May 23, 2019

The Honorable Raymond P. Martinez
Administrator
Federal Motor Carrier Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator Martinez:

We write to express support for the Administration’s consideration of greater flexibility in hours of service (HOS) regulations, which maintain or increase the safety of our nation’s roads, bridges and motoring public. Specifically, we urge the Federal Motor Carrier Safety Administration (FMCSA) to consider improvements to the HOS regulations similar to legislation proposed in the 115th Congress - H.R.6178, the Honest Operators Undertaking Road Safety (HOURS) Act. This bipartisan and common-sense proposal lays out a roadmap to providing greater clarity, flexibility and efficiency in the trucking industry.

As the trucking industry has adjusted to the December 18, 2017, implementation of electronic logging devices (ELDs) which record drivers’ HOS, concerns have been raised by varying segments of the industry for needed flexibility. While HOS regulations are designed to regulate the safe and efficient movement of goods, ELDs helped to highlight the need for HOS flexibility to real world conditions that drivers face in managing their time and business.

As a result of these concerns, FMCSA rightly acted in a swift but thoughtful manner by releasing the August 23, 2018, Advance Notice of Proposed Rulemaking (ANPRM) on the HOS of Drivers. The ANPRM solicited data and feedback on potential HOS modifications that would provide greater flexibility and relief. Through this action, we are aware that FMCSA received thousands of comments to the ANPRM, and will now move forward with an HOS Notice of Proposed Rulemaking (NPRM) based on safety, science and data, as well as significant industry and public input.

As you move forward on this important issue, we respectfully request that you consider the flexibility and relief offered in the HOURS Act. While we must absolutely prioritize the safety of our roads, a final rule can provide added adjustability for drivers hauling refined petroleum products, agricultural commodities, and livestock, allow for an expedited review of split sleeper berth data, provide uniformity in HOS exemptions, and remove burdensome paperwork requirements. These narrowly tailored and targeted changes are not insignificant, and with data to back them up, will improve the lives of millions of professional drivers by implementing needed flexibility and uniformity in HOS regulations.

Thank you for your consideration of this important request, and for your efforts to ensure that all segments of the trucking industry can operate efficiently, while maintaining the safety of our roads, bridges and motoring public.
Sincerely,

Rick Crawford
MEMBER OF CONGRESS

Scott Perry
MEMBER OF CONGRESS

Scott Tipton
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Austin Scott
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