

Underride Protections: A Truck Safety Imperative from a Victim's Perspective



ACUP Presentation
Jennifer Tierney
Jane Mathis
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Photo Credit: Indiana State Police

I never asked to become an "advocate." I'm a VICTIM. I reluctantly became an advocate after learning it was no accident that my son was in an underride crash. It was a preventable death caused by indifference.

Family tragedy continues to inspire St. Augustine woman to fight for truck safety

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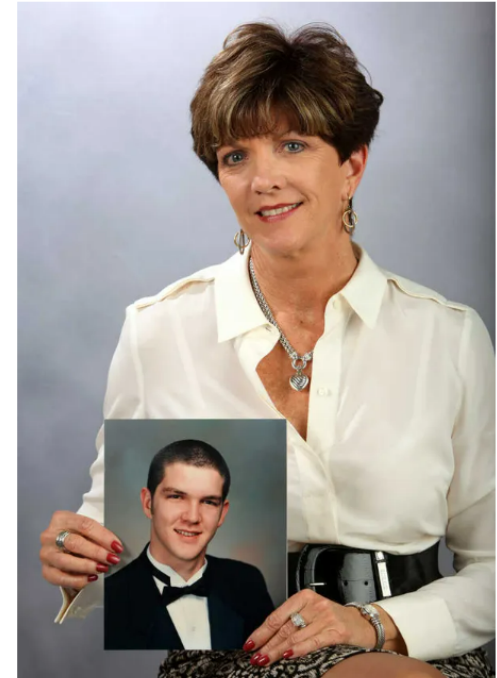


Jane Mathis belongs to the kinds of clubs in which no one seeks membership.

In March 2004, her son and his wife of five days were killed by a Winn-Dixie truck driver who fell asleep and rear-ended their car, which was stopped in traffic on Interstate 95 near Titusville.

David Mathis and Mary Kathryn (Forbes) Mathis were on their way to their new St. Augustine home, fresh from their honeymoon.

Both 23, they had graduated from the University of North Carolina at Chapel Hill and were busy making plans for the future.





I support TSC because my daddy – my hero, my champion, my everything – was killed by a semi-truck.

I lost my dad at age 27. I still miss him. There are no father's days, no birthdays, no holidays...

but there is one thing that I do to honor him: work on this issue and never, ever give up.

– Jennifer Tierney, James' daughter

James Mooney, killed in a truck crash on September 20, 1983

[Read James' Story](#)

OUR REQUESTS

1. Members are provided 30 days notice before anticipated meeting;
2. The DFO and/or NHTSA staff supports reasonable requests to enable Members to do the work requested by Congress (comparable to FMCSA's MCSAC)

(5) SUPPORT.—On request of the Committee, the **Secretary shall provide information, administrative services, and supplies necessary for the Committee** to carry out the duties of the Committee.

this enables producing a report that:

(A) describes the advice and recommendations made to the Secretary; and

(B) includes an assessment of progress made by the Secretary in advancing safety regulations relating to underride crashes.

3. A schedule is created, subject to change, that allows for quarterly meetings, at minimum
4. All Committee Members have an opportunity to inform the agenda before it is created
5. All Committee Members act in good faith to accomplish the mission: **to provide advice and recommendations to the Secretary on safety regulations to reduce underride crashes and fatalities relating to underride crashes**. Notice it does not say, “obstruct/obfuscate methods of reducing underride crashes you/your organization does not like or support”