



# THE TRUCK SAFETY BULLETIN

December 2015

**The Truck Safety Coalition (TSC)** is a partnership between **The Citizens for Reliable and Safe Highways (CRASH) Foundation**, and **Parents Against Tired Truckers (PATT)**. The Truck Safety Coalition is dedicated to reducing the number of deaths and injuries caused by truck-related crashes, providing compassionate support to truck crash survivors and families of truck crash victims, and educating the public, policy-makers and media about truck safety issues.

## TSC Holds Largest-Ever Sorrow to Strength Conference



TSC held its biennial Sorrow to Strength Conference from October 17-20. In attendance were 70 family members and friends of truck crash victims, and truck crash survivors. This was an all-time high for the conference.

Attendees came from 18 states (California, Florida, Georgia, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Nevada, New York, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Vermont, and Virginia) and Washington, D.C. to participate.

The first two days were an opportunity to reconnect with old

friends and make new ones, while also learning about media relations, social media, advocacy and going to Capitol Hill.

TSC volunteers kicked off the Washington, D.C. portion of Sorrow to Strength with a press conference that Monday morning where our speakers shared their personal stories of why they were fighting for stronger truck safety. Several volunteers were interviewed by various local and national media outlets. To see videos of the different speakers at the press conference, [click here](#). Following the press conference, volunteers went to Capitol Hill to attend more than 100 meetings

with congressional offices, 31 of which were with Member of Congress. Attendees also met with top officials from the Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA), and National Transportation Safety Board (NTSB).

The timing of the conference and the dedication of the volunteers ensured that our voices were heard during consideration of the transportation reauthorization bill.

For more information on the conference, [click here](#).

## TSC Recognizes Elected Officials With Truck Safety Leadership Award

Many elected officials made safety a priority this year. Whether it was fighting against Double 33s, higher weight limits, and increased hours of service, or championing increased insurance and F-CAM and other safety measures, the leaders listed below made protecting the American public a priority.

### Senate

Sen. Richard Blumenthal (D-CT)  
Sen. Cory Booker (D-NJ)  
Sen. Tom Carper (D-DE)  
Sen. Robert Casey (D-PA)  
Sen. Dick Durbin (D-IL)  
Sen. Dianne Feinstein (D-CA)  
Sen. Johnny Isakson (R-GA)  
Sen. Ed Markey (D-MA)  
Sen. Barbara Mikulski (D-MD)  
Sen. Bill Nelson (D-FL)  
Sen. Harry Reid (D-NV)  
Sen. Charles Schumer (D-NY)  
Sen. Tom Udall (D-NM)  
Sen. Roger Wicker (R-MS)

### House

Rep. Steny Hoyer (D-MD)  
Rep. Nita Lowey (D-NY)  
Rep. Jim McGovern (D-MA)  
Rep. Jerrold Nadler (D-NY)  
Rep. Grace Napolitano (D-CA)  
Rep. Eleanor Holmes Norton (D-DC)  
Rep. Nancy Pelosi (D-CA)  
Rep. David Price (D-NC)



Senator Bill Nelson (D-FL) and TSC VP Jane Mathis



John Lannen, Jane Mathis, Sen. Roger Wicker (R-MS), Susan Owings, Steve Owings



Steve Izer, Sen. Ed Markey (D-MA), Daphne Izer



Morgan Lake, Dawn King, Senator Corey Booker (D-NJ)



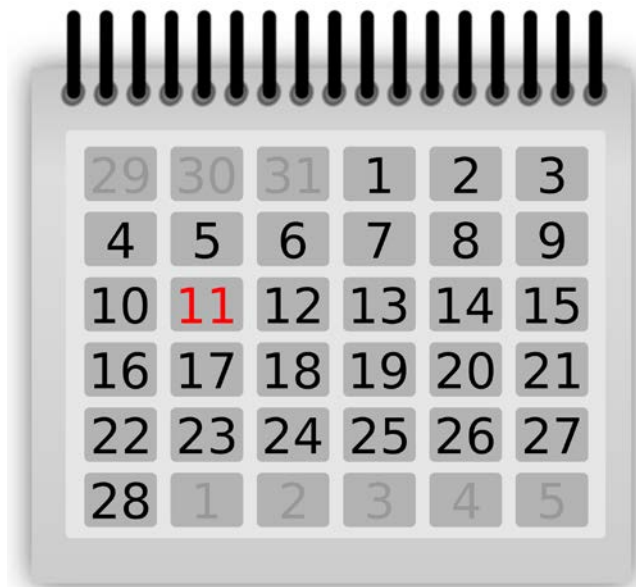
Michelle Novak and Congressman Jerrold Nadler (D-NY)

## Get Your Story In The News!!



We want to help you get your story out in the local press. It is immensely helpful to have each of you remind your elected leaders, and the community at-large, of the dangers from unsafe trucking. The Truck Safety Coalition team is ready to help all of you with this effort. Please let us know if you want to send letters to the editor, or to pitch stories to reporters, and we will be glad to assist.

## Meet Your Members of Congress in 2016



In 2016 we want as many of you as possible to meet with your Members of Congress when they are back home. There are several periods, usually around holidays, when Members of Congress leave Washington, D.C. and return to their state/district. If you would like to set up a meeting, please let us know and we would be glad to help. Also, please sign-up for any newsletter or alerts your senators or representatives have. This will keep you up-to-date on when they will be out in the community and you can speak with them without having to set up an official meeting.

## Join us on Social Media



If you haven't already joined us online, please like us on [Facebook](#) and follow us on [Twitter](#). Social media is a huge part of our outreach strategy and we need all of you to help us. If we post something on Facebook, please like the post and share it as well. If we tweet something on Twitter, please retweet it. Having all of you sharing our social media posts will make a difference in how we can expand the reach of our safety message. If you would like to learn more about social media, [click here](#) to see a presentation from our conference.



See More Photos From Sorrow To Strength at <http://trucksafety.org/sorrow-to-strength-2015-pictures/>



Tami Friedrich Trakh, Morgan Lake and Santiago Calderon



Russ Swift, Daphne and Steve Izer



Bruce King, Senator Dianne Feinstein (D-CA), and Dawn King



Senator James Lankford (R-OK) and Linda and Gary Wilburn



Dawn King and Beth Badger



Michelle Novak, Jackie Novak, John Ramsey



Bernadette Fox and Leslie Thiessen



Nancy Meuleners, Pina Arrington, Daphne Izer and Linda Wilburn



Steve Owings, Senator Johnny Isakson (R-GA) and Susan Owings



Ashley McMillan and Randy and Laurie Higginbotham



Jackie Gillan, Jeff Burns and Joan Claybrook

# President Obama Signs FAST Act

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation (FAST) Act, (P.L. 114-94). This multi-year reauthorization bill guarantees funding for five years at \$305 billion for highway and transit programs. The President signed the legislation a day after the House voted in favor of the bill (359-65), followed by the Senate later that day (83-16).

The FAST Act, as negotiated in conference committee, removes several dangerous provisions, improves upon other anti-safety measures, but, unfortunately, still includes some troubling provisions.

## Significant improvements that were made during the conference process include:

- Getting rid of the provision that limits shipper and broker liability in hiring decisions.
- Not allowing greater exemptions to hours of service requirements for classes of truck drivers.
- Removing a section prohibiting states from providing drivers further meal and break protections.

## Language improvements include:

- Removing some of the onerous hurdles placed on the Federal Motor Carrier Safety Administration (FMCSA) that would make it more difficult to determine whether to raise minimum insurance for large trucks.
- Requiring that crash weighting determination is to be reviewed by the Motor Carrier Safety Advisory Committee (MCSAC) before being implemented, and that the definition of preventability is to be used instead of requiring that crash causation be factored into CSA.

- Restricting the teen drivers provision to a three-year pilot program of veterans and servicemen above the age of 18.

## Anti-safety provisions that remain include:

- Weight exemptions for logging, milk products, and natural gas vehicles.
- Hiding CSA scores from public view and implementing a "beyond compliance" option that may impact SMS ratings that are part of the CSA system.

Overall, the enhancements to the final bill show that our voices were heard, and we are thankful to the Members of Congress and their staffs that listened. While we did not get all of the anti-safety language out of the FAST Act, the current safety title is a much-needed improvement over the ones included in the House and Senate bills. Thank you for all your efforts – collectively we made a difference and greatly improved this bill, which is now the law.

As this year comes to an end, please consider making a final contribution to help sustain our important efforts. As you see with the Sorrow to Strength conference, we are able to affect positive change and provide much needed support, but it can only happen with your assistance. Any donation, large or small, will help us not only continue our work, but to also augment what we are able to do on a daily basis.

To make a donation please go to <http://trucksafety.org/get-involved/donate/>.

Thank you.