



THE TSC NEWSLETTER

2023 Issue 2

ANNOUNCING A NIGHT TO CELEBRATE TRUCK SAFETY!!!



SAVE *the* DATE

*Truck Safety Coalition presents its
1st Annual Fundraising Soiree*

*September 29, 2023
Washington, DC*

Formal event details to follow

*Sponsors needed! Contact Johnetha Lindsey,
Director of Strategic Partnership & Development,
at (202) 937-6430 for more information.*

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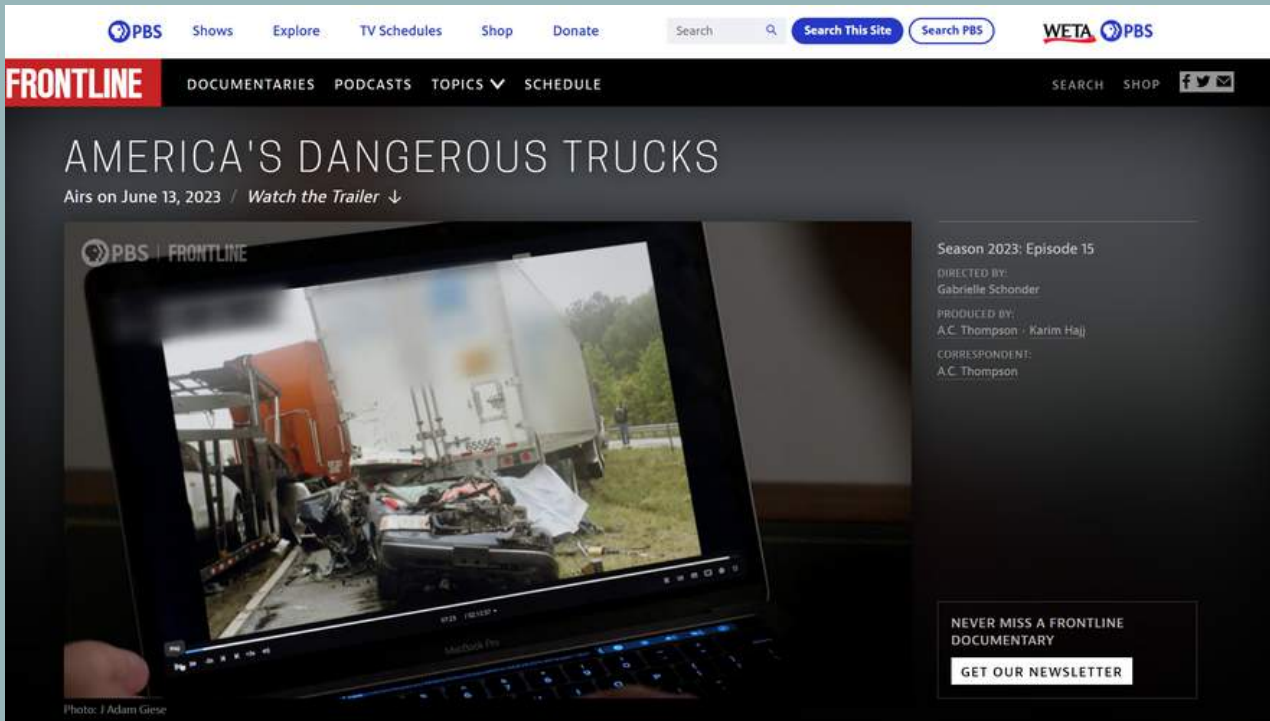
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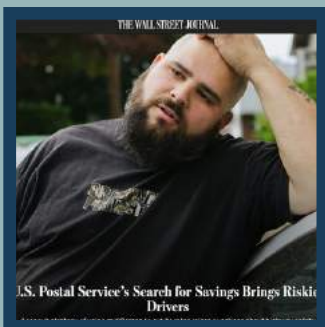
TRUCK SAFETY IN THE NEWS



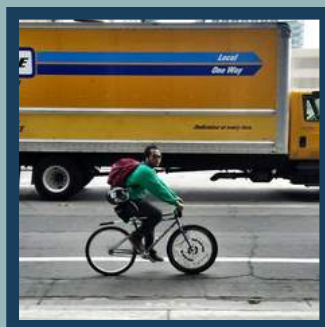
PBS Frontline, in partnership with ProPublica, has produced a scathing, in-depth look at the trucking industry's fierce resistance to commercial motor vehicle safety regulations, US DOT's enabling role, and the urgent need to improve safety outcomes for everyone's benefit. The documentary examines the ongoing scourge of underride crashes and proves that our current CMV regulatory and enforcement framework is fundamentally broken, and crash victims and survivors are paying the price.

[Watch the Documentary](#)

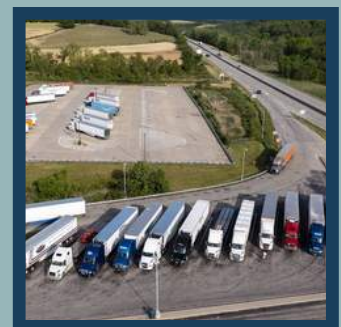
Additional Stories



[USPS Reliance on Broker Contracting Threatening Safety](#)



[StreetsBlog: Will NHTSA Require New Tech \(AEB\)?](#)



[Lack of Truck Parking Unsafe for PA Drivers](#)

Victim & Survivor Advocacy Makes Change Happen!



Last October, TSC victim and survivor volunteers met with DOT Secretary Pete Buttigieg and discussed a number of high priority truck safety reforms needed to reduce crash deaths and injuries. The Secretary appeared surprised and concerned to learn (as most Americans are) that there is NO knowledge test required to gain DOT operating authority to start a motor carrier business and put trucks the road, even to haul hazardous materials. One simply self-attests that they have read and will follow all the Federal Motor Carrier Safety Regulations (FMSCRs) required, in much the same way you agree to the fine print terms and conditions that accompany any software you've ever downloaded.

In fact, Congress has twice directed FMCSA to create such an exam, as far back as 1999. Our friends over at [Advocates for Highway and Auto Safety](#) petitioned FMCSA to complete this rulemaking back in 2009. TSC has continued to badger FMCSA on this issue and was told by senior FMCSA officials this past May that their senior leadership team was unaware of this outstanding need until TSC volunteers brought it their attention in our 2022 meeting.

Thanks to the work of TSC, Advocates and others, FMCSA has formally added completing this [rulemaking](#) to their [Spring Rulemaking Agenda for 2023](#). This is but one step of many in the rulemaking process and it remains possible for progress to stall as it has previously. Be rest assured, TSC will be closely monitoring and urging FMCSA to complete this safety oriented rulemaking to keep unsafe motor carriers off our roads.

Welcome Oli McCann!!!

TSC's is proud to introduce our summer intern, Oli McCann. Oli is a senior from the University of Missouri double-majoring in Constitutional Democracy and English. Oli is a participant in the University of Missouri's prestigious Kinder Scholars D.C. Summer Program and TSC is fortunate to have a young professional of her skills and capabilities on the team. Go Tigers!



THANK YOU NORA LOPEZ

On Saturday, May 6th, Nora Lopez hosted her 1st Annual Gratitude Fundraising Campaign in honor of her son, Dominic Lopez-Toney, raising over

\$6,000!!!

WE CARE



WE LOVE



WE HELP



CONTINUE TO SUPPORT NORA'S CAMPAIGN

Help fight for more effective laws and regulations! Donations requested in lieu of birthday gifts.

Visit the website to give securely online today: www.trucksafety.org/tributetodominic

All funds support the Truck Safety Coalition's mission to support crash victims and reduce deaths and injuries from truck crashes

DONATE HERE

Congratulations to TSC's volunteers named to NHTSA's Advisory Committee on Underride Protection



JENNIFER TIERNEY



LEE JACKSON



JANE MATHIS

The Advisory Committee on Underride Protection (ACUP) is mandated by the Infrastructure Investment and Jobs Act (IIJA). Per the IIJA, its purpose is "to provide advice and recommendations to the Secretary on safety regulations to reduce underride crashes and fatalities relating to underride crashes."

The ACUP is tasked with submitting a biennial report to the Senate Committee on Commerce, Science, and Transportation and the House Committee on Transportation and Infrastructure that describes the ACUP's advice and recommendations made to the Secretary of Transportation, and includes an assessment of progress made by the Secretary in advancing safety regulations relating to underride crashes.

TSC is grateful for their leadership of these volunteers, and trusts them all to effectively represent the views and needs of crash victims and survivors in this lifesaving work.



BOARD MEMBERS' GENEROUS GIFT TO TSC IS APPRECIATED

The Truck Safety Coalition appreciates the kind people, businesses, and foundations whose financial assistance has allowed us to address the truck safety community's ongoing, pressing needs. This month, we are honored to feature CRASH board member Anna Guardipee and her business partner Paul Huffman as two of these committed supporters.

Anna and Paul first learned of TSC because of a preventable crash. Having traveled to North Carolina for the christening of Anna's grandchild, she and her friend, Jenny, were returning to Virginia on October 27, 2019. They were stalled in traffic on I-77 when a texting semi driver failed to detect the gridlock and crashed into the rear of their vehicle, driving them into the semi they were stopped behind. Immediately following the crash, Jenny and Anna were airlifted to the local hospital. Anna survived with multiple injuries and, as a result, is paralyzed from the chest down. Unfortunately, having never regained consciousness, Anna's dearest friend, Jenny, succumbed to her injuries on November 2nd.



After discovering that the local prosecutor would only charge the driver with a misdemeanor, Anna and her community successfully led a campaign demanding that the driver be held accountable for Jenny's passing and Anna's severe injuries by being charged with a felony. Consequently, the driver pleaded guilty to involuntary manslaughter and assault with a deadly weapon inflicting severe damage, and was sentenced to 10 months in jail.

Since then, Anna, who lives with a severe spinal cord injury, and Paul have become powerful voices for change. In addition to serving as Board Members, Anna and Paul serve on the Fundraising and Special Events committees. They both are committed to the TSC mission. We want to take the time to honor Jenny's memory and thank both Anna and Paul for their commitment and dedication.

**"This is my newfound passion and the way I honor Jenny's legacy."
- Anna Guardipee**

Public Policy Update

As always, it has been a hectic and challenging time here in Washington, DC, lifting up the views of truck crash victims and survivors on anything and everything that affects truck safety. Here's a run-down of the most relevant items from the past few months:

- **Getting to Know the Office of Information and Regulatory Affairs (OIRA)**

Federal rulemaking is an arcane and byzantine process that is opaque and difficult to grasp on the best of days. Tucked within the Office of Management and Budget (OMB) is the OIRA. This small office has an outsized impact on federal rulemaking. Their assessment and review determines if a federal rule as proposed can be issued and continue down the path of the rulemaking process for formal public comment. **TSC and its victim volunteers met with OIRA, DOT, NHTSA, and FMCSA officials to express our strong support for the upcoming Heavy Duty Truck Automatic Emergency Braking rule, and encouraged OIRA to support issuing a robust rule that can save the most lives by including a requirement for Medium-Duty Trucks.** TSC also then participated in a public stakeholder meeting encouraging OIRA to be more accessible and transparent in its operations.

- **Wherefore Art Thou Senate-Confirmed NHTSA Administrator?**

Despite TSC and many others in the safety community urging a swift confirmation of a Senate-confirmed NHTSA Administrator, it appears more than likely that the NHTSA post will remain unfilled through the end of President Biden's first term. Senator Ted Cruz led a successful effort to block Ann Carlson's nomination to lead the agency, so the White House has formally pulled her nomination and she has returned to her role as NHTSA Chief Counsel. In TSC's view, it is wildly inappropriate to play political games with this position as the roadway fatality crisis continues. Now, more than ever, the country deserves a Senate-confirmed NHTSA Administrator. CRASH Board Chair, Joan Claybrook, and former TSC Board Member, Jackie Gillan, penned a powerful editorial in the Washington Post panning this latest turn of events.

- **House Transportation & Infrastructure Full Committee Mark-Up, 5/23**

MANY unsafe trucking bills were approved out of the Republican-led House T&I Committee Mark-Up last May. TSC issued Action Alerts, met with congressional staff, and provided important information regarding the risk to public safety of these bills to Committee Members. One bill advanced that does improve safety is H.R. 2367, the Truck Parking Safety Improvement Act, by allocating funds to increase trucking parking. TSC will continue to educate members of both chambers on how the rest of the proposed bills will only exacerbate our truck crash fatality crisis.

- **H.R. 3039, the DRIVE Act**

Representative Brecheen (R-OK-02) introduced a bill that would prohibit FMCSA from proceeding with rulemaking to require the use of speed limiters in CMVs, despite a plethora of evidence demonstrating excessive speed as a deadly factor in many truck crashes. TSC issued a scathing statement and also collaborated with Advocates for Highway and Auto Safety, the National Safety Council, the Trucking Alliance, Road to Zero, Road Safe America, and others to issue a joint letter to the House Transportation and Infrastructure Committee. Notably, this horrendously unsafe bill was NOT included in the House Markup Session on May 23rd.

TSC VOLUNTEER SPOTLIGHT

SARAH JO WRIGHT



Sarah Jo Wright survived a serious truck crash in 2018. The injuries were severe and caused permanent damage. Sarah Jo not only demonstrated remarkable courage and resilience in recovering from her crash, but she is also determined to pay it forward for crash victims and survivors both past and present.

Sarah Jo has stepped up and volunteered to make sure TSC is able to extend its fullest compassion and support to victims whenever it's needed. She sends cards to community members as their crash anniversary approaches, ensuring they know that they will never be forgotten. Sarah Jo also reaches out to new victims to let them know about all the benefits and supportive services TSC can offer and welcomes them into our beautiful community.



THANK YOU, SARAH JO!
You help us help others in their time of greatest need.

CALLING ALL VOLUNTEERS!



TSC needs more volunteers! We are most in need of more Outreach Angels like Sarah, who help introduce new crash victims to TSC.

We're always looking for more PALs as well (Public Affairs Liaisons)! These are folks ready to conduct outreach to local media and help raise the visibility of the need to improve truck safety.

Training is provided for BOTH opportunities. Interested? Send an email to info@trucksafety.org to learn more.

DONOR SPOTLIGHT: DANIEL LANGENKAMP

On August 25, 2022, U.S. Diplomat, mother of two, and wife, Sarah Debbink Langenkamp was tragically killed while biking home from her sons' new elementary school in Bethesda, Maryland. She was traveling in the biker's lane when the driver of a flatbed truck beside her turned right into a parking lot and ran over the 42-year-old, police said. Tragically, Sarah, who had recently been evacuated from Ukraine for her safety, was killed less than a month after she arrived in the Washington area. Sarah left behind her two boys and her husband, Dan.



Since Sarah's tragic preventable crash, Daniel has channeled his grief into advocating for safer roads. After realizing that the tragedy of his wife's death was far more prevalent than we can ever accept as normal, Daniel began a political and personal crusade to ensure other American families don't have to go through the same startling loss as his own family. His anger, Langenkamp said, has been a driving force to push for change in bike safety. Partnering with TSC, Daniel launched the Brakes for Life's Sake Campaign, highlighting the need for Automatic Emergency Brakes (AEB).

AEB is a life-saving technology that has been shown to significantly lower crashes' likelihood and severity in all commercial motor vehicles. According to research by the National Highway Traffic Safety Administration (NHTSA) and the Insurance Institute for Highway Safety (IIHS), this low-cost technology can potentially prevent or lessen front-to-rear collisions in 56% of heavy-duty truck cases. AEB is also well-positioned to significantly influence lowering truck crash fatalities and injuries, because 60% of all heavy truck fatalities occur in collisions where the truck's front end is the initial point of impact.

Daniel urges the public to act and has pledged to match the first \$30K donated to this campaign. Donate securely [online](#) today to honor Sarah's Legacy.

"Together, we will save thousands of lives."

THE TRUCK SAFETY COALITION IS SO GRATEFUL FOR DANIEL'S SUPPORT!!! THANK YOU FOR SUPPORTING OUR MISSION!

Let's Celebrate 🎉 We're Halfway There



**WE ARE 40% AWAY FROM
ACHIEVING OUR GOAL!**

We are excited to announce that we have reached a significant milestone! We are six months into our 2023 annual campaign, and we are past the halfway mark!

Our next goal is to raise \$75,000 between now and September 30th. We need your help to reach that goal. Please consider a donation to help us continue to serve our deserving community. 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 [Survivors, 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 johnetha@trucksafety.org