99

DEPARTMENT OF TRANSPORTATION

μ^{jol}

FAWA-97-2222-283

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. 0. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation **400** 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. TitleIV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4,000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter.. It is imperative that truck safety becomes a priority for this country.

PRINTED NAME

SIGNATURE

5400 NW 39KM GUE BB265

(352) 955-5327

JLJK 7-1A-(a, producy com)

P. 0. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

DEPARTMENT OF TRANSPORTATION

98 AUG 27 PM 3: 46

DOCKET SECTION

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

_. 1

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. TitleIV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4,000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

Stephanie Miracle	
PRINTED NAME	
Stophanie Mucal	
473 SE 4300 St KEYSTONE HTS FL 3215	5 (
<u>Ч73-</u> 644 У	
E MAIL ADDRESS	

1

P. 0. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

98 AUG 27 PH 3: 47

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. TitleIV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4,000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priori- this country.

(<) Vol. 1	Miss	ACLE			
PRINTED N	NAME	m)(1	2			
SIGNATUR	E CON					
H'73 ADDRESS	SE	43 %	St	KENSTONE	Hs 71	32656
955-S	5377					
PHONE						
E-MAIL AI	DDRESS					

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Perasylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. TitleIV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4,000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

_
516
260
_
_

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater
Secretary of Transportation
Department of Transportation
400 7th Street, NW
Washington, DC 20590

Dear Secretary Slater:

1 am writing in strong support of Representative James C. Greenwood of Peansylvania, Find Senators Spector and Santoruni. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. TitleIV. Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4,000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

S angue PRINTED NAM	enetta	,	Davis			
PRINTED INNIN		1 A	A >>			
SIGNATURE		ļ <u>L</u>				
ADDRESS	777	500	Archer	Rd JJ 167	6 Ville	Fl. 32608
	_					
PHONE						
E-MAIL ADDRI	ESS					

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater

Secretary of Transportation

Department of Transportation

400 7th Street, NW

Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Action the 21st Century (TEA-21, formerly ISTEA) signed by President Clinton on June 9 1998 Title IV the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9,1998. TitleIV, \(\overline{\overlin Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics provided by the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Research and Development Section, for 1996 show that 4,072 people were killed in crashes involving large trucks. Figures for 1997 were not available but totals for each of the prior ten years show the fatality rate is over 4.000 each year. This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

ElizaBeth M. CURTIS
PRINTED NAME
Salent m lests
SIGNATURE 3
PO Box - 243 Couneville F1 32627
ADDRESS
352-371-9742
PHONE
E-MAIL ADDRESS

DOCKET SECTION

For inclusion in: FHWA Docket No. MC-94-1; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. 0. Box 2973, High Springs, Florida 32655 Route I, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 mulled from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safely, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed lo continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

VEENETTA PATIELSEN		
Gline Kallers		
SIGNATURE	,-,	TO 118
SIGNATURE 300 NW 20th HUENUE, #4 CHILLE	FL	52601
ADDRESS		
ADDRESS (352) 354-31/13		
PHONE .		
E-MAIL ADDRESS		

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strung support of Representative James C. Greenwood of Pennsylvania, and Senators Spector arid Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5.126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 mulled from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportalion Safely Administration (NIITSA), Insurance Institute for Highway Safely, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed lo continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuily be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, nionitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

Williemae	Peterson	
PRINTED NAME	04	
Jelonyy.	refer)-	
SIGNATURE	. 196 Terraca	
ADDRESS		
376-5755		
PHONE		
F-MAII ADDRESS		

For inclusion in: FHWA Docket No. MC-94-1; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. 0. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation **400 7th** Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 2 1st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

Joanna HUTCHINSON
PRINTED NAME
John S.
SIGNATURE 321 SE 48th Street
ADDRESS 352-377-8669
JOANNA H.3
E-MAIL ADDRESS

P. O. Box 2973, High Springs, Florida 32655

100 A

P. 0. Box 2973, High Springs, Florida 32655
Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater
Secretary of Transportation
Department of Transportation
400 7th Street, NW
Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

Shirley	Becker			
PRINTED NAME	Sturley 1	Becker		
SIGNATURE		_		
3806 SW	18 th St	Gainsville,	FL 321	60 <u>2</u>
ADDRESS				
3711- 69	79.			
PHONE				
E-MAIL ADDRESS				_

For inclusion in: FHWA Docket No. MC-94-1; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. O. Box 2973, High Springs, Florida 32655 Route 1. Box 753, Fort White, Florida 32038

Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater
Secretary of Transportation
Department of Transportation
400 7th Street, NW
Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spectors and Santorum. These distinguished gentlemen have requested acceleration of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the issuafree of final rule of the insulation of the insul and Santorum. These distinguished gentlemen have requested acceleration of the issuaffice of final rule of Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

J 500th Hill	
PRINTED NAME	
SIGNAPURE 3- PART 4/1 TOTAL	
ADDRESS GARRISON Mr. F. 1 32500	
PHONE 350 3714 7509	
E MAIL ADDRESS	

i i

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this countr.

SIGNATURÉ **ADDRESS PHONE** E-MAIL ADDRESS

36 and 1

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

tape), but this window is too long.

Dear Secretary Slater:

98 AUG 27 PM 3: 48 DOCKET SECTION

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

JANET S. MONK	
PRINTED NAME	
Jank D. flank	
SO14 N. W. 41-57 57.	
ADDRÉSS - 1936	
PHONE	

E-MAIL ADDRESS

For inclusion in: FHWA Docket No. MC-94-l; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

98 AUG 27

PH 3: L8

DEPARTMENT OF TRANSPORTATION

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants: 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

PRINTED NAME	
Marl 1	
SIGNATURE 1234 TESE	
ADDRESS	
PHONE	
E-MAIL ADDRESS	

For inclusion in: FHWA Docket No. MC-94-1; FHWA-1997-2222; RIN 2 125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. 0. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation **400 7th** Street, NW Washington, DC 20590

Dear Secretary Slater:

98 AUG 27 PM 3: 48
DOCKET SECTION

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

(FRIDER & 10TT)	
PRINTED WATER IN THE STATE OF THE PRINTED WATER IN	
SIGNATURE POR VOTI	
ADDRESS TO TO THE FL	
PHONE 35 2 - 955 - 547	
E-MAIL ADDRESS	

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation **400 7th** Street, NW Washington, DC 20590

Dear Secretary Slater:

DEPARTMENT OF TRANSPORTATION

98 AUG 27 PM 3: 48

00 CKET SECTION

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly **ISTEA**), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, **Sec** 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

said a decolition at breath 104 areas and 104
MARY E XOUNDON
PRINTED NAME LIVE.
SIGNATURE 4736 NW 29 TEAL
ADDRESS (352) 376-6947
PHONE MUNSOME OR WSHANDS UFL. EDU
E-MAIL ADDRESS

For inclusion in: FHWA Docket No. MC-94-1; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. O. Box 2973, High Springs, Florida 32655 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

JOSEPH BROGNA	NO		
PRINTED NAME		****	
SIGNATURE			
SI5 NW 36 dr ADDRESS	- Wille	+L	32600
PHONE			
E-MAII ADDRESS			

For inclusion in: FHWA Docket No. MC-94-l; FHWA-1997-2222; RIN 2125-AD27

THE AMY ELIZABETH CORBIN FOUNDATION FOR THE PROMOTION OF HIGHWAY SAFETY

P. O. Box 2973, High Springs, Florida 32655

Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater

Secretary of Transportation

Department of Transportation

400 7th Street, NW

Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-2 1, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH) for 1996, show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large truck; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of final ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced. Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

Lauren Brognano
PRINTED NAME DE Came
SIGNATURE NW394h CWE+181
ADDRESS 375-6263
PHONE

E-MAIL ADDRESS

4311 NW 21st Terrace, Gainesville, Florida 32605 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation **400** 7th Street, NW Washington, DC 20590 98 AUG 27 PM 3: 49

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of final rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly ISTEA), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, Sec 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH), for 1996 show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large trucks; when trucks and cars collided, 98% of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of **final** ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

PRINTED NAME

SIGNATURE

STREET ADDRESS/PO BOX NO

CITY, STATE ZIP

TELEPHONE NUMBER/E-MAIL ADDRESS

43 11 NW 21st Terrace, Gainesville, Florida 32605 Route 1, Box 753, Fort White, Florida 32038

The Honorable Rodney E. Slater Secretary of Transportation Department of Transportation 400 7th Street, NW Washington, DC 20590

Dear Secretary Slater:

I am writing in strong support of Representative James C. Greenwood of Pennsylvania, and Senators Spector and Santorum. These distinguished gentlemen have requested acceleration of the issuance of **final** rule on Truck Trailer Conspicuity, as provided for in the Transportation Equity Act for the 21st Century (TEA-21, formerly **ISTEA**), signed by President Clinton on June 9, 1998. Title IV, Motor Carrier Safety, **Sec** 4025 of the transportation bill provides for a one year decision period on tractor-trailer conspicuity (lights/reflective tape), but this window is too long.

It is of the utmost importance that this ruling be made as soon as possible. Statistics recently provided by Citizens for Reliable and Safe Highways (CRASH), for 1996 show that there were 393,000 truck crashes in the United States resulting in 5,126 fatalities and 130,000 injuries, a far higher number than that previously quoted in Department of Transportation (DOT) statistics; one out of every eight fatalities in 1996 resulted from a collision with a large trucks; when trucks and cars collided, 98 % of the deaths were to car occupants; 615 truck drivers were killed on the job in 1996, making truck driving one of the most dangerous occupations in the country; and preliminary statistics show a 16% increase in truck occupant fatalities for 1997 (Sources: U.S. Department of Transportation, National Highway Transportation Safety Administration (NHTSA), Insurance Institute for Highway Safety, U.S. Department of Labor, 1996). This is unacceptable and can't be allowed to continue.

I am requesting that the issuance of **final** ruling for tractor-trailer conspicuity be completed as quickly as possible and strict standards for lighting and reflective tape be implemented, monitored, and enforced.

Thank you for your time and attention to this important matter. It is imperative that truck safety becomes a priority for this country.

ANN WENTWORITH
PRINTED NAME
SIGNATURE
STREET ADDRESS/PO BOX NO.
CITY, STATE, ZIP
TELEPHONE NUMBER/E-MAIL ADDRESS

DEPARTMENT OF TRANSPORTATION

98 AUG 27 PM 3: 49

98 AUG 27 SF CT 10N