

THE TRUCK SAFETY BULLETIN

January 2019

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STRENGTH 2019



Jane Mathis, Daphne Izer, Dawn and Bruce King at the Federal Motor Carrier Safety Administration after meeting with Administrator Martinez

Advocacy Priorities in 116th Congress

In the 116th Congress, the Truck Safety Coalition will continue to educate and support efforts to:

- Reintroduce the Stop Overrides Act with bipartisan support
- Introduce bipartisan legislation to require automatic emergency braking on large trucks
- Collaborate with Road Safe America to introduce bipartisan legislation mandating heavy duty speed limiters
- Introduce bipartisan legislation to increase minimum insurance
- Support reintroduction of the bipartisan Parental Bereavement Act

We will continue to defend against rollbacks and exemptions to key safety rules by:

- Opposing any attempts to increase truck size and/or weight
- Opposing any attempts to weaken HOS rules or grant exemptions to them
- Opposing any attempts to limit shipper/broker liability
- Opposing the reintroduction of the AV START Act or other legislation that creates inadequate oversight and testing standards for autonomous vehicles

As 115th Congress Ends, Truck Safety Rules Remain Strong

With the 115th Congress behind us, we are pleased that several anti-safety measures were soundly defeated. We could not have defended against rollbacks to data-driven rules, like the Electronic Logging Device and Hours of Service mandates, without your help!

Lawmakers introduced a slew of bills and amendments that would have weakened the ELD and HOS rules for transporters of livestock, insects, and agricultural commodities, despite offering no data to show how this would improve safety. There were also attempts to effectively indemnify shippers and brokers who hired unsafe motor carriers. Thankfully, we successfully advocated lawmakers to exclude such provisions in legislation that was ultimately enacted. We also worked with coalitions consisting of other stakeholders to fend off efforts to increase truck size and weight as well as the AV START Act, a bill that would have drastically diminished existing federal safety standards and allowed companies to test their autonomous vehicles on public roads without proper oversight.

While we are pleased that truck safety prevailed in all of these aforementioned fights on Capitol Hill, we are disappointed that the FMCSA granted a petition submitted by the American Trucking Associations to preempt California's meal and rest break laws. The Agency's reasoning was riddled with faulty logic and was contingent upon an arbitrary about-face from a previous determination that it made on this very issue.

Aside from winning all of these aforementioned fights on the Hill, we also continued to raise awareness and garner even more support for the Stop Underrides Act of 2017. With a growing number of co-sponsors, including several who will assume leadership positions on committees with jurisdiction over the bill, we look forward to this bill being reintroduced in the next session of Congress.

National Survey Reveals Widespread Support for Truck Safety Technologies

This past October, Road Safe America released the results of a national survey showing widespread public support for congressionally mandating the use of two existing safety technologies in large trucks: automatic emergency braking (AEB) and speed limiters.

These common-sense truck safety technologies have been used by some of the safest trucking companies for years and none have reversed those decisions. Both AEB and speed limiters have been proven to save lives and prevent injuries. These technologies address preventable factors in truck crashes such as speeding, distraction, and fatigue.

The survey, by McLaughlin & Associates, of likely general election voters nationwide was conducted September 18-24, 2018 and has an accuracy of +/- 3.1%. Results from the survey show:

79% of voters favor speed limiters set at a maximum speed of 65 miles per hour for large trucks, 45% strongly favor it and only 13% oppose it.

82% of voters favor automatic emergency braking on large trucks, 50% strongly favor it and just 9% oppose it.

Donate to TSC

Please consider making a contribution, large or small, 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.

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

Planned Giving

Planned Giving is easy and affordable. Your planned giving gift will allow you to:

- Leave a legacy without sacrificing your assets
- Make a larger charitable gift than you thought possible
- Look out for your family's financial well-being
- Reduce your income tax
- Avoid capital gains tax
- Diversify your investment portfolio

TSC Staff Update

We are pleased to announce several staff updates at the Truck Safety Coalition!

John Lannen, who has served as Executive Director since 2005, will be transitioning to become Senior Advisor to the organization beginning in January 2019. Throughout his tenure, he helped establish the Truck Safety Coalition as a trusted, non-partisan organization that serves as the premier resource for information and advocacy on truck safety. He will continue to serve as Chairman of the Motor Carrier Safety Advisory Committee and will focus on strengthening TSC's relationships with other stakeholders moving forward.

Harry Adler, who has been with the organization since early 2015, has been selected as the new Executive Director. During his time with TSC, he has taken the lead on drafting comments on federal rulemakings and in response to legislation affecting truck safety, producing educational materials on truck safety issues, and generating media content for the organization. In May of 2018, he graduated from New York University with a Masters in Public Administration, specializing in Public and Nonprofit Management.

Jen Walsh, the legislative director for the organization, will assume new responsibilities as our Director of Operations. Having previously worked for the Chairman of the House Committee on Transportation and Infrastructure before coming to TSC, she has more than a decade of experience working on transportation policy. In her new position she will continue to interface with Congressional staff while also overseeing day-to-day operations.

The staff also welcomes Kelli Slattery McClelland to the team as our First Response Coordinator. Kelli has worked in education, counseling and program development over the past decade. In addition to her professional experience, Kelli has the personal experience to prepare her to work with new victims and their families. Kelli's family was hit by a tired truck driver in 2010, killing her stepmother and seriously injuring her two younger brothers.

These changes will build on the success our team has had and will allow us to expand our outreach. We are all very excited for the future of the Truck Safety Coalition and look forward to working with you to reduce truck crashes, prevent injuries, and save lives.

Scheduling In-District Meetings

Please check to see when your lawmakers are in-district here:

<https://www.congress.gov/resources/display/content/Calendars+and+Schedules>

Contact Us

Harry Adler, Executive Director
Hadler@trucksafety.org

John Lannen, Senior Advisor
Jlannen@trucksafety.org

Jen Walsh, Director of Operations
Jwalsh@trucksafety.org

Kelli Slattery McClelland, First Response Coordinator
Kelli@trucksafety.org

Phone: 703.294.6404

We are Here to Help!

Honor Your Loved One

We invite you to make a memorial for your lost loved one(s) that can be hosted on our website.

If interested, please send a photo and bio.

If you need assistance, please contact Harry Adler
(hadler@trucksafety.org).

Link: <http://trucksafety.org/memorials/>

Sorrow to Strength 2019

The Truck Safety Coalition is pleased to announce that we will be hosting our 2019 Sorrow to Strength Conference from July 13-17, in Washington, D.C. at the Palomar Hotel.

This empowering event occurs every two years and is designed specifically for truck crash survivors and the friends and family of truck crash victims. We hope you can join us for this opportunity to come together in a supportive environment, learn about truck safety issues, and advocate for truck safety improvements.

The first part of the conference consists of educational sessions on truck safety issues, how to use media and social media to advance safety, what becoming an advocate and going to Capitol Hill means, and information and support to help you coping with grief. This is a great time for volunteers to learn more about truck safety issues while getting to know and receiving support from other families who have been through similar tragedies.

During the second half of the conference, attendees travel with TSC staff and experienced volunteers to Capitol Hill to meet with Members of Congress and their staffs as well as to the Department of Transportation to meet with officials from the National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA), and National Transportation Safety Board (NTSB).

If you are interested in attending and have any questions, please contact the TSC Staff by phone or email. We will continue to keep you updated about Sorrow to Strength 2019. Look for emails with details about group rates and other pertinent information coming soon.



Join us on Social Media

If you have not 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 you would like to learn more about social media or need assistance signing up, please contact Harry Adler (hadler@trucksafety.org).

What is the Truck Safety Coalition?

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.