

# Turning Tragedy Into Advocacy

Coming Together On A Mission To Make Our Roads Safer

## Why do we need a National Traffic Safety Ombudsman?

Despite the fact that some have acknowledged the problem as a public health crisis, we have yet to acknowledge it as a united nation. It has not been declared a national issue. And the citizens of our country have not been mobilized to become a part of the solution.

Furthermore, when federal traffic safety regulations are being considered, saved lives are too often weighed and found wanting in comparison to societal economic costs. A prime example is underride rulemaking, in which questionable cost/benefit analysis conclusions have hindered the advancement of proven safety measures (some of which the industry has since found ways to offer at no additional cost).

A Traffic Safety Ombudsman remedies this by establishing an independent advocate who will serve as a vigilant voice for vulnerable victims of vehicle violence and who will mobilize safety professionals, citizens, and crash survivors, in tactical traffic safety projects with nationwide impact.

There are, in fact, numerous organizations established for the purpose of protecting citizens on the roads of our country, including NHTSA; FMCSA; Advocates for Highway & Auto Safety; Center for Auto Safety; Truck Safety Coalition; Vision Zero Network; MADD.

Do we really need another?

There are also numerous issue-related groups which focus on a particular crash cause or traffic safety goal, including Families for Safe Streets, Traffic Safety Coalition, many Vision Zero groups across the country, and countless other concerned groups — not to mention government-based transportation-related organizations. Fortunately, the Road to Zero Coalition recently took on the goal of uniting these groups. Nonetheless, the country's strategy suffers from fragmentation.

Have any of these groups, individually or together, taken on the role of being a voice for the victims – and the victims only? Have they taken a comprehensive look at the causes and solutions for traffic tragedies—not simply as a transportation issue but a public health problem? Have they harnessed the energy of survivors of every kind of traffic safety issue and multiplied their efforts and resources by nationwide networking? Have they brought together the various stakeholders, including ordinary citizens, to talk around the table? Have they made sure that rulemaking is focused on safety above all else and that safety is made a national as well as a community priority? Have they brought about a truly safe road system in our country?

Who is actually acting as a traffic safety ombudsman, an advocate for traffic safety as a cohesive whole? Who has been able to persuade our country's leadership that traffic safety should be addressed as a national priority? And who has been given the role to follow-through and ensure that we will stay on course with that mission?

### ALMFTS Traffic Safety Project Plan 2017 RTZC Proposal

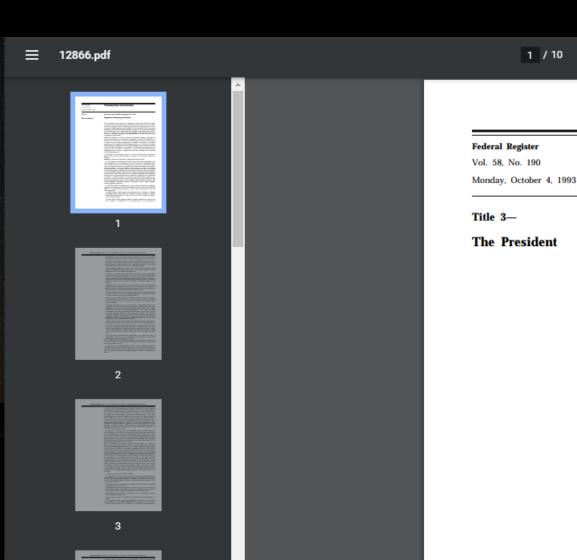












**Presidential Documents** 

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Executive Order 12866 of September 30, 1993

Regulatory Planning and Review

The American people deserve a regulatory system that works for them, not against them: a regulatory system that protects and improves their health, safety, environment, and well-being and improves the performance of the economy without imposing unacceptable or unreasonable costs on society; regulatory policies that recognize that the private sector and private markets are the best engine for economic growth; regulatory approaches that respect the role of State, local, and tribal governments; and regulations that are effective, consistent, sensible, and understandable. We do not have such a regulatory system today.

With this Executive order, the Federal Government begins a program to reform and make more efficient the regulatory process. The objectives of this Executive order are to enhance planning and coordination with respect to both new and existing regulations; to reaffirm the primacy of Federal agencies in the regulatory decision-making process; to restore the integrity and legitimacy of regulatory review and oversight; and to make the process more accessible and open to the public. In pursuing these objectives, the regulatory process shall be conducted so as to meet applicable statutory requirements and with due regard to the discretion that has been entrusted to the Federal agencies.

Accordingly, by the authority vested in me as President by the Constitution and the laws of the United States of America, it is hereby ordered as

Section 1. Statement of Regulatory Philosophy and Principles.

(a) The Regulatory Philosophy. Federal agencies should promulgate only such regulations as are required by law are necessary to interpret the law

- (4) In setting regulatory priorities, each agency shall consider, to the extent reasonable, the degree and nature of the risks posed by various substances or activities within its jurisdiction.
- (5) When an agency determines that a regulation is the best available method of achieving the regulatory objective, it shall design its regulations in the most cost-effective manner to achieve the regulatory objective. In doing so, each agency shall consider incentives for innovation, consistency, predictability, the costs of enforcement and compliance (to the government, regulated entities, and the public), flexibility, distributive impacts, and equity.
- (6) Each agency shall assess both the costs and the benefits of the intended regulation and, recognizing that some costs and benefits are difficult to quantify, propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs.
- (7) Each agency shall base its decisions on the best reasonably obtainable scientific, technical, economic, and other information concerning the need for, and consequences of, the intended regulation.
- (8) Each agency shall identify and assess alternative forms of regulation and shall, to the extent feasible, specify performance objectives, rather than specifying the behavior or manner of compliance that regulated entities must adopt.
- (9) Wherever feasible, agencies shall seek views of appropriate State, local, and tribal officials before imposing regulatory requirements that might significantly or uniquely affect those governmental entities. Each agency shall assess the effects of Federal regulations on State, local, and tribal governments, including specifically the availability of resources to carry out those mandates, and seek to minimize those burdens that uniquely or significantly affect such governmental entities, consistent with achieving

#### SAVE LIVES NOT DOLLARS: URGE DOT TO ADOPT A VISION ZERO POLICY



#### Save Lives Not Dollars: Urge DOT to Adopt a Vision Zero Policy

by: <u>Jerry & Marianne Karth</u>
recipient: Secretary of Transportation Anthony Foxx

20,528 SUPPORTERS

25,000 GOAL

Motor vehicle crashes are a leading cause of death—about 33,000 people die in crashes each year. The Department of Transportation makes highway safety rules based upon how much safety measures will cost. We are hoping to change that and move toward a **Vision Zero** safety strategy model with goals of: Zero Deaths, Zero Serious Injuries, Zero Fear of Traffic.



Zero Serious Injuries, Zero Fear of Traffic.

After losing two daughters in a truck underride crash on May 4, 2013, our family made a positive impact one year later by taking over 11,000 signatures on our **AnnaLeah & Mary Stand Up For Truck Safety** Care2 Petition to DOT in Washington, DC. And we have set up a non-profit to promote highway safety research and federal regulations to protect motorists, pedestrians, & cyclists.

One of the biggest challenges to reducing motor vehicle deaths is the cost/benefit analysis. The problem comes in when human life and health get the short end of the stick. The result is that many safety measures are blocked because they would cost more to implement than the "worth" of the "small" number of human lives which would be saved. That's just not right.

### Sign our new petition to let the OMB & DOT Secretary Foxx know that we want them to:

- Change rulemaking policy to move away from a cost/benefit model and adopt a more humanistic, rational Vision Zero safety strategy model which will impact all DOT safety regulations;
- 2. Apply Vision Zero principles initiating rulemaking to require forward **collision avoidance** and mitigation braking on all new large trucks; and
- 3. Apply Vision Zero principles by requiring crash test-based performance standards for truck side and rear **underride guards**.

1. Change rulemaking policy to move away from a cost/benefit model and adopt a more humanistic, rational Vision Zero safety strategy model which will impact all DOT safety regulations;

Why on earth don't we establish National Traffic Safety Standards & require them to be adopted by States?

⑤ January 29, 2016 AnnaLeah and Mary, Safety Advocacy, Truck Safety FMCSA regulations, highway carnage, highway safety, NHTSA rulemaking, traffic safety, Vision Zero Marianne

Thanks to the wonders of modern technology, I was able to watch a live-stream press conference yesterday from the comfort of my home. As a result, I was enlightened about the STATE OF SAFETY in our country. We are acting like the individually-united states are just that-individual. Acting like they need to have control over decisions about what SAFETY measures should be required in their individual states.

In disregard of the abundantly-available wonders of modern safety technology, what we are really doing is increasing the likelihood that INDIVIDUALS in their states will experience DEATH BY MOTOR VEHICLE!

Advocates for Highway & Auto Safety held a press conference yesterday at which they released their 13th annual Roadmap of State Highway Safety Laws—outlining the 319 proven safety laws which many states have not adopted, including such things as seat belt usage, motorcycle helmet laws, impaired driving, child passenger safety, teen graduated licensing laws, and distracted driving.

I was alerted to the upcoming event by Lou Lombardo of Care for Crash Victims. He sent out this notice:

Report to be released tomorrow from Advocates for Highway and Auto Safety titled "Missing".

Missing refers to State Safety Laws missing in each State.

# Traffic Safety Ombudsman (Advocate); Missing piece of Vision Zero Strategy



#### Traffic Safety Ombudsman (Advocate); Missing piece of Vision Zero Strategy

Marianne

🖰 May 29, 2016 🐞 Safety Advocacy, Truck Safety 🖋 ombudsman, Traffic Safety Ombuds 👗

I can't believe I didn't think of this before!

This morning, as I was waking up, I was thinking about a facebook post which I had read before I went to bed last night. It was a comment by the aunt of a truck crash victim who was thanking the mother of another truck crash victim for her many years of advocating for truck safety.

I was thinking, "There's something wrong with that picture!" I've only been involved for three years in this battle for safer roads and already I am thoroughly aghast at the inhumane way safety issues are at the mercy of a political tug-of-war. Why on earth is it such a struggle to get this country to make saving lives a priority?! Year after year. After year.

The simple, obvious answer, of course, is that the political sway of industry lobby (\$) has power far greater than the voice of those advocating for the victims, or, in this case, advocates trying to prevent people from becoming victims!

Supposedly, Congress did something about that back in 1966 with the National Traffic & Motor Vehicle Safety Act. Out of that has come DOT with its agencies like NHTSA (National Highway Teoffic Safaty Administration) and EMCSA/Fadaral Mater Carrier Safaty Adminis

### Ombudsman or public advocate is

usually appointed by the government or by parliament, but with a significant degree of independence, who is charged with representing the interests of the public by investigating and addressing complaints of maladministration or a violation of rights. <a href="https://en.wikipedia.org/wiki/Ombudsman">https://en.wikipedia.org/wiki/Ombudsman</a>

## Now that I think about it, could this actually probably be a missing piece of the puzzle for making Vision Zero a viable goal?

- 1.The Traffic Safety Ombuds would develop, refine, and monitor the pursuit of a National Vision Zero Goal.
- 2.The Traffic Safety Ombuds would oversee the White House Vision Zero Task Force.
- 3.The Traffic Safety Ombuds would be the watchdog to make sure that the Vision Zero Executive Order and Vision Zero rulemaking were carried out appropriately on behalf of travelers on the road.

### Last night, Pres. Obama referred in the past tense to crash fatalities as a public health problem.

Apparently, President Obama is okay with the current state of traffic fatalities. Anyway it sounds as if he thinks that we have already done all we can to reduce crash deaths.

At least that is what it sounds like to me from last night's PBS News Hour video of President Obama speaking at a Town Hall (June 2, 2016):

"We used to have really bad auto fatality rates. The auto fatality rate has actually dropped precipitously, drastically since I was a kid. Why is that? We decided we had seat belt laws. We decided to have manufacturers put air bags in place. We decided to crack down on drunk driving and texting. We decided to redesign roads so that they were less likely to have a car bank.

"We studied what is causing these fatalities using science and data and evidence. And then we slowly treated it like the public health problem it was. And it got reduced."



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## Have we solved the traffic violence problem?

- If not, are we satisfied with how things are progressing?
- What other alternatives might there be for bringing about change?
- Nationwide network of community traffic safety advocacy groups.

### Dwight Eisenhower: Inspirational Crusader for Traffic Safety; Would that he could speak to us today.

⑤ January 29, 2017 Safety Advocacy Punight Eisenhower, nationwide network of traffic safety community action groups, Vision Zero Marianne

I was suitably impressed as I sat on my Amtrak train en route to Washington, D.C., last week and read the words which President Dwight Eisenhower wrote and spoke about traffic safety:

President Dwight D. Eisenhower and the Federal Role in Highway Safety Chapter 2: A Crusade for Safety

I knew that he was responsible for our improved interstate system, but I did not know that he was such a genuinely enthusiastic crusader for traffic safety. Here are a few excerpts among many:

Although President Eisenhower would not become fully engaged in a highway initiative until the Grand Plan speech in 1954, he acted on highway safety in July 1953 when he met in the Cabinet Room of the White House with 28 business leaders. He told the leaders that his goal was to save 17,000 lives and \$1.25 billion a year by reducing accidents. According to an account in Transport Topics for August 3, 1953:

President Eisenhower told the group...he is tired of having three to four times as many persons killed a year on the highways as were killed in Korea. He said the history of efforts to save lives on the highway shows that when something is done on a coordinated basis the accident trend drops sharply.

"I was struck by a statistic that seemed to me shocking. In the last 50 years, the automobile has killed more people in the United States than we have had fatalities in all our wars: on all the battlefields of all the wars of the United States since its founding 177 years ago

He acknowledged that this was a problem that "by its nature has no easy solution." He did not intend to get into the technicalities of this "many-sided" problem. However, he felt that the key was public opinion. "In a democracy, public opinion is everything." He explained:

If there were community groups established that could command the respect and the support of every single citizen of that city or that community, so that the traffic policeman, so that everyone else that has a responsibility in this regard, will know that public opinion is behind him. Because I have now arrived at the only point that I think it worthwhile to try to express to you, because in all the technicalities of this thing you know much more than I do.

If, he said, "we can mobilize a sufficient public opinion, this problem, like all of those to which free men fall heir can be solved."

Hmmm... sounds sort of like a National Vision Zero Goal and a Nationwide Network of Community Traffic Safety Action Groups...

# What would be different about the National Traffic Safety Ombudsman?

### Pros & cons of this strategy:

• "It's a better use of our time to sway the people that already have power than to create some position that will take years to create and then there is no guarantee who will be hired for that job." (Could we require that it be a victim family member?)

# What do we want the role of National Traffic Safety Ombudsman to look like?

## Where should the NTSO be located/housed?

- Office of the Secretary?
- Outside of DOT?
- White House Vision Zero Task Force
- How do we preserve the independence of this role?

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## What is Needed to Bring About a National Vision Zero Goal?

#### A proposal by Marianne Karth

As we have indicated, our experience with a truck crash and its aftermath has enlightened us as to the state of the nation regarding traffic safety. It is our conviction that in order to bring the senseless and preventable highway carnage to an end in a timely fashion, the following actions are needed:

- 1. Set a National Vision Zero Goal.
- Establish a White House Vision Zero Task Force to Achieve Significant Crash Death Reduction.
- Sign a Vision Zero Executive Order to Authorize Vision Zero Rulemaking Policies.

We have prepared a draft of each of the above in order to clarify what we are petitioning the President/United States to do in this regard.

https://annaleahmary.com/wordpress/wpcontent/uploads/2016/04/Vision-Zero-Petition-Book-3rd-Edition.pdf



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12.2 Action Two: Establish a White House Vision Zero
Task Force To Achieve Significant Crash Death
Reduction

Memorandum for the Heads of Executive Departments and Agencies:

SUBJECT: Establishing a White House Task Force to Achieve the Vision Zero Goal of Crash Death Reduction

On average, 40,000 people die each year in crashes on our roads. According to Advocates for Highway & Auto Safety, 362,532 Americans are "missing" i.e., lost their lives due to vehicle violence over the last 10 years. Using NHTSA figures of estimated injuries, nearly 1.5 million additional people suffered serious injuries during that time. Using DOT values of \$9 million in comprehensive costs per fatality, these losses would be valued by DOT to be about \$3 trillion.

Our families cannot continue to sustain this unacceptably high number of losses and injuries. Therefore, I am directing the Office of the Vice President to lead an inter-agency effort to address traffic safety issues, including coordinating Federal enforcement efforts by executive departments and agencies (agencies) and helping institutions meet their obligations under Federal law. To these ends, it is hereby ordered as follows:

Section 1. Establishment of the White House Task Force to Protect Travelers From Traffic Crashes.

There is established a White House Task Force to Protect Travelers From Traffic Crashes. The Task Force shall be chaired by a designee of the Office of the Vice President.

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Section 1. Establishment of the White House Task Force to Protect Road Users From Traffic Crashes..

There is established a White House Task Force to Protect Road Users From Traffic Crashes. The Task Force shall be chaired by the National Traffic Safety Ombudsman.

INSERT: The Task Force shall be chaired by the National Traffic Safety Ombudsman.

The Chair will also establish an Ad-Hoc Committee to advise this Task Force, and appoint to the Committee at least 12 individuals with expertise in areas related to traffic safety, including—but not limited to—driver training, truck driver training, driver fatigue, traffic safety engineering, state and local traffic law enforcement, crash reconstruction, the automotive industry, the trucking industry, injury prevention, truck drivers, and safety advocacy. At least one member will be someone who has been directly affected by a traffic fatality.

Insert: At least four members will be...

The Task Force shall work with agencies to develop a coordinated Federal response to traffic safety issues. The functions of the Task Force are advisory only and shall include making recommendations to meet the following objectives:

# <u>for a White House</u> Vision Zero Task Force

# JFK: The Passing of the Torch; Spontaneous combustion ignited by a petition signed by UM students

③ October 24, 2015 ► AnnaLeah and Mary, Truck Safety ✔ highway safety, JFK, passing of the torch, Peace Corps, petition, safety advocacy, Vision Zero, Vision Zero Petition ♣ Marianne

This morning, I was reminded of my early beginnings as an advocate for nursing home patients. My first job out of college was as the Chapter Director of a local advocate organization for nursing home patients. The position was as a VISTA Volunteer–a stateside version of the Peace Corps.

I have thought many times how that role prepared me to speak up on behalf of the defenseless-victims who could not speak for themselves. It taught me to be tough and diligent and thorough. It paved the way for me to be an advocate for crash victims.

Then, I read my email and found the latest edition of the University of Michigan digital newsletter, *Michigan Today*, which I receive as an alumni. One particular article caught my attention: the early beginnings of the Peace Corps which took place in October 1960 at the University of Michigan. I read it with great interest.

http://michigantoday.umich.edu/jfk-at-the-union/



https://annaleahmary.com/2015/10/jfk-the-passing-of-the-torch-spontaneous-combustion-ignited-by-a-petition-signed-by-um-students-2/



#### Ideas for Survivor Advocate Networking

#### Problem Solution:

#### I. Nationwide Network of Road to Zero/Vision Zero/Traffic Safety Community Action Groups

A. Description: In order to go beyond the current solutions, the Traffic Safety Ombudsman (TSO) will catalyze the active participation of victim family members and crash survivors – who are often possessed with a tenacity and energy borne from grief and frustration – in meaningful and impactful ways. The TSO will also seek to unify efforts nationwide to be more effective.

To this end, the TSO will organize and facilitate a nationwide network of RTZ/Traffic Safety/Vision Zero community action/advocacy groups through the development of a pilot project for a state-based Road to Zero Coalition which would reproduce its efforts through and support the development of RTZ groups in local communities throughout the state.

The TSO will make important connections with existing traffic safety advocacy groups and harness that energy and knowledge into a more effective, united effort.

Former U.S. President John F. Kennedy launched the <u>Peace Corps</u> as a result of the seed of an idea suggested to University of Michigan students during a campaign stop. Let's follow that example and harness the energy of today's college graduates to mobilize the citizens of this country to be personally involved in this battle against the Goliath who is slaving our loved ones through Death by Motor Vehicle.

https://annaleahmary.com/wordpress/wp-content/uploads/2021/03/Ideas-for-Survivor-Advocate-Networking.pdf

# We've waited 52 years.

"It is anticipated that the proposed Standard will be amended, after technical studies have been completed, to extend the requirement for underride protection to the <u>sides</u> of large vehicles."

Federal Register, Vol. 34, No. 53 — Wednesday, March 19, 1969

Fix the underride problem NOW.

### I've been married 16,071 days.

It's been 18,993 days since DOT said that they were going to add side guards to large vehicles. And they still have not done so!

Haddon called it a "tragic puzzle" that "both the problem of needless passenger compartment penetration in auto-truck rear underride crashes, and the availability of solutions to it, have been known for years both to industry and government – yet, neither has acted to apply the solutions."



"Blood has been shed, heads literally have rolled and countless thousands of Americans been injured because those agencies did not act. Further inaction would be inexcusable," Haddon warned.

Testimony by Dr. William Haddon, M.D., President of the Insurance Institute for Highway Safety, to the Senate Consumer Subcommittee Investigative Hearing on TRUCK UNDERRIDE CRASHES, held on March 16, 1977, from <a href="IIHS Status Report">IIHS Status Report</a>.

3/9/2021





#### CITIZENS FOR BETTER CARE 1425 Bridge St. N.W. Grand Rapids, Michigan 49504 (616) 453-4087

August 23, 1978

I have worked with and under the supervision of Marianne Karth since March of this year. As Chapter Director, Marianne was responsible for overseeing the daily operation and all functions of Citizens for Better Care in Grand Rapids.

Though I did not work with Marianne from the beginning of the establishment of a CBC office in June, 1977, it is very evident that without her commitment, enthusiasm, ability to take leadership, organizational skills, and drive to move on to accomplish the organization's goals, Citizens for Better Care would not have grown past its very initial stages.

Marianne was responsible for functions such as: supervising staff and office volunteer help, maintaining records of all services rendered, bookkeeping and financial reports, making contacts with other agencies in the community, fund raising – including grant writing – worked with a Board of Directors, established several committees to help with various activities, set up an independent office, obtained office equipment, began the patient advocate program in the Grand Rapids community, participated in, trained and supervised volunteers in the publication of A Guide to Nursing Homes in Kent County, made presentations to the community through the media, and many other activities which demanded her immediate attention through the course of operating the Citizens for Better Care office daily.

In all, Marianne seemed to enjoy her work very much. Her willingness to take charge and her dedication were essential, considering the amount of work needed to be completed by a staff of t wo persons. For nine months of Marianne's Directorship she worked alone and was solely responsible for all activities.

Marianne enjoys learning. She enjoys organizing ideas and approaches difficulties with a systematic problem-solving approach. She willingly shares information and enjoys teaching others skills she has benefited from and found useful.

I have learned a great deal from Marianne - the six months that I have worked under her supervision have been positively challenging. She is an accepting, open person, whom I have enjoyed and found fun to work with.

Sincerely,

Zinda / Lhr lostfliet Linda L. Van Portfliet Patient Advocate Director



#### Nursing Homes: Getting Good Care There

- Long Term Care Ombudsman
- written to empower consumers to advocate for good care for their loved ones living in a nursing home
- Long-Term Care Ombudsmen and other advocates are using the book to teach groups of family members of nursing home residents: what to expect, what questions to ask, how to approach staff, and how to be a good advocate for their loved one. The book is also being used in training sessions with guardians of residents, long-term care ombudsmen (LTCO), nursing home staff, board and care home staff, and church groups interested in aging and caregiving.
- Think of this book as a tool for advocacy as well as for education. Let this teaching guide be a springboard for taking the book's message to different audiences.

Former U.S. President John F. Kennedy launched the Peace Corps as a result of the seed of an idea suggested to University of Michigan students during a campaign stop.

Let's follow that example and harness the energy of today's college graduates to mobilize the citizens of this country to be personally involved in this battle against the Goliath who is slaying our loved ones through Death by Motor Vehicle.

# Secretary Pete Buttigieg @SecretaryPete It's rarely mattered more to be willing to bring your talent to public service. I want to see the kinds of people who went to NASA in the 60s and Silicon Valley in the 90s coming into public service now. #SXSW 3:48 PM · Mar 18, 2021·Twitter Web App

#### HOW? Through the AmeriCorps VISTA Volunteer Program

- 441 Congressional District TSO Coordinators @ \$15,000/yr. = \$6,615,000
- 51 State TSO Coordinators @ \$30,000/yr. = \$1,530,000
- 1 National Traffic Safety Coordinator @ \$150,000/yr.
- Subtotal \$8,295,000
- Toss in \$1,705,000 for laptops & costs for annual TSO conference, plus White House Vision Zero Task Force expenses
- TOTAL = \$10,000,000/yr.
- DOT Value of a Statistical Life (2016) = \$9.6 million

# How should we petition for it?

- Letter of request to President Biden for a memorandum?
- Letter to Secretary Buttigieg
- Letter to Congressional leadership (for inclusion in Infrastructure Bill)

What should be included in the petition & should we tie it to a National Traffic Safety Act?

#### We Have Never Before Had a National Traffic Safety Ombudsman

On September 3, 1969, according to the Congressional Record from that day, Congress discussed plans to fund and expand the *National Traffic & Motor Vehicle Safety Act of 1966*. Although we have made progress since that time, still today there are way too many people dying on our roads. We have not made it a national priority to address these deaths and serious injuries.

A National Traffic Safety Act of 2019 would provide a framework for a National Traffic Safety Ombudsman to oversee a Towards Zero Traffic Safety Task Force of diverse stakeholders to collaborate for Safer Vehicles, Safer Trucks, Safer Streets, and Safer Drivers to address the national public health and traffic safety crisis in order to make a significant reduction of the 36,560 annual traffic-related deaths in the United States (2018).

Russell Mokhiber, Corporate Crime Reporter, published an interview on this proposed strategy on October 29: Marianne Karth Calls for Creation of National Traffic Safety

Ombudsman.

Congress, the ball is in your court: Will you act now to end these deaths?



https://annaleahmary.com/2019/10/we-have-never-before-had-a-national-traffic-safety-ombudsman/

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Why a National Traffic Safety Act? How would this relate to the Infrastructure Bill and the Surface Reauthorization legislation?

https://annaleahmary.com/wordpress/wp-content/uploads/2019/10/National-Traffic-Safety-Act-of-2019-Brochure-inc.-LINKS.pdf

# Initial Reactions To This Idea

# Where do we go from here?