, deaths and injuries.

On June 1, the Office of Management and Budget sent a letter to the House opposing the measures,

On June 5, the U.S. Department of Transportation released the long-awaited findings of the truck size and weight study and determined that because of profound data limitations, there should be no changes in federal truck size and weight laws and limits.

On June 5, Republican state lawmakers from Pennsylvania sent a letter pleading with Congress not to increase truck size and weights because of the enormous infrastructure, safety and financial costs to the state.

On June 10, 15 CEOs of major trucking companies across the country sent a letter objecting to the economic and competitive consequences of such a major change in national freight policy to financially benefit a few select companies like FedEx and others.

On June 16, the Illinois State Senate unanimously passed a resolution against federal changes in truck size and weight laws.

On June 18, Senators Wicker and Blumenthal sent a letter stating that there has not been sufficient dialogue on the impacts of these provisions and they have not been reviewed by the appropriate committees of jurisdiction.

And, this morning in the home state of Appropriations Committee Chair Thad Cochran, the Mississippi Transportation Commission passed a resolution opposing bigger and heavier trucks because of it will override their decision-making and degrade safety on Mississippi roads.

Before today is over, 11 people will die in large truck crashes and 275 more will be injured. This afternoon you will hear from two individuals who experienced that day when they learned that their loved ones had been killed in a truck crash. Lisa Shrum of Fayette, Missouri and Ed Slattery of Lutherville, Maryland will share their stories.

We are honored to be joined by Senator Blumenthal of Connecticut, a Member of the Senate Commerce, Science and Transportation Committee and a friend of safety groups and families as well as a fearless safety advocate in Congress.

Other speakers include Sergeant Andy Matthews with the Connecticut State Police. He is also President of the Connecticut State Police Union and Chairman of the National Troopers Association, which represents 42,000 State Troopers in 41 states. We will also hear from Officer Robert Mills with the Fort Worth, Texas Police Department. Robert is one of the nation's leading commercial motor vehicle safety law enforcement experts.

We are also pleased to have Joan Claybrook, a chair of Citizens for Reliable and Safe Highways and former Administrator of the National Highway Traffic Safety Administration as well as Fred McLuckie speaking on behalf of the International Brotherhood of Teamsters.



National Troopers Coalition

June 22, 2015

ANDREW MATTHEWS, Esq. (CT)
NTC Chairman

THOMAS H. MUNGEER (NY)
First Vice Chairman

GARY CHANDLER (TX)
Corresponding Secretary

GLEN JONES (WI)
Recording Secretary

JIMMY CHAVEZ (AZ)
Treasurer

BRIAN PETERSEN (NE)
North Coordinator

DANNY JENKINS (NC)
South Coordinator

THOMAS BRACKIN (DE)
East Coordinator

BRIAN INMAN (MT)
West Coordinator

MATHEW HODAPP (MN)
Past Chairman

RICHARD E. MULVANEY
Legal Counsel

MICHAEL MUTH
Director of Communications

The Honorable Susan Collins
United States Senate
413 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Jack Reed
United States Senate
728 Hart Senate Office Building
Washington, DC 20510

Dear Chairwoman Collins and Ranking Member Reed:

On behalf of the National Troopers Coalition's 42,000 members, we ask that you oppose any amendment forcing states to allow heavier and longer trucks on our nation's highways when you consider the FY2016 Transportation, Housing and Urban Development appropriations bill. Specifically, we urge you to vote against any amendments mandating states to allow the operation of double 33-foot tractor-trailers, replacing the twin 28-foot trailers in operation today.

Every day our members witness the dangers that these longer tractor trailers pose to the motoring public and our Troopers. If "Twin 33s" become legal, this could ultimately replace 53-foot singles as one of the most commonly used configurations, adding a dangerous 17 feet in length to our already crowded highways.

The THUD appropriations bill should not include such a far-reaching policy change, especially following the release of the long-awaited USDOT truck size and weight study, which largely concluded that not enough data exists to make a clear recommendation on changing any existing truck size and weight laws.

Unfortunately, these proposed changes would jeopardize the safety of the public by creating greater stopping distances and a higher risk of rollovers. The National Troopers Coalition opposes any changes to current truck size and weight laws and urges you to do the same. Should you have any questions or need any additional information, I can be reached at 203-233-2332.

Thank you for your consideration.

Sincerely,

Andrew Matthews
Chairman, National Troopers Coalition

Cc: Members of the Senate Committee on Appropriations

**For Immediate Release
June 23, 2015**

Contact:
Galen Munroe, (202) 624-6911
gmunroe@teamster.org

TEAMSTERS JOIN SEN. BLUMENTHAL, HIGHWAY SAFETY ADVOCATES, FAMILIES OF VICTIMS IN FIGHT AGAINST TRUCK SAFETY ROLLBACKS

Senate to Consider Dangerous Hours of Service, Truck Size Provisions

(WASHINGTON) – The Teamsters Union stood with Sen. Richard Blumenthal (D-CT), representatives for highway safety advocates and law enforcement and families of highway accident victims to denounce a series of dangerous provisions that would threaten the safety of the driving public.

This week, the Senate will follow the House and mark up the FY 2016 transportation appropriations bill. The House version (HR 2577) included riders that would lead to drivers spending more time behind the wheel between rest periods and bigger, heavier trucks on our roads. HR 2577 narrowly passed through the House on June 9.

“More than 600,000 of our 1.4 million members start their workday by turning a key in a vehicle,” said Teamsters representative Fred McLuckie. “The road is their workplace, roads that are congested like never before. It is irresponsible to allow larger, heavier trucks on our highways while potentially allowing employers to keep drivers on the road for more than 80 hours a week.”

If special interests pushing the provisions get their way, 39 states would be forced to allow 33-foot double trailers on their highways and hours of service rules would remain permanently rolled-back, eliminating the once-a-week, 34-hour restart, increasing time between rest periods for truck drivers.

“These special interest provisions put profit before safety,” McLuckie said. “The families here today lost loved ones due to driver fatigue and oversized trucks. We owe it to them to fight against these dangerous and irresponsible proposals.”

The International Brotherhood of Teamsters represents 1.4 million hardworking men and women throughout the United States, Canada, and Puerto Rico. Visit www.teamster.org for more information. Follow us on Twitter @Teamsters and “like” us on Facebook at www.facebook.com/teamsters.

STATEMENT OF ROBERT MILLS
Fort Worth, Texas Police Department
June 23, 2015

Good afternoon. My name is Robert Mills and I have served as a Fort Worth police officer for more than 20 years. I have accumulated a great breadth of knowledge in truck safety, safety violations, fatigued truck drivers and the dangers of heavy trucks from working for the Fort Worth Texas Commercial Vehicle Enforcement program for 13 years, serving on the Commercial Vehicle Safety Alliance executive committee, and being a member of the Motor Carrier Safety Advisory Committee.

In addition to this experience, I am on the highways every day for my job. I see firsthand the dangerous conditions motorists, truck drivers and law enforcement face. It confounds me that Congress is considering actions to make our roads even less safe considering 4,000 people die every year in truck crashes and nearly 100,000 more are injured. In my home state of Texas, there have been more than 2,200 deaths in crashes involving a large truck in the past five years. While fatalities have increased 17% nationally over the last five years, in Texas during that same time period truck crash fatalities skyrocketed a staggering 69% over that same time period. Yet, instead of protecting the public, Congress seems focused on the economic gains for a few select segments of the trucking industry.

There are provisions being considered as part of the Senate transportation spending bill that are extremely troubling to me as a law enforcement official. First, is the proposal to allow Double 33-foot trailer trucks. Twin-trailer configurations already have the highest out-of-service violation rates, which is a key indicator of truck safety. There would be larger and more blind spots, which will be a greater hazard to pedestrians, bicyclists, motorcyclists and motorists. Double 33s also share the propensity to rollover during avoidance maneuvers. In addition, they perform worse than double 28s in avoidance maneuvers. Longer trucks are also a danger to law enforcement and highway workers. The chance of being hit by a double tractor truck increases due to the "crack the whip" effect, in which small changes in direction by the tractor are amplified and cause large swaying effects in the last trailer behind the truck cab.

The funding bill also hits close to home for me., This morning the Senate Subcommittee advanced a provision that would allow Interstate 69 in my home state of Texas to be exempt from federal truck size and weight limits. Right now, almost 20% of our bridges in Texas are either structurally deficient or functionally obsolete. On top of that, driving on roads in need of repair cost Texas motorists over \$5 billion per year – amounting to almost \$400 per motorist. As a Texan, I oppose this provision and ask the Senators debating the bill to do the same.

I urge the Senate to oppose the tired trucker provision, the double 33s provision, the underinsured motor carrier provision and all truck sizes and weights special exemptions. The Senate should stand with law enforcement and the motoring public and work to improve the safety on our roads.

Thank you.

STATEMENT OF LISA SHRUM
June 23, 2015

Good afternoon. My name is Lisa Shrum. I have traveled here from my hometown of Fayette, Missouri, for the second time in just six weeks to speak out against the outrageous and on-going assault on truck safety happening in Congress. When I came in May, the House Appropriations Committee had just passed a bill that gutted important truck safety laws. Now, that bill is pending in the Senate.

I came back today to implore the Senate, especially the Appropriations Committee, to stand up for families and our safety. Please, stop putting the profits of a few select trucking companies before the safety of everyone using our roads and highways.

One of the most alarming industry-sponsored proposals is a mandate that forces states to allow extra-long double 33-foot trailer trucks. I have personal experience with the danger and devastation double trailers can cause in a crash. My mother, Virginia, and her husband, Randy, died on October 10, 2006, in a crash involving a FedEx double trailer truck. They were driving home to Pleasant Hill, Missouri on Interstate 70 shortly after 11 p.m. Driving conditions were not ideal. But then again, we all know they frequently are not. Mom and Randy had just crested a hill where there was a crash ahead on the road but visibility was poor. A FedEx double trailer truck had swerved onto the left shoulder to avoid the upcoming crash.

The sheer length of the FedEx truck's two trailers caused the back end of the second trailer to extend into the passing lane of traffic. Mom's vehicle hit that trailer, spun out, and was then struck by another tractor-trailer. They didn't have a chance. Mom's truck was sliced in half.

In addition to mom and Randy, a young father was killed, and ten other people were injured in the crash. As you can see in these photos, my family's vehicle was obliterated. I challenge anyone to identify the make and model of the vehicle from these photos. Most would not even be able to tell you it was a pick-up. Only Randy's "Army Dad" license plate remains intact. Randy was so proud of his son, Jesse, and even in death he was able to share that message.

My life changed forever that day and so did the lives of other families whose loved ones were killed and injured in this crash. Yet, these frequent and horrific crashes are not deterring some members of Congress from promoting the trucking industry's agenda. Each year 4,000 people die needlessly in truck crashes. That number is one and a half times larger than the entire population of my hometown of Fayette. This is unimaginable. But what is really unimaginable is that crashes similar to the one that killed my mom and Randy happen every day, in every state, all over the country. Why won't federal lawmakers exercise the same concern for victims of truck crashes as they do for those killed in a plane crash or a train crash? Are my parents not worthy? Instead of advancing truck safety solutions, the House and Senate spending bills include truck safety setbacks.

I am here today to honor my loving mom and Randy but also to speak out against the trucking industry's push to make sharing the road with large trucks even less safe for families like mine, for truck drivers who have to maneuver these monster-sized trucks on crowded roads, and for law enforcement who put their lives on the line every day enforcing truck safety laws.

Two weeks ago, my family and I took our regular trip to Eminence, Missouri where we used to go with Mom to ride horses at the Cross Country Trail Ride. This trip is full of wonderful memories and has a special place in our hearts. We still camp at the same spot that we did with Mom. She especially loved it, and before the crash was planning to take my son, Malakai, who was only 18 months old at the time she died. This year, my brother Harrison got his belt buckle for 20-years of going to the ride. At the same time, our one-year-old niece, Hailee, experienced the trail ride for the very first time. It is so bittersweet each time we go back. I know Mom is smiling down on us for keeping the traditions and her memories alive.

I urge the Senators on the Appropriations Committee to think about your families and their safety before you vote to put FedEx in the driver's seat and ignore the dangers of oversized and overweight trucks. Our families need your protection.
Thank you.

Statement of Ed Slattery
June 23, 2015

Good afternoon. I am Ed Slattery and I am a Board Member of Parents Against Tired Truckers.

August 16, 2010, was a beautiful summer day and I was anxiously awaiting the arrival of my wife Susan and our sons, Peter and Matthew. They were driving home to Baltimore from a family reunion in Ohio that I was unable to attend. My wife had slowed down and stopped for road construction when their vehicle was rear-ended by a truck driver who fell asleep behind the wheel of a triple-trailer truck. The impact of the crash pushed my family's car into the semi-truck in front of them killing Susan and critically injuring Peter and Matthew. Following the deadly impact with my family's car, the truck hit four more passenger vehicles and two other trucks before finally stopping in the divider and bursting into flames.

My older son Peter suffered a broken pelvis and facial fracture and was conscious and being moved to a helicopter when he overheard the paramedics announce that his mother had died. Although he has healed physically, I wonder what effect his injuries will have on him long term. Matthew, my youngest son, was in a coma due to massive head trauma. He is now permanently disabled. He is a fighter though and continues to make progress every day, but he requires round-the-clock care.

After my family's crash five years ago, the mortality and morbidity toll continues to increase while truck safety reforms continue to stall and now regress in this current Congress. Since the crash, there have been over 12,000 more truck crash deaths and over 300,000 more injuries according to the most current data available. And, truck driver fatigue is widespread and remains a known killer. Nonetheless Congress is forging ahead and making driving conditions less safe and more dangerous. Trucking interests have become emboldened and are running to their friends in Congress to rewrite and repeal important rules and regulations that industry doesn't like.

Last year Congress took away the two nights off of rest for truck drivers pushing them to work and drive as many as 82 hours a week. Not even the tragic Tracy Morgan crash involving a WalMart driver who fell asleep at the wheel could stop trucking interests from getting Congress to suspend the Obama hours of service rule for an issue that has been studied to death for yet another study. Truck drivers are now working and driving longer hours while hundreds of objective and peer-reviewed studies on the safety problems of truck drivers working and driving longer hours and over 20,000 public comments to the rulemaking docket are ignored and discarded.

My family's crash also involved a huge, long triple-trailer truck. We have all driven next to these super-sized trucks, and I have never met anyone who has said that the bigger the truck the safer they feel. Yet, Congress is poised to let FedEx and other giant trucking companies write the rules of the road and allow even longer, heavier and more dangerous trucks on our roads and highways. FedEx paid a consultant to do a study that ignored the crash risk of these gigantic trucks. FedEx and others are trying to sell a bill of goods to the public by claiming that bigger trucks will mean fewer trucks on our roads and highways. Never in the history of our country has this ever happened. According to the Federal Highway Administration, freight tonnage is expected to increase by as much as 62% by 2040, with trucking alone expected to see the largest increase of 66%.

Lastly, that clear and beautiful summer day nearly five years ago inflicted untold pain and suffering on my family. It is immoral to also inflict untold financial burdens on families who are left with the lifelong care of a young son who will never be able to live on his own and multi-million dollar medical costs.

I urge United States Senators in both parties to think about the thoughts coursing through my head each night as I go to sleep. You think about re-election. I think about Matthew having another seizure in the middle of the night. You think about campaign promises that you've made. I think about what the last seconds of my wife's life were like. Did she see the truck barreling down on her in the rear view mirror? Does she know her boys lived, albeit severely injured? You might wonder what you'd do if this happened to your family. I don't have to wonder.

I urge to vote for families. I urge you to vote against heavier trucks that threaten our highways and bridges. I urge you to vote for the American people who oppose larger and heavier trucks by a very large majority.

Thank you