



Fall 2022 Newsletter

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Dear Friends,

As we updated you in the last newsletter, Road Safe America asked the current Administration to reintroduce an initiative to require our heaviest trucks to use their already built-in speed limiters. We are pleased to report that they listened. The Federal Motor Carrier Safety Administration (FMCSA), the agency with the Department of Transportation that is responsible for overseeing commercial motor vehicle safety, published a Notice of Intent to move forward with this much-needed regulation.

Unlike the previous attempt to make a speed limiter rule, the FMCSA decided to move forward without the National Highway Traffic Safety Administration (NHTSA). Because every truck manufactured over the last two decades in the U.S. has been manufactured with an electronic control unit, which already includes speed limiting technology, the FMCSA determined that NHTSA need not make any changes to the standards pertaining to large trucks. As a result, the potential rule will face fewer hurdles because it will only go through one federal agency, not two.

During the public comment period for the reintroduced speed limiter rule, more than 15,000 people and organizations submitted comments. Road Safe America was joined by major trucking organizations, including the American Trucking Associations, the Truckload Carriers Association, and the Trucking Alliance, in voicing support for this important measure. While the comment period is now closed, we thank all of you who submitted comments in support. The FMCSA will now proceed to the next step of the rulemaking process - publishing the proposed final rule.

We are grateful for your continued commitment to Road Safe America. Your generous donations allow us to continue our mission to make trucking safer for everyone on our highways.

We are grateful,

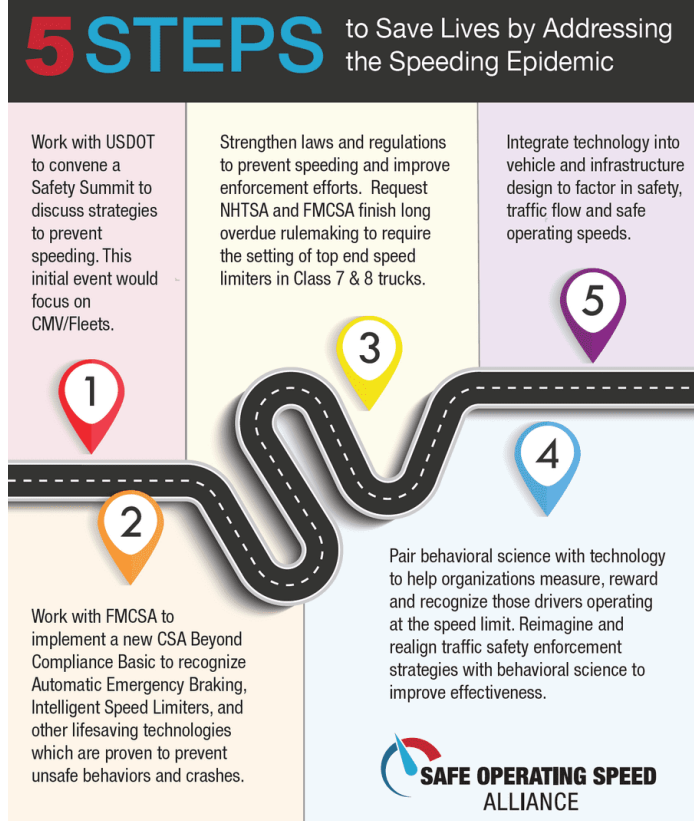
A handwritten signature in black ink, appearing to read "Susan + Steve", written in a cursive style.

Steve and Susan Owings
Co-founders

ADVOCACY UPDATE

Road Safe America is proud to have joined the Safe Operating Speed Alliance – a diverse group of organizations with a shared goal to end the speeding epidemic.

This past June, the Safe Operating Speed Alliance participated in the Institute for Safer Trucking's Roundtables in Washington, D.C. Gary Catapano, co-founder of the Alliance and the Chief Strategy and Safety Officer for MAGTEC Products (a company that manufactures heavy vehicle speed limiters), made an informative presentation on the dangers of speeding. He made a compelling case for speed limiters in meetings with officials from the National Transportation Safety Board, staff members of the Senate Commerce Committee, and the Administrator of the Federal Motor Carrier Safety Administration.



LEGISLATIVE UPDATE

The Cullum Owings Large Truck Safe Operating Speed Act remains active in the Congress and was key in motivating the Biden Administration to act. The introduction of this legislation prompted the Biden Administration to encourage the Federal Motor Carrier Safety Administration to revive its effort to require large trucks to use speed limiting technology.

Road Safe America supports efforts to improve the availability of safe and ample parking areas at rest stops for professional truck drivers. The Truck Parking Safety Improvement Act, which would designate funding for more truck parking, was passed out of the House Transportation and Infrastructure Committee in July. We are hopeful that this legislation will be passed by the House of Representatives and Senate, and then signed into law by the President.

Lastly, RSA supported efforts to improve rear underride guards and to mandate automatic emergency braking. Both initiatives were included in the Infrastructure Investment and Jobs Act.

REGULATORY UPDATE

The Federal Motor Carrier Safety Administration (FMCSA) published a Notice of Intent (NOI) to move forward with a rulemaking to require the use of speed limiters on large trucks. Comments regarding this proposed rule were solicited and more 15,000 comments were submitted. This included comments from several major safety advocacy and trucking organizations voicing their support for this important regulatory action.

The FMCSA is expected to publish a Notice of Proposed Rulemaking which is the next step in the regulatory process in early 2023. Road Safe America hopes that the language used in the Notice of the Proposed Rulemaking closely resembles the specifications in the Cullum Owings Large Truck Safe Operating Speed Act.

The National Highway Traffic Safety Administration has also begun work on both rear underride guard and automatic emergency braking rules, as required in the Infrastructure bill. Road Safe America will closely monitor and engage on both these efforts.



THANK YOU FOR HELPING US PUT SAFETY FIRST

Gifts received between February 1, 2022 and August 31, 2022

Each year we appeal to you, our loyal donors and friends, to make a charitable gift to support our mission. Each year you respond with overwhelming generosity. We are deeply appreciative of your kindness and your confidence in our efforts to make our roads safer for our families and loved ones — Steve and Susan Owings

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*indicates a Road Safe America board member.

If you would like to make a tax-deductible gift, please visit roadsafeamerica.org

If you have any questions or need assistance, please contact Louise Monti at:

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or
770.490.5398

The most recent statistics show that there was a 31% increase in truck crash fatalities in the U.S. from 2011 to 2020. Truck vehicle miles only increased 13% in that same period.

This disproportionate increase is why Road Safe America advocates for improved safety measures regarding operation of heavy trucks and upgrades to safety technologies to prevent crashes. Our advocacy initiatives include requiring speed limiters on large trucks, improving underride protections, and implementing life-saving technologies.

REQUIRE SPEED LIMITERS ON LARGE TRUCKS

Speed limiter technology has been available in all U.S. trucks since the 1990s. All large trucks should have their speed limiters set to no more than 70mph.

IMPROVING UNDERRIDE PROTECTIONS

Stronger rear underride guards can reduce the number of deaths resulting from crashes when the rear of the truck is struck. And similarly, side underride guards are also effective at saving lives.

IMPLEMENTING LIFE-SAVING TECHNOLOGIES

Automatic emergency braking and forward collision warning systems can prevent or mitigate truck crashes. These are especially effective in situations where the initial point of impact is the front of the truck.



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SAFER TRUCKING = SAFER FAMILIES

What is Road Safe America?

Steve and Susan Owings co-founded Road Safe America after their son, Cullum, was tragically killed on the Sunday after Thanksgiving 2002. A tractor-trailer using cruise control that was set significantly above the posted speed limit slammed into the back of his car which was stopped in an interstate traffic jam.

Road Safe America is a nonprofit organization dedicated to reducing the number of injuries and deaths resulting from crashes between tractor-trailers and passenger vehicles by affecting change to improve safety on America's roadways.

To find out more about how you can help Road Safe America advocate for our common-sense, data-driven initiatives to improve truck safety in the United States, please visit our website: www.roadsafeamerica.org.

Contact Us

Want to learn more about Road Safe America's initiatives mentioned in this newsletter?

Want to explore how you can help us make trucking safer?

Reach out today!

Email Louise Monti at louise.monti.rsa@gmail.com or call 770.490.5398