

THE TSC BULLETIN

December 2020 Issue



2020, The Year of Change

by Dawn King, President, Truck Safety Coalition

This year has certainly brought a lot of changes, from our government to our health. The Truck Safety Coalition (TSC) has been changing too. We moved our offices from Arlington VA to downtown Washington, D.C. We updated our phone number as well; you can find our new contact information at the end of this newsletter. In honor of the 30th anniversary of the incorporation of the CRASH Foundation, one of the organizations that comprises the TSC, we are updating our website and introducing a new logo. Look for our new website in the first part of 2021. One feature of the new website will be a page we're titling "Our Stories." As the name suggests, we will share the diverse stories of people who have been affected by truck crashes. This page reflects the underlying reason we exist, and we hope you will find it a place of comfort. Our goals in making these changes are to celebrate the work we have done and look forward to the work ahead.

(continued on page 2)

CONTENTS

2020, The Year of Change

01

First Response Update

02

Policy News & Victories

03

Giving Tuesday: A Reason to Celebrate

05

Volunteer Profile

06



FIRST RESPONSE UPDATE

by Kelli McClelland, Coordinator for First Response Outreach

Our First Response Program is where we carry out our mission to provide compassionate support to people affected by truck crashes. As we learn about truck crashes, we reach out to the survivors and victims families to offer information and a community of support. Despite some of the challenges we have seen in 2020, our First Response program is in full swing. We have reached out to about 500 truck crash victims and their families this year.

In January, we launched a Facebook peer support group, Truck Safety Coalition-Survivors, Families, and Friends. It has been a valuable addition for both our existing volunteers and people who have just joined our ranks. We had our first Zoom social meet up, organized by some of our volunteers, on December 18. We hope to continue these meetups and will announce them on the Facebook group. If you haven't joined yet, just search the name on Facebook and send a request, we would love to have you!

We have exciting plans for First Response in 2021, including a monthly Zoom peer support group and ways for volunteers to get involved in outreach. We will send updates as each of these programs develop. At its core, the Truck Safety Coalition seeks to provide support and to help people find their voice through tragedy to advocate for change. First Response is a vehicle to meet these very important goals. The willingness of our community to meet the needs of new survivors and families is one of the things that makes the TSC so special. We thank you!

(continued from page 2) On the legislative front, we have made important progress with the inclusion of several key provisions in major safety legislation. This House bill advances safety technologies such as automatic emergency braking, underride guards, and speed limiters. For the first time in 30 years, we made strides in raising minimum insurance levels to \$2 million, an issue that will be fought again in 2021. We are on the cusp of achieving some of the most important truck safety advances, and the voices of survivors and family members who have had loved ones needlessly killed or injured in a large truck crash are one of the main reasons for such progress. We are in touch with the Transition Team for the new Administration in Washington, DC, urging them to place the right people in agency jobs who will provide the necessary leadership that has been missing. I encourage you to read in this newsletter about truck safety victories this year that will serve as the foundation for our 2021 action plans. Read also about the growth of our First Response program that puts us and keeps us in touch with new families having to deal with the unnecessary crises created by the ever-growing numbers of deaths and injuries in truck crashes. We are so very close to reaching some of our attainable goals and need your support to stop the relentless carnage on our highways that simply does not need to happen. At the end of the newsletter, you will find instructions on ways to donate and volunteer to help us carry out our mission.



TSC 2020 PUBLIC POLICY NEWS & VICTORIES

by Jackie Gillan, Member, CRASH Board and TSC Executive Committee

Although 2020 has been a record year for difficult challenges, a quick look back at successes in advancing our truck safety agenda inspires reason for hope in the truck safety community. Legislative and regulatory progress was made in numerous areas that will serve as an excellent foundation for our 2021 action plans:

2020 SUMMER AND FALL

TSC and its volunteers were involved at all levels of consideration of important truck safety policy debates in the U.S. House of Representatives and the U.S. Senate. We welcomed major wins when

the House Transportation & Infrastructure Committee took up H.R.2, the Moving Forward Act, a transportation infrastructure funding bill. Unfortunately, the Senate did not pass a bill so this legislation will need to be taken up next year in the 117th Congress. Victories included:

- a mandate for automatic emergency braking (AEB) on new trucks;
- rear underride upgrades and a first step toward side underride rulemaking;
- stopping dangerous changes in hours-of-service (HOS) rules and allowing teen truckers to drive in interstate commerce;
- making motor carrier safety scores public again;
- boosting minimum insurance levels from \$750k to \$2 million, after 30 years of totally inadequate levels;
- House Rules Committee rejection of any anti-truck safety amendments before H.R.2 was considered on the House floor;
- Supported passage of H.R.2 which was adopted by a vote of 233-188.
- The House Appropriations Committee rejected all anti-truck safety amendments to the Fiscal Year 2021 transportation spending bill.

We took time out to honor and grieve the loss of Rep. John Lewis (D-GA), a major TSC hero and safety champion. We honor his leadership in passage of the Motorcoach Enhanced Safety Act, signed into law in 2012, a law that protects millions of people and families traveling on our roadways. He also opposed efforts to roll back truck safety rules. He is greatly missed.

- TSC thwarted efforts by Sen. Daines (R-MT) to get other Senators to sign a letter to the Senate Commerce, Science & Transportation Committee leadership opposing any proposals to increase minimum insurance levels. Contacts by our volunteers with their Senators resulted in just a few signatures on the "Dear Colleague" letter.
- The Insurance Institute for Highway Safety (IIHS) released an important scientific study showing large trucks equipped with AEB could prevent many truck rear-end crashes, boosting strong arguments for mandatory AEB in all cars and trucks. TSC Vice President Jane Mathis was interviewed by CBS-TV in Raleigh, NC, about the study and strongly urged that this lifesaving technology be made standard equipment.

(continued on page 4)

(continued from page 3)

- On 9/6/20, The Boston Globe's lead letter-to-the-editor was signed by board members Jackie Gillan, Dawn King and Daphne Izer in response to the paper's in-depth investigation of the current state of truck safety and serious safety lapses by state and federal regulators. The letter pointed out FMCSA safety gaps, and existing technologies.
- CRASH AND P.A.T.T. joined a legal challenge to FMCSA's HOS final rule, along with Advocates for Highway and Auto Safety and the Teamsters. Under the guise of increased flexibility, the changes will further exacerbate the threat of fatigue among truck drivers by significantly weakening current HOS rules.
- TSC joined a broad coalition of more than 50 organizations to release a comprehensive list of tenets to guide the development and drafting of future legislation in the next Congress concerning autonomous vehicles (AVs). TSC participated because the effort includes crucial recommendations on advancing crash avoidance technologies in large trucks and other essential actions by the U.S. Department of Transportation. Here is a link to the press conference materials, a list of supporting groups and the AV tenets: <https://saferoads.org/autonomous-vehicle-tenets/>
- TSC also has joined with other safety groups in filing comments to the regulatory docket of FMCSA objecting to two pilot programs allowing teen truck drivers to operate in interstate commerce and a proposal for another special interest exemption from HOS rules.
- Following is a link to a recently-released report by Ralph Nader, coinciding with the 55th Anniversary of "Unsafe at Any Speed". Joan Claybrook, Chair, CRASH, spearheaded the effort with input from key partners at TSC and other safety groups. Below is a link to the report, which is an excellent history of the early years, major lifesaving achievements over the past 55 years and a specific list of regulatory actions needed now by DOT. [Nader.org/autosafety-report](https://nader.org/autosafety-report)

Recently, the Biden/Harris DOT Transition Team reached out to consumer and safety groups to meet and discuss safety concerns. On the Zoom call, TSC highlighted the top truck safety priorities and overdue regulatory actions needed to reduce truck crashes, deaths and injuries. Safety groups made it clear that the incoming NHTSA and FMCSA Administrators must be strong regulators and have no industry ties. TSC followed up with a list of short- and long-term recommendations.

2021 looks to be extremely busy on the truck safety legislative, regulatory and legal fronts. With a new Administration and Congress in place, all the above issues will be front and center, and TSC volunteers and friends will have many opportunities to make big differences in the crucial public policy debates and decisions. We will keep you posted on new developments and ask for your help again. We've seen the impact you can make and we appreciate your involvement. Thank You. You are clearly making a difference!!

SUPPORT THE TSC

As a coalition comprised of two 501(c)(3) non-profit organizations, we rely on contributions from our supporters to keep our work going. If you have already contributed this year, we thank you. If you haven't had a chance, now is a great time to make a donation, we really need your help.

- Donate now via [PayPal](#) or check made out to The CRASH Foundation or P.A.T.T. and send to:
The Truck Safety Coalition
700 Pennsylvania Avenue SE, Suite 200
Washington, D.C. 20003
- Become a monthly contributor through [PayPal](#). Just check the box indicating you want your contribution to be monthly when you submit your donation.
- Work with our staff to create a fundraiser in your community.

Together
we gave.

Thank you!

Because of you,
we're able to make a
big impact!

**GIVING
TUESDAY**

GIVING TUESDAY: A REASON TO CELEBRATE

by Kelli McClelland, Coordinator for First Response

Outreach

Giving Tuesday began in 2012, the Tuesday after Thanksgiving, as a day to encourage people to do good. It has become a global movement to harness generosity and transform the world. This year, we wanted to be more intentional about how we tapped into this movement. We set out with two goals: increase our social media engagement and raise \$50,000 to support our work in the new year.

In order to promote social media engagement, we increased the number of posts we made on Twitter and Facebook. We also made sure to include interactive posts as well as personal stories of our volunteers. We saw, at times in the week leading up to Giving Tuesday, a several hundred percent increase in engagement with our posts. On Giving Tuesday, we went live on Facebook throughout the day with volunteers who shared their stories. The response was overwhelming!

To reach our fundraising goal, we focused on supporting our volunteers as they organized their own Facebook fundraisers, which they so generously do every year. We sent out emails with suggestions on how to run a successful fundraiser and we held Zoom Q & A sessions to make sure everyone had all of the tools they needed. We ended up with 10 volunteers who ran their own fundraisers and two generous donors who matched the first \$10,000 we raised. In total, we raised over \$75,000!

The TSC operates solely on donations. These contributions will help to support the TSC as we begin some exciting initiatives in 2021, including hiring additional staff, an expansion of outreach efforts, and the advancement of our truck safety goals on Capitol Hill. We cannot thank you enough for your support. If you didn't have a chance to participate in our Giving Tuesday fundraiser, it's not too late! While we exceeded our goal for the campaign, we still have a long way to go to reach our fundraising needs. Take a look at page 4 for information on ways to donate.

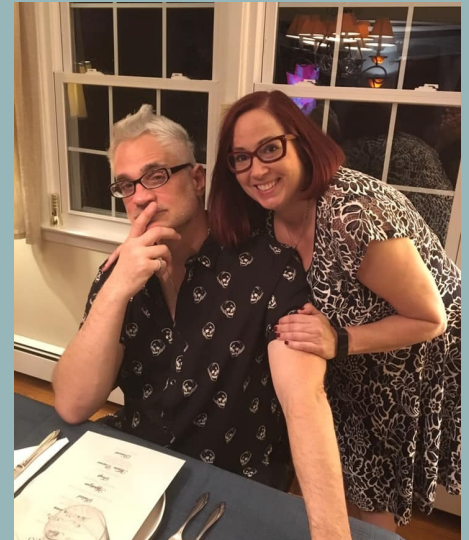
TAKE NOTE

*of our new contact
information*

Truck Safety Coalition
700 Pennsylvania Avenue SE
Suite 200
Washington, D.C. 20003

Phone: 202-921-9526
www.trucksafety.org

VOLUNTEER PROFILE



On September 11, 2019, Jim DeSalvo was riding his bike near the DeSalvo home in Wayne, New Jersey. An overloaded, unmaintained dump truck blew two tires, one of which flew off and hit Jim, killing him. Shortly after that tragic day, the TSC reached out to Cat DeSalvo, Jim's wife, and offered the support of our network of survivors as well as the opportunity to become active as a truck safety advocate. Cat didn't hesitate. She has answered every call to action, and she seeks out opportunities to raise awareness about the issues that led to the senseless and tragic loss of her husband.

Our community exists because survivors and victims families choose to use their pain as motivation to help others and make change. Cat's strength to almost immediately, after the loss of the the love of her life, turn her tragedy into action is inspiring, and we are so grateful.

Please take a moment to click on this story about the DeSalvos: [Wayne Life](#)

"The loss and hopelessness I experienced after the tragic accident that stole my husband away from our family, at times, seemed insurmountable. I felt victimized and vulnerable and didn't know where to turn. The resources and support I received from the Truck Safety Coalition has helped me to find the strength to do something about the poorly regulated and often overlooked trucking industry. I firmly believe in lobbying Congress to enact stricter laws and for local law enforcement to apply existing laws, punishing derelict companies, who skirt regulations for monetary gain by allowing unmaintained death machines to take to our roadways. With the invaluable partnership forged with victimized families and the Truck Safety Coalition, we have become a formidable alliance in search of justice and to prevent more tragedies from happening."

-Cat DeSalvo