



ADVOCATES
FOR HIGHWAY
& AUTO SAFETY



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Critical Vote in Congress on Rollbacks of Major Truck Safety Laws -- Truck Crash Victims, Safety Groups, Law Enforcement and Labor Voice Outrage over Trucking Industry Giveaways that Gut Public Safety Protections

*Special Interest Provisions in House FY2016 Transportation Spending Bill Have Deadly Consequences
More Tired Truckers, FedEx Double 33' Tractor Trailers, Exemptions to Truck Weight and Length Laws and
Delayed Rulemakings*

Truck Crash Fatalities Up 17% and Injuries Up 28% in Last Four Years

WHEN: Wednesday, May 13, 2015, 12:00 p.m. EST

WHERE: Senate Commerce Committee Room, Russell Senate Office Building, Room 253

WHAT: The House Transportation, Housing and Urban Development (THUD) Appropriations Bill for Fiscal Year 2016, which passed out of Subcommittee on April 29, contains several controversial “riders” that pose an extreme risk to the safety of all highway users. The full Appropriations Committee is holding a markup at 10:15 am, May 13. Rep. David Price (D-NC) is offering an amendment to strip the THUD bill of these anti-safety riders. Provisions currently in the House bill jeopardize safety by forcing truck drivers to work longer hours and drive larger, heavier vehicles, as well as for families, pedestrians, and bicyclists forcing them to share the road with behemoth trucks and tired truckers. Despite overwhelming public opposition, these anti-safety riders were tucked into the transportation funding bill without a single Congressional hearing, opportunity for public input or review by safety experts or government agencies.

Families of those killed in horrific truck crashes will join safety advocates, law enforcement and labor to urge Congress to stop the assault and strip these reckless provisions from the FY 2016 U.S. Department of Transportation funding bill.

WHO: Jackie Gillan, President, Advocates for Highway and Auto Safety

Captain Robert Kneer, Fair Lawn, New Jersey Police Department, and Commander of the New Jersey State Honor Guard. Captain Kneer’s colleague, Officer Christopher Goodell of the Waldwick, NJ Police Department was killed on July 17, 2014 when a truck plowed down the unmarked patrol car he was in while parked on the shoulder of Route 17 running radar to check for speeders. Captain Kneer is honoring Officer Goodell during his participation in National Police Week in Washington, DC.

LaMont Byrd, Director, Department of Safety and Health, International Brotherhood of Teamsters

Officer Robert Mills, Fort Worth, TX, Police Department (Enforcement). A 23-year law enforcement veteran, Officer Mills has 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. Presently, Officer Mills is the Locals President for the Commercial Vehicle Safety Alliance.

Joan Claybrook, Chair, Citizens for Reliable and Safe Highways, and Former Administrator, National Highway Traffic Safety Administration

Daphne Izer (Lisbon, ME), Co-Founder, Parents Against Tired Truckers (PATT), Daphne lost her 17-year-old son Jeff on October 10, 1993, when a Wal-Mart truck driver fell asleep behind the wheel. Jeff and three of his friends were killed, and another was seriously injured. She is a recipient of the 2014 White House Champions of Change award.

Lisa Shrum (Fayette, MO) On October 10, 2006, Lisa's mother, Virginia Baker and her step-father Randy, were killed in a crash caused by a FedEx double trailer truck that was broken down on the shoulder of the highway and protruding into the lane of traffic.

Families who lost loved ones in truck crashes in states throughout the country (CA, FL, MD, MI and NC) are available to be interviewed via phone.

BACKGROUND: Truck crash deaths and injuries are up dramatically, yet at the same time Congress is considering major anti-truck safety changes which will make our streets and highways more dangerous and deadly. These safety assaults being pushed in Congress by special trucking interests will:

- Overturn the law in 39 states to benefit select corporations like FedEx to allow the use of double 33' trailers throughout the country. States will be forced to spend millions of taxpayer dollars to upgrade roads to accommodate oversized trucks the length of an 8-story office building.
- Increase working and driving hours up to 82 hours per week and eliminate the "weekend" off for long haul truck drivers despite clear evidence that it results in overworked and fatigued truck drivers. The bill will make permanent the egregious safety rollback sponsored by Sen. Collins (R-ME), with the support of special trucking interests that was tacked into the major government spending bill passed by Congress last December.
- Raise current federal truck weight limits from 80,000 lbs. up to 129,000 lbs. in Idaho and increase truck lengths in Kansas. It is expected that there will be more exemptions tacked onto the bill as it makes its way through Congress. Bigger trucks mean bigger safety problems, bigger damage to roads and bridges and bigger costs to taxpayers.

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