



THE TSC NEWSLETTER

2022 Issue 1

A Note From The Executive Director

2022 is upon us, I can safely say we'll need to stay flexible as change seems to be the only constant we can rely on! I am very disappointed we will not be seeing each other this spring for Sorrow to Strength, but optimistic a September gathering will provide a safer opportunity for us to gather. In the meantime, take advantage of our virtual engagements, support each other in our private Facebook group, and never hesitate to call or email! Honoring the collective strength in our community inspires me daily to never accept the status quo and to be bold in pursuing meaningful actions to drive down truck deaths and injuries. In that spirit, I have 3 TSC Resolutions to share with you for 2022:

Inspire Investment in the Mission: We absolutely need new donors to get involved and existing donors to give even more generously. The ability to sustain our victim outreach and unrelenting education to policymakers to better support truck safety reforms depends on it.

Better Invest in our People: You all are TSC. To be sure, we've made great progress in 2021 with Virtual Zoom Nights, BetterHelp online therapy, and our Coping with the Holidays event. I believe not only can more be done, but needs to be done. I'm pleased to share that therapist Robert Zucker will be increasingly visible and available to our network over this next year, focusing on supporting community needs that were identified by victims and survivors for the benefit of victims and survivors.

Continue TSC's Legacy as a Force for Change: If not us, who else will force legislators and administration officials to pay attention to truck safety? The power of your witness cannot be quantified and reminds policymakers that real lives are irrevocably impacted by the decisions they make, and that is not to be taken lightly.

These resolutions cannot be accomplished without YOU! Get involved in the incredible activity of this volunteer-driven organization and reach out to me personally with any thoughts or ideas you have to help our 2022 New Years Resolutions become a reality.

With thanks,

Zach

CONTENTS

A Note From The ED

01

We Need Your Support

02

Sorrow to Strength Updates

03

Mental Health Resources

04

Public Policy Update

05

#GivingTuesday 2021

06

Volunteer Profile: Gage Evans

07

First Response: By the Numbers

08

New Board Member & Intern

09

2021 ACCOMPLISHMENTS

- We successfully urged Congress to mandate AEB on newly manufactured Class 7/8 CMV's.
- We successfully urged Congress to require an upgrade to the rear underride guard performance standard.
- We resisted many efforts to relax HOS & ELD requirements.
- We warned the public about the dangers of Teen Trucking & Increases to Truck Size & Weight.
- We provided compassionate support and outreach to nearly 550 new crash victims.
- We added 100 new members to our private Facebook support group.
- We hosted 6 virtual zoom nights and 1 in-person event.
- We began planning and budgeting for our 2022 Sorrow to Strength Conference.
- We surpassed our #GivingTuesday goal of raising \$30,000.
- We more than doubled our social media involvement and engagement.

SUPPORT TSC

The Truck Safety Coalition operates solely on donations received from our generous supporters. We are a small non-profit, and we need your help to continue our important work. Your donation enables us to reach out to families experiencing the worst day of their lives, inform the public and amplify YOUR voice to better educate policymakers to keep truck safety a top priority.

Legacy Giving

You can plan a gift that will have a life altering impact for years to come. This type of gift ensures that someone will always be there to support a new truck crash victim family in the chaotic days after their crash AND advance truck safety policy goals to make these horrific crashes less and less frequent, securing a gift for future generations. Email us at info@trucksafety.org if you are interested in legacy giving.

- Make a Bequest in Your Will or Trust
- Name TSC as a Beneficiary in a Financial Asset
- Gift Stock or Securities directly or via a Donor Advised Fund (DAF)

Peer to Peer Fundraising

Facebook's fundraising tools for nonprofits include peer-to-peer (P2P) capabilities in the form of individual fundraisers. Facebook fundraisers are easy for users to create on their own, and they've become popular across the platform. These fundraisers are common ways for users to celebrate birthdays and holidays, or to honor loved ones.

This is a fantastic way to get your community to help raise funds for TSC in honor of your loved one. Facebook makes the process of starting an individual fundraiser easy. Let us know if you plan on making a fundraiser for TSC to honor your loved one on a special occasion - we will share and engage with your fundraiser to help boost donations! Reach out to us at info@trucksafety.org if you need any assistance with starting your fundraiser.

OTHER WAYS TO ENGAGE:

Be active in supporting your TSC family in our private FB Group

[Make a Direct Donation](#)

[Sponsor our Sorrow to Strength Conference](#)

Participate in Action Alerts to Educate Policymakers

**SORROW TO STRENGTH
WILL NOW BE HELD
SEPTEMBER 17TH -
SEPTEMBER 20TH AT
THE YOURS TRULY
HOTEL.**

[REGISTER HERE](#)



COVID regrettably continues to have a significant impact on all of our lives. Our deepest desire in these unprecedented times is that you remain safe. Because of this, we have postponed our Sorrow to Strength Conference and look forward to gathering with you all in Washington, DC later this fall. At this time of highly elevated case rates and overfilled hospitals, we do not want anyone to have to choose between their safety and coming to Sorrow to Strength. Sorrow to Strength will now be held September 17th - September 20th at the Yours Truly Hotel. **Register today!** Our Sorrow to Strength conference provides an opportunity to come together in a supportive environment, learn about truck safety issues, and advocate for truck safety improvements. We will have an opportunity to see old friends, make new ones, and share our stories. Workshops will be provided to learn more about truck safety issues, equipping you to visit your representatives, opportunities to become a TSC ambassador and more! You can check out our website for the **conference schedule** and **reserve your room** with our special room block rate before they are gone!

COVID-19 UPDATES

We will be taking extra precautions at our event because we care for the health of our TSC community. We will be requiring all attendees to be vaccinated and provide proof of vaccination at check-in. At this time, in accordance with DC public health requirements, the hotel venue does not allow unvaccinated people into the conference areas. All participants need to be masked when indoors and not eating or drinking. We will take whatever precautions necessary at our upcoming event to ensure the safety of our TSC community. Further updates will be communicated closer to our event. If you have any questions please feel free to reach out to Jordan Burns at jordan@trucksafety.org.

Mental Health Resources



BetterHelp is the largest online therapy platform worldwide. TSC has partnered with BetterHelp to support the health and wellbeing of our members.

As a member of the Truck Safety Coalition, you have access to one free month of online therapy with BetterHelp.

BetterHelp makes professional therapy available anytime, anywhere, through a computer, tablet or smartphone. Therapists on BetterHelp are licensed, trained, experienced, and accredited psychologists (PhD / PsyD), licensed marriage and family therapists (LMFT), licensed clinical social workers (LCSW / LMSW), or licensed professional therapists (LPC).

Email us at info@trucksafety.org to start your 1 month of free online therapy!



**Grief Counselor:
Robert Zucker**

TSC has partnered with Professional Grief Counselor Robert Zucker. Mr. Zucker has vast years of experience and comes highly recommended for his life-affirming work. He is very much aware of our organization having worked with clients individually who were affiliated with TSC. This past fall, we hosted our first grief counseling zoom session with Mr. Zucker. We will now be offering multiple, topic-driven sessions for TSC members with Mr. Zucker.

More information coming soon!

Check Out Our Truck Crash Resources

We have an entire section on our website that integrates our valuable truck crash resource book as well as advice and testimonials from some of our volunteers. Let us know what you think and don't hesitate to contact info@trucksafety.org if you have additional resources or tips you would like to see added.

Helpful Resources Included:

[Time Sensitive Information](#)

[Practical Tips](#)

[Coping](#)

[Legal Aspects](#)

Public Policy Update

by Zach Cahalan

Looking ahead to 2022, our focus is on ensuring the Biden Administration follows through on the truck safety deliverables in the Infrastructure Investment and Jobs Act (Pub L. 117-58). The following are key actions that, by law, must take place by the deadline given:

- **Improve Commercial Motor Vehicle (CMV) rear underride guard standard by 11/15/2022**
- **Performance standard for Automatic Emergency Braking (AEB) (2) in Class 7/8 trucks on newly manufactured vehicles by 11/15/2023**
- **Regulation requiring use of AEB in those same newly manufactured Class 7/8 trucks by 11/15/2022**
- **Establishment of Advisory Committee on Underride Protection (no date)**

The United States Department of Transportation (DOT) recently released its [National Roadway Safety Strategy](#). Specific to making bold commitments on truck safety priorities the strategy fell flat. Despite deadline-driven deliverables required by law, the strategy deferred the opportunity to pledge to meet these deadlines. CRASH Board Chair, Joan Claybrook, issued a [strong statement](#) saying, "In fact, the law is unequivocally clear. Issuing final safety standards to prevent drunk driving and truck crash deaths and injuries is a legal obligation for Secretary Buttigieg, and not an option." Meeting these requirements was a minimum expectation for any strategy. Noticeably missing, despite an entire section devoted to "Safer Speeds," was a commitment to deliver on long-overdue rulemaking requiring the use of speed limiters on heavy trucks. TSC issued [this letter](#) to Secretary Buttigieg outlining our concerns and, alongside victim volunteers, are meeting with government officials to impress upon them the urgent need to take common-sense actions that will save lives.

In addition, legislators and the Administration continue to grapple with piecing together an omnibus spending bill. The current continuing resolution that funds the federal government is set to expire on February 18th. TSC supports increased funding for NTSB and DOT, specifically the National Highway Traffic Safety Administration as they are responsible to issue critical AEB and underride guard performance standards. Often during the Appropriations process, industry-friendly legislators try to sneak in provisions that dilute safety standards, such as Hours of Service (HOS) requirements. TSC will diligently monitor this activity and may issue Action Alerts, asking you to contact your lawmakers to voice your opposition.

The Federal Motor Carrier Safety Administration (FMCSA) has a new Deputy Administrator, Robin Hutcheson. As Deputy Administrator, Ms. Hutcheson will serve as the Acting Administrator. The prior nominee, Meera Joshi, departed to serve as the deputy mayor of New York City. In related news, the U.S. Senate Committee on Commerce, Science and Transportation advanced President Biden's NHTSA Administrator nominee, Dr. Steven Cliff. The nomination now heads to the Senate floor for a vote which has yet to be scheduled. NHTSA has lacked a Senate-confirmed Administrator since 2017.

This month, NHTSA issued its most recent [roadway fatality estimates](#). The agency projects that an estimated 31,720 people died in motor vehicle traffic crashes from January through September 2021, an increase of approximately 12% from the 28,325 fatalities projected for the first nine months of 2020. The projection is the highest number of fatalities during the first nine months of any year since 2006 and the highest percentage increase during the first nine months in the Fatality Analysis Reporting System's history! Advocates for Auto and Highway safety also released its [2022 Roadmap for State Highway Safety Laws](#) imploring local, state and federal officials to take meaningful steps to address the epidemic of motor vehicle crash deaths. Considering these figures, it has never been more urgent to take bold action to save lives from preventable roadway deaths.

#GIVINGTUESDAY

NOVEMBER 30, 2021

14 Peer to Peer
Fundraisers

Live Broadcasts
ALL DAY

Over \$30,000
Raised!

#GIVINGTUESDAY VOLUNTEER SPOTLIGHTS



Daphne Izer, Founder of Parents Against Tired Truckers (P.A.T.T.) and TSC Board Member, raised over \$3,000 on #GivingTuesday. Daphne raised funds for TSC in honor of her son Jeff. On October 10, 1993, Jeff Izer and his friends were killed by a fatigued Wal-Mart truck driver. They were on their way to a haunted hay ride and had pulled into the breakdown lane on the Maine turnpike, when the truck driver fell asleep and ran over the top of their car.

On October 27, 2019 Anna and her best friend Jenny Burton were involved in a catastrophic collision involving a tractor trailer being driven by a distracted driver who was using a cell phone in a construction zone. Anna was left paralyzed from the waist down and Jenny died several days later, having never regained consciousness. Anna raised over \$3,000 on #GivingTuesday in honor of Jenny.



YOUR SUPPORT MAKES OUR WORK POSSIBLE! TO GET INVOLVED IN A PEER TO PEER FUNDRAISING EFFORT, SEND US AN EMAIL: INFO@TRUCKSAFETY.ORG

VOLUNTEER PROFILE: GAGE EVANS



Gage Evans' husband, Bill Bailey, was killed in 2019 when a truck driver hauling a load of lumber was descending from the mountains on an interstate at a very high speed and crashed into the rear of slowing traffic in Lakewood, Colorado, killing 4 people and injuring many others. The motor carrier's limits of liability coverage of \$750,000 was paid out to other claimants, including payments to other motor carriers for their property damage, before Gage even had time to hire a lawyer. Since then, Gage has been a truck safety advocate - writing powerful [letters to the editor](#), conducting [interviews](#) with media outlets, and attending TSC events. Recently, Gage has been very involved due to the truck drivers sentencing, which went viral when the driver was found guilty on 27 counts and sentenced to 110 years in prison. Gage held up during a very trying time when the media seemed more concerned with the driver who caused the crash as opposed to those whose lives had been forever upended. We are lucky to have such a strong woman on our side to help save lives.

Would you like to get more involved in our advocacy efforts? Let us know. Feel free to contact us via social media or email zcahalan@trucksafety.org

First Response: By The Numbers

NOVEMBER 2021 - JANUARY 2022

144

VICTIM & SURVIVOR FAMILIES REACHED

The purpose of our First Response Program is to get information and resources to people affected by truck crashes as quickly as possible after their crash, when they need it most. This work is supported through the generous donations of our volunteers and the broader community. Please consider a donation to help us continue to be there when someone needs us most. To donate, visit our [website](#).

Follow us on Social Media!



- **Comment on our Posts!**
- **Share or Retweet our Posts**
- **Offer and Receive Support in the [Survivor, Families & Friends Community on Facebook](#)**
- **Tag us!**
- **Engage with our Community**
- **Join our Zoom nights**
- **Sign up for our Action Alerts and Newsletter!**

Questions?

Contact jordan@trucksafety.org

WELCOME LEE JACKSON TO THE CRASH BOARD



LEE JACKSON

Lee Jackson is our newest Board Member at the Truck Safety Coalition, joining the CRASH Board. Lee Jackson got involved with crash reconstruction in 1988 as a member of the Fort Worth Police Department. For over two decades he served in the Traffic Division where he investigated fatalities, injury, and property damage crashes. He spent seven years in the Traffic Investigation Unit (TIU), which was charged with investigating all fatality and hit-and-run crashes. While assigned to the unit, he started attending classes and seminars on the scientific principles of crash investigation.

In 1990, Jackson applied his expertise to a private-sector endeavor: Traffic Crash Reconstruction, Inc. This is a self-contained investigation unit that can be anywhere in the state, or bordering states, within 24 hours. In 2002, Jackson and a colleague were selected to start the Commercial Motor Vehicle Enforcement Unit for the Fort Worth Police Department and ultimately were certified by the Texas Department of Transportation to conduct DOT Level 1 inspections.

Jackson retired from the Police Department in 2010 and has turned his attention to education and consulting in crash investigation and reconstruction on a full time basis. In 2012 Jackson won the first national ARAS 360 Forensic Animation Contest and has generated numerous animations used in the litigation process. He knows firsthand the dangers posed by unsafe trucks, having survived a truck crash himself.

Jackson has taught 5 different levels of accident investigation classes with more than 2,000 hours of classroom experience. Welcome, Lee!

We are pleased to announce that we have also onboarded a new intern at the Truck Safety Coalition!

Connor Reagan is a Freshman at American University, studying Political Science and Non-Profit Operations. Connor is originally from Delaware, but has been loving his time in Washington DC. When he isn't busy with his classes and interning at TSC, Connor enjoys musical theatre, literature, and martial arts! Please welcome Connor to our TSC Family!



CONNOR REAGAN