National Transportation Safety Board
Office of Highway Safety
Washington, DC 20594

HWY24MH013

MOTOR CARRIER FACTORS ATTACHMENT

Interview of CJJ Officials

(29 Pages)

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *
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FATAL SERIES OF VEHICLE CRASHES *
ALONG THE OHIO TURNPIKE NEAR SWANTON * Accident No.: HWY24MH013
TOWNSHIP, OHIO ON AUGUST 15, 2024 *
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Interview of: BRIAN RUSSO, Owner
CJJ Industries

CJJ Industries
1048 Foxworth Boulevard
Lombard, Illinois

Tuesday,
September 3, 2024

APPEARANCES:

SHAWN CURRIE, Investigator
National Transportation Safety Board

JUSTIN SNIDER, Investigator
National Transportation Safety Board

WILLIAM JAGNOW, Hazardous Materials Safety Investigator
Federal Motor Carrier Safety Administration (FMCSA)

ZACHARY BALLARD, Attorney
Salmon, Ricchezza, Singer & Turchi, LLP
(On behalf of Mr. Russo)

DAVID HUDSON, Attorney
Reminger
(On behalf of Mr. Russo)

I N D E X

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I N T E R V I E W

(3:24 p.m.)

MR. CURRIE: Okay. It is September? -- September 3rd -- wow, that's gone by quick -- Tuesday, September 3rd, at about 3:24 p.m. Central Time, and we are in Lombard, Illinois, at [redacted], and it's also the corporate office of CJJ Transportation?

MR. RUSSO: Yes.

MR. CURRIE: Okay. And there's another name for the company?

MR. RUSSO: Best National Industries a/k/a -- d/b/a CJJ.

MR. CURRIE: Okay. Thank you. And we're here to talk about NTSB case HWY24MH013, a fatal crash that occurred in Swanton, Ohio, on the 15th of August. And my name is Shawn, S-h-a-w-n, Currie, C-u-r-r-i-e. With me is --

MR. SNIDER: Justin, J-u-s-t-i-n, Snider, S-n-i-d-e-r.

MR. CURRIE: And from Federal Motor Carrier is --

MR. JAGNOW: William Jagnow, W-i-l-l-i-a-m, J-a-g-n-o-w, hazardous materials safety investigator.

MR. CURRIE: And we're interviewing Brian Russo.

Brian, can you say and spell your name for me?

MR. RUSSO: Brian Russo, B-r-i-a-n, R-u-s-s-o.

MR. CURRIE: And representing Mr. Russo and his company are --

MR. BALLARD: Zachary Ballard at Salmon Ricchezza.

MR. HUDSON: Dave Hudson, Reminger.

MR. CURRIE: And I have your permission to record this interview, yes?

MR. RUSSO: Yes.

MR. CURRIE: Thank you.

INTERVIEW OF BRIAN RUSSO

BY MR. CURRIE:

Q. Mr. Russo, how long have you been involved in the trucking industry?

A. Since I was a teenager. I worked on the trucks in the moving industry.

Q. Okay. I'm not going to guess how old you are, so about how long has that been?

A. Well, I'm 48 now, so -- yeah, over 30 years.

Q. Okay. And how long have you been a -- what's your official job title?

A. Owner CJJ.

Q. Okay. And how long have you owned CJJ?

A. 2016, October.

Q. Okay. And what's the makeup of the company? How many trucks, drivers, trailers?

A. We have about 12 drivers. We own -- there's one tractor we own. We own three cargo vans, and we have about -- we own about eight trailers. And then right now we're renting and we have some leases coming and working on buying tractors.

Q. Okay. What's CJJ -- does it stand for anything?

A. I don't know. The old owners had it. We just kept the name because that's what all the customers were used to.
Q. Okay. So you basically bought into a company, CJJ, that --
A. Yes.
Q. Do you know how long they had been established as a company before you bought it?
A. About 5 years before us.
Q. Okay. So they've been around since about 2011?
A. Yes.
Q. Okay. And can you describe your hiring process for us?
A. Most of the people we hire are referrals, people we know. So they're people I know, friends, and then I feel like that, you know, if you know them, then they have some kind of -- you know, they want to do better for you. So, you know, have them come in, fill out the application, go through their driving -- go through their history. With our insurance you have to have at least 2 years driving with a CDL to get on our insurance. So we check their, you know, their work history and then make sure they can get approved through our insurance company.
Q. And I should have asked this first. Is this written out somewhere?
A. Yes.
Q. Formalized written process, and you follow it?
A. Yes.
Q. Okay. Are there any disqualifiers that you, as the owner,

would throw an applicant out for or do you just rely upon your insurance company?

A. No. If we do the DMV and they have extensive, you know, history. And they have to do a drug test before they come on. So if they fail the drug test, then obviously we don't hire them. But, you know, with the DMV, with their driving history and just kind of make sure they're good in character.

Q. Okay. Since different people have different definitions, what would your definition of excessive history be?

A. Many accidents and lots of speeding tickets.

Q. Can you quantify many and lots? Is it like three speeding tickets in a year or what are you looking at?

A. Well, yeah, no more than two to three within the past 3 years.

Q. Okay. And do you care if they're in a truck or in a car or does it matter to you?

A. No, it doesn't matter.

Q. Okay. And you said many accidents. What would --

A. You know, I haven't had that, so --

Q. Okay. No worries. So they fill out an application, you look at their record, and then you -- they take a pre-employment test. Do you do any road tests with them?

A. Yes.

Q. And what does that consist of?

A. Usually we drive with them, you know, around town for about

20 minutes, make sure they can -- they're safe and make sure they can back in. Before that, make sure they do the pre-test and make sure they're going to take care of our equipment and make sure they drive safely and they can back into a dock.

Q. Okay. So you do it with a trailer on?

A. Yeah.

Q. Okay. And about how many people do you hire a year?

A. It varies. We haven't hired anybody this year. It varies. There's no set --

Q. Okay.

A. Just however busy we get. You know, busier we get, then we start looking for guys.

Q. Okay. And how is business?

A. Right now it's so-so. Our busiest time is in the winter, but right now it's -- in the summer it's up and down.

Q. Okay. So as it gets busier, you expand or you hire people and you let people go when it's not busy, or how does that work?

A. No. We keep the same drivers.

Q. Okay. So when is the last time you hired people if you didn't hire anybody this year?

A. Last year, I believe it was around November, we hired back somebody that had left about a year before.

Q. Left by --

A. They found another job with more money.

Q. And it didn't work out, so they came back?

A. Yeah.
Q. Grass is always greener, so -- have you had to fire anybody recently?
A. Yes.
Q. For what?
A. One driver had a temper. So he had a temper with a customer so I had to let him go.
Q. Okay. When was that?
A. That was July.
Q. Okay. Oh, just recently then.
A. Yeah.
Q. Oh, okay. So you do have an opening?
A. Are you looking?
Q. No.
(Laughter)
BY MR. CURRIE:
Q. All good. Thanks, though. Appreciate it. I do have a CDL, but --
A. I mean, if you know anybody (indiscernible).
Q. Yeah. Wow. So you have a disciplinary process?
A. Yes.
Q. Okay. Could you explain that to me?
A. It's verbal. In the past, I have had drivers that had no show -- no call, no shows, and I wrote them up. But everything else is in person, verbal.

Q. Okay. Do you have a policy against speeding?
A. Yes. We tell them no speeding. And if they get more than a couple tickets, then the insurance company will take them off.
Q. Okay. You have Samsara?
A. Yes.
Q. Do you use it for coaching?
A. I have been recently.
Q. Okay. Can you give me an example?
A. I've been looking at the safety data recently, where -- and checking out the -- it shows speeding, harsh turns, things like that. So I've been doing that.
Q. Did you do that before the crash or just since the crash?
A. Since.
Q. Okay. And what are you seeing?
A. There's one driver that, you know, with some harsh turns, but -- and I talked to him about that. And then, you know, most of the speeding it says, you know, speeding by 4 or 5 miles an hour for 5 seconds or something like that, so I -- there's nothing -- there hasn't been anything major.
Q. Okay. What do you have turned on for alerts or do you have the Samsara alerts turned on?
A. No.
Q. Okay. Have you thought of turning the Samsara alerts on?
A. No.
Q. And I'll ask why?

A. Well, I didn't realize -- actually I didn't realize there were Samsara alerts, but I will turn them on.
Q. I'm not telling you to. That's a business decision.
A. No. That's a good idea.
Q. Yeah. If you've got the technology, especially that robust of a technology, you might want to use all the tools that are there. Because you're paying for them, you might as well use them.
A. Right.
Q. That way you've got an eye in the sky, so to speak, and you don't have to wait till somebody gets a ticket. You might be able to --
A. Right.
Q. -- help coach them to be a better employee for you, so --
A. Yes.
Q. So hiring process and disciplinary process with Mr. Hall. Have you had any issues with him?
A. He's had a couple accidents. We had video. The insurance company said it wasn't his fault, so we just talked about them. And he's had -- in the past, he had some violations that we talked about, which mostly were with the equipment, the lights out or low tires, things like that. So we talked about that, that you can't (indiscernible) --
Q. Talked about as in like, don't let this happen again, do a better pre-trip inspection, or talked about it like --

A. Like, you know -- no. Oh, yeah, we talked about, you know, better pre-trip inspection and that's -- that was pretty much it.
Q. Okay. So no real disciplinary issues with Mr. Hall, just --
A. Correct.
Q. -- some things that you talked to him about?
A. Yes.
Q. Did it correct after you talked to him about it or have you had other issues since then or --
A. No. Just the accident, the two accidents this summer.
Q. And what were those? What was the incidences behind those?
A. Well, the one we're talking about and then there was another one in July, where he was going on a ramp. And you could see in the video that a car came from nowhere and tried to get right between the concrete barrier and the tractor and didn't make it.
Q. So somebody tried to put a 6-foot car in a 5-foot space?
A. Right.
Q. Okay.
A. Yeah. Yeah, luckily no injuries or anything, but the car was pretty messed up.
Q. Where was that?
A. That was in Chicago getting on the ramp from I-55 -- 55 to the Bishop, 90/94.
Q. And he wasn't issued a summons on it, a ticket --
A. No.
Q. -- or anything on that so there's no testing requirement or

anything?
A. No.
Q. Okay. I think we talked about this before, about a post-crash test. You have a drug and alcohol policy obviously.
A. Yes.
Q. Was the driver tested, Mr. Hall tested in this crash or no?
A. No, just for the -- because he drove the -- he just had some -- oh, yeah, he was, because he -- actually he was, yes.
Q. Okay. And you guys did it or do you have --
A. No. We had the -- LaGrange Medical do it.
Q. Okay. And did we get a copy of that post-test, post-crash test?
UNIDENTIFIED SPEAKER: Did you say LaGrange Medical?
MR. RUSSO: Yeah, LaGrange Medical.
UNIDENTIFIED SPEAKER: I did not send you a copy because I didn't have it. But you did order it and I understood that it was done, but not at LaGrange Medical. We're talking -- this was (indiscernible)
MR. RUSSO: No, this is the prior accident.
UNIDENTIFIED SPEAKER: No, he's asking about Toledo.
MR. RUSSO: Oh, he's asking about. I'm sorry. No, not in Toledo because --
MR. CURRIE: Okay. Yeah, I've got a memo saying --
MR. RUSSO: Yes.
MR. CURRIE: All right.

UNIDENTIFIED SPEAKER: So there was blood (indiscernible) that we talked about.

MR. CURRIE: Yep.

UNIDENTIFIED SPEAKER: And I don't know if they did the urine screen timely, but I understand that there was one done after surgery, but (indiscernible) that time. That's what I understand, but I haven't seen the documentation.

MR. CURRIE: Okay. So you'll work that out?

MR. RUSSO: Sure. Yeah.

UNIDENTIFIED SPEAKER: I'll check. I can check and see what records are available for you guys (indiscernible).

MR. CURRIE: Okay. If there's been any updated records since our last updated records request, if you could --

UNIDENTIFIED SPEAKER: I don't have them, but I'll look for them, yeah.

MR. CURRIE: Okay.

UNIDENTIFIED SPEAKER: Yeah. For sure.

MR. CURRIE: Thanks.

BY MR. CURRIE:

Q. And who do you use for ELD provider again?

A. Samsara.

Q. Okay. So you use Samsara for that, too. What have your experiences been with them?

A. You know, everything's been working out fine. You know, the -- everything with the logs and everything's been -- it's been

working out fine.
Q. Okay. Do you -- who -- do you have somebody in your -- how big is your office staff for your company?
A. Office staff? Three.
Q. You, your brother, and?
A. My sister helps out.
Q. Your sister, the lady we met last time?
A. Um-hum.
Q. And who does the hours of service review?
A. Me.
Q. And what's your background? I know you've had 30-some-odd years in the industry, but were you a truck driver?
A. No, I wasn't. I was -- I didn't start out as a truck driver. When we were going to buy the company from the old owners, I came on in 2015 and I drove a straight truck for 2 years for them to learn the business and to learn the customers.
Q. Okay. So straight truck was mostly intrastate, though, right? Or did you go over in Indiana and such?
A. Yes. It was -- there was expedites, and same thing we do now.
Q. Okay. So did you run a logbook for them or ELD?
A. Yes. Um-hum.
Q. Okay. Have you had formal training on Samsara ELD system or just --
A. No, not formal.

Q. -- kind of --
A. Yeah, just kind of what they had and --
Q. So when you buy it, they don't give you a tutorial on how to be the manager of it or, you know --
A. They send some links, but we just read to use it, just knew -- know how to use it.
Q. Okay. And do you have to do any edits to your drivers?
A. I don't edit the drivers myself. What they -- what's there is there.
Q. Do you allow them to edit?
A. I don't know how they would edit. I'm not sure how they would do that. I (indiscernible) tell, I don't know how --
Q. Nice try.
(Laughter)
A. I mean, can they do that?
Q. Unfortunately some can, yeah.
A. Yeah.
Q. So I just didn't know your understanding of it. So changing channel a little bit, driver inspection reports. When a driver gets a roadside inspection, what are they supposed to do with those?
A. Send a copy and then we'll take a look.
Q. Okay. And do they do that?
A. Yes.
Q. Okay. Do you check to make sure what's in the system is what

the driver has given to you?

A. No, we just read what they give us.

Q. Okay. Have you heard of the PSP program?

A. No.

Q. (Indiscernible) references. Is it pre-employment screening program?

A. Yes.

Q. Another acronym. Federal Motor Carrier has a pre-employment screening program.

A. Um-hum.

Q. He's writing it down. And what you can do is you can check -- if you sign up for it, you can check your drivers and it shows, not just previous history, but if they get something new, and you do it often, it'll show if they had violations. Because sometimes drivers don't -- they give you the good ones and they keep the bad ones. Well, not the bad ones, the ones that have violations that probably would affect them and sometimes don't turn those in. So just a little tip there.

MR. JAGNOW: It will appear in just your SMS data, which you can log in through the (indiscernible) and go to SMS and then -- there is a delay. It could be a delay of up to a month for inspections to show on there, but that's another means of checking behind them.

MR. RUSSO: Um-hum.

BY MR. CURRIE:

Q. Trust, but verify. A good man said that one, so --
Driver training. Do you require drivers to have training?
A. Yeah. All of our drivers when they come on, they're with another driver at least for a couple weeks; one, to make sure that, you know, they are driving -- are safe drivers and also we want them to learn how to -- how we do -- to handle our customers and how we handle our customers, and to learn the different customers that we have.
Q. Okay. And so as a kind of, like a driver coach, the senior driver seats in the passenger seat or they share or how does that work?
A. Yeah, the driver usually will ride with them. Well, to start, we'll have our driver drive first couple days and then the new driver will take over.
Q. Okay. And is that like a formal process where they --
A. No, not formal.
Q. -- do like a daily observation report or anything? It's --
A. No.
Q. You just check with them and they say good or bad?
A. Right.
Q. Okay. I think we talked about this before. The drivers get paid by -- they get paid hourly, correct?
A. Yes.
Q. Do you know what they get hourly?
A. Around -- it's all different. Tractor drivers get right

around 28, 29. After 40 hours, it's overtime, time and a half. Straight truck drivers get 24 an hour. Then we, you know, we pay their health insurance, do 401(k), 401(k) match. We pay for the health insurance for their families. They get Christmas bonuses.

Q. Do they get a safety -- do you do safety bonuses at all?

A. No, but that's a good idea.

Q. It is? I heard somebody say the other day that they didn't pay a safety bonus because they took that money and they rolled it into their payroll because they demand safety every day. It shouldn't be something --

A. That's right.

Q. -- shouldn't have to reward you for being safe. I thought pretty cool.

So this truck was rented August 5th-ish?

A. Yes.

Q. And according to the driver before, he's been driving this truck for a long time. So do you -- how often do you rent these trucks?

A. Well, this one for the past 3 months. Hashim's been in a couple different trucks. This truck was in the shop for about a month and then came back out, rented it again. And then he got in an accident with it in July, and then it went back in, and then we rented back again.

Q. So we probably want to see those maintenance records, so --

UNIDENTIFIED SPEAKER: I wish I knew somebody that

represented (indiscernible). I'll make a phone call.

MR. CURRIE: Me too.

BY MR. CURRIE:

Q. Do you know what it -- you said it was involved in the accident. Do you know what the damage was that caused it be taken offline or --

A. Front bumper.

Q. Oh, so -- okay. Is that normal, though, that you rent that for -- what, do you rent it for like a month at a time or --

A. Well, yes. We want -- we've been wanting to buy trucks for a while, so our intent is for -- we do have -- we had a bunch of leases and then they expired. We're waiting on our new leases, but we haven't gotten them yet. And ever since right before the pandemic we've been wanting to buy trucks, but then skyrocketed, so now we're hoping to start buying trucks -- hopefully everything's going to come back down and we can start buying trucks this year.

Q. Okay. So since -- and just the demand issue, you haven't been able to get what you want?

A. Exactly.

Q. And then when you could, it was a price issue because --

A. Right.

Q. -- everything almost doubled.

A. Right.

Q. So I can see why you'd hold off on that. So you said you pay

for their health insurance. You said Blue Cross Blue Shield?
A. Yes.
Q. Okay. And is that local here or --
A. Yes. It's local here. Right? We have a local agent.
Q. And Mr. Hall's been here since around 2017-ish?
A. Yes.
BY MR. SNIDER:
Q. First, the -- this is Justin Snider. The data for the ELD and dashcam, I have like a printed copy of those records. Do you have the actual like CSV or Excel file or can you provide like the data that actually has locations and everything in it or --
A. You talking driver's logs?
Q. Yeah. Like his -- back to, I guess, the week that he would have a break. So coming on from Sunday prior to the crash?
A. For a week? Yeah, I can try to get that.
Q. We're trying to actually get his --
A. See if I can pull it.
Q. -- all the locations, everything.
A. Yeah. I thought I did send that, but I guess it didn't have that, didn't have it on there.
MR. CURRIE: Yeah, there's a bunch of telematics data in the background. What I've got is just start/stop time, the status, the vehicle, the odometer, and the location, which is the -- it's not the lat/long, it's the one point, whatever mile. So there's a different version of that that has a lot more information.

BY MR. SNIDER:

Q. Like the raw, yeah, just the raw file that's got -- it should have coordinates, you know, lat/long coordinates and that stuff, just so we can kind of plot out his --

A. Yeah.

Q. -- trips over the previous couple days prior to the crash.

A. Okay.

Q. Easier than trying to plug that stuff in, kind of the rough stuff that the report gives you, you know, isn't really very detailed.

And then, I know we're going to go look at the Gateway or Samsara camera, but do we also have telematics data of that? I thought (indiscernible).

A. I didn't see any, but I was told by Samsara that if we didn't have the camera we couldn't get the data for that day. I could maybe have it for the previous days, but --

Q. Previous, yeah, the previous (indiscernible) would be helpful to look at that. I mean, it should pretty much overlap. But if you can get the previous couple days for that data.

A. Okay.

Q. So Blue Cross Blue Shield is the insurance company?

A. Yes.

Q. Mr. Hall's insurance company for health insurance. The repairs for that truck, were those the same crash we were talking about, the July crash that the car kind of --

A. Yes.
Q. -- tried to cut him, that was the same truck that he was in that was --
A. That one --
Q. -- the damage was being repaired because of that crash?
A. Uh-huh.
MR. SNIDER: Do you have anything else?
MR. JAGNOW: Sure.
BY MR. JAGNOW:
Q. Bill Jagnow, FMCSA. Just a couple. You said your sister was a business partner. What's her name?
A. Mary.
Q. Mary? Okay.
A. She's not a business partner. She helps out in the office, office (indiscernible).
Q. And Mary Russo or is it another name?
A. Yes. No, Bolotin, B-o-l-o-t-i-n, is her married name.
Q. B-o-l-o-t-i-n?
A. Um-hum.
Q. Got it. And what is the seatbelt policy?
A. They're supposed to wear their seatbelts.
Q. Okay. Is that a written policy or --
A. Yes, it is on the -- it is written.
Q. Did you previously have any means of checking on that?
A. On his seatbelt?

Q. Yeah. I'm just -- drivers in general wearing seatbelts.
A. I haven't had an issue like that in -- since the beginning of the company. No, because it's in our -- it's what they sign in the beginning and then -- I mean, I -- we tell everybody to wear their seatbelts and I guess I just don't see why they wouldn't. I just never see it.
Q. Yeah. Okay.
UNIDENTIFIED SPEAKER: Samsara has an alert for that.
BY MR. JAGNOW:
Q. Do you have a cell phone policy?
A. Yes.
Q. What's -- kind of summarize the cell phone policy.
A. No cell phones, no social media, nothing while they're working. We just have the Bluetooth with the one button touch.
Q. Okay. So they're -- it's okay to stream audio on it, just not -- can't use it as a --
A. It's supposed to be hands free, so -- yes, for phone calls, but they can touch -- one button touch to answer it.
Q. And what about do you have anything, any policy specific to fatigue management?
A. We tell them, you know, not to drive if they're tired or if they're tired they need to pull over, but there's nothing specific. You know, most of our drivers drive locally and it's not a -- it's in our policy not to drive tired, but I haven't had to -- I haven't had any issues with that.

Q. Okay. Is there any scheduling that's done specifically with respect to fatigue management?
A. No. Because our -- most of what we do is just local work. Drivers come in, in the morning and they're not working too late, so --
Q. Okay. So they're kind of getting the same hours off every day --
A. Right.
Q. -- between shifts?
A. Right.
Q. What is the idea behind -- so he works typically midnight to noon, roughly speaking?
A. Um-hum.
Q. Why that as opposed to a more traditional shift?
A. Well, that's what he asked for years ago, to work the night shift. I think it was -- I think he likes it because it's a solid work schedule and solid hours, where the other guys work when, you know, when there's work, it's not a set schedule. And we explain that to them in the beginning that it's all -- it's not a set schedule, it's kind of -- you know, it's customers call things in.
Q. So that schedule's by his choice then? Those hours that he works are --
A. Yes.
Q. -- the driver's choice?
A. Um-hum.

Q. Okay.

MR. CURRIE: Okay. Is there anything we should have asked you that we didn't?

MR. RUSSO: I can't think of anything offhand.

MR. CURRIE: Excellent. If we have any -- obviously we still got some to review and everything else and other stuff your attorney's going to provide us with. If we come up with some additional questions, obviously we would email them to you and your attorneys. Would that be the easiest way to do it?

MR. RUSSO: Sure.

MR. CURRIE: And the email address is main@c --

MR. RUSSO: Yeah, main -- m-a-i-n -- @cjjindustries.com.

MR. CURRIE: I think that is it. I'm going to conclude the interview at 3:53 p.m. Thank you.

(Whereupon, at 3:53 p.m., the interview was concluded.)

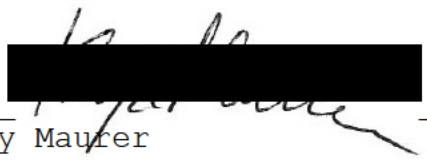
CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF:	FATAL SERIES OF VEHICLE CRASHES ALONG THE OHIO TURNPIKE NEAR SWANTON TOWNSHIP, OHIO ON AUGUST 15, 2024 Interview of Brian Russo
ACCIDENT NO.:	HWY24MH013
PLACE:	Lombard, Illinois
DATE:	September 3, 2024

was held according to the record, and that this is the original, complete, true and accurate transcript which has been transcribed to the best of my skill and ability.



Kay Maurer
Transcriber

National Transportation Safety Board

Office of Highway Safety

Washington, DC 20594

Interview Clarification Form

Sheet 1 of 1

NTSB Interview of: Brian Russo

Date of Interview: 9/3/2024

NTSB Case Number: HWY24MH013

INSTRUCTIONS: After reading the transcript or summary of your interview, please note any clarifications or additions on this sheet. If additional space is needed, make as many additional copies of the second page as necessary. When completed, please sign the bottom of each sheet. DO NOT make any marks or notations on the actual transcript.

If there are no changes, please check this box ☐ and sign the bottom of this sheet.

Page: 7 Line: 3

Now reads: No. If we do the DMV and they have extensive, you know

Should read: No.When we do the MVR and they have extensive, you know

Reason for Change: What we run is called MVR not DMV

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

Page: _____ Line: _____

Now reads: _____

Should read: _____

Reason for Change: _____

I declare that I have read my foregoing interview transcript or summary and, together with any clarifications and/or additions made above, the facts stated herein are true.

Name: Brian Russo

Signature: [redacted]

Date: 11/21/24