

**HIGHWAY SAFETY PARTNERS VENTURE
ENGINEERING ~ ENFORCEMENT ~ EDUCATION ~ EMERGENCY SERVICES**

Improving communications between the federal sector, national associations, practitioners, and private sector groups representing the collective interests of national, state, and local stakeholders in the traffic safety arena



February 24, 2011 Highway Safety Partners Meeting Attendees

AAA Foundation
Peter Kissinger

AAA Nat'l Ofc
Unable to attend

AAMVA
Cian Cashin

AASHTO
Kelly Hardy

AHUA
Greg Cohen

APWA
Unable to attend

ARTBA
Unable to attend

ATSSA
Roger Wentz

CVSA
Steve Kepler

FIA
Bella Dinh-Zarr

GHSA
Barbara Harsha

IACF
Unable to attend

IACP
Dick Ashton

ITE
Phil Caruso

ITSA
Unable to attend

NACE
Bonnie West

NLTAPA
Unable to attend

NSA
Unable to attend

RSF
Cathy Gillen

DETA
Unable to attend

TRB
Rick Pain

FHWA
Joe Toole
Mike Griffith
Beth Alicandri
Robert Ritter
Kathy Krause
Keith Williams
Ewa Flom
Karen Timpone

FMCSA
Bill Quade

NHTSA
Tom Louizou
Phil Gulak
Barbara Sauers

NASEMSO
Beth Armstrong

NOYS
Sandy Spavone

HIGHWAY SAFETY PARTNERS' VENTURE (HSPV) MEETING NOTES

Date

February 24, 2011

Location

AASHTO, 444 North Capitol Street NW, Washington, DC 20001

Call to Order & Welcome

Barbara Harsha, Guest Chair and Executive Director of GHSA called the meeting to order and welcomed the members and guests attending. Barbara commented that the three Federal Surface Transportation Safety Agencies – FHWA, NHTSA, and FMCSA - will be presenting the safety portions of the President's FY 2012 Budget.

Roadway Safety Plan and Safety in the FHWA FY 2012 Budget

Joe Toole, FHWA's Associate Administrator for Safety, addressed the Roadway Safety Plan (RSP) and FHWA's safety budget for FY 2012 in the attached presentation. The RSP is the result of a collaborative effort between department leadership, including the Deputy Secretary, the Assistant Secretaries for Budget and Policy, and the Administrators of FHWA, FMCSA, NHTSA, and RITA to develop coordinated plan to reduce injuries and move toward eliminating fatalities on our roadways. RSP goals include integration for safety across modes, processes and performance results, streamlined processes and greater collaboration. The RSP is built around six core principles: 1. Collaboration for Roadway Safety 2. Safer Behaviors 3. Safer Vehicles 4. Safer Roadways 5. Empower Communities and 6. Accountability and Managing for Results. Safety funds are almost doubled in the FY 2012 Budget. The Budget includes increased flexibility for States to address safety broadly and requires updating of Strategic Highway Safety Plans. Funding for rural road safety is increased. The Budget calls for a safety performance framework coordinated with NHTSA and FMCSA. Safety targets are to be developed by States in consultation with the Secretary. A new Highway Safety Data Improvement Program is created to support State collection of roadway inventory data and improve data quality to make better safety investment decisions. A DOT Integrated Roadway Safety Programs provision is included to support the RSP.

An HSPV member asked about the relationship between the RSP and the Deputy Secretary's Safety Council. Joe Toole replied it is a subset of the Council that includes FHWA, NHTSA, FMCSA and RITA. Barbara Harsha asked about the relationship between the Towards Zero Deaths (TZD) Initiative and the RSP. Joe explained that the RSP is a parallel initiative to the TZD within DOT and would also support TZD when it is rolled out. Peter Kissinger of AAFTS asked about the size of the RSP proposal. Joe replied the proposal is 45 pages plus an Appendix that is cross walked to the Budget and reauthorization. Steve Keppler of CVSA asked about the duration of the RSP. Joe indicated it would cover the next reauthorization period and include a 20 year vision. Steve asked how the various safety plans - SHSP, HSDIP, HSP and CVSP – would be coordinated. Joe said one way is to work through Federal and State TRCCs and Human Factors committees to coordinate. Barbara commented that there is a need for linkage between the crash data system and roadway data. She pointed out the MMUCC has

roadway elements in it that need to be populated. FHWA's Mike Griffith commented that the HSDIP calls for linking crash and roadway data to improve safety decision making. He also emphasized the need to coordinate with State TRCCs. ITE's Phil Caruso commented that safety should be included in the Livability Initiative. Greg Cohen of AHUA asked how the current 10% flexibility is working. Is there a request for increased flexibility? Joe replied that a number of States have used it and some have flexed the maximum 10%. Even though all States haven't used the flexibility, it is a valuable tool that more States could use in meeting their safety performance targets.

NHTSA Highway Safety Plan (HSP) and Highway Safety Grant Programs, FY 2012

Tom Louizou, Acting Director for Regional Operations and Program Delivery, gave an overview of NHTSA's \$860M budget proposal. He commented that 40% of NHTSA's grants go to local governments and all grants have performance standards. He was assisted by Phil Gulak who discussed the agency's Section 403 program and HSP highlights. A set-aside program, Traffic Core Competencies and Training, will include a course on managing finances for the sections 154 and 165 programs. The presentation is attached.

AHUA's Greg Cohen asked why highway safety grants are reduced by \$63.5M while research programs are increased. Barbara Harsha commented that the budget reduced state grants by 12.5%. Tom responded that increases in research funds are due to greater emphasis on vehicle safety and are funded by realigning existing funds, not new funds. Peter Kissinger asked whether Cooperative Research and Evaluation projects would be developed in collaboration with CDC and non-profit groups including AAAFTS. Tom indicated they would be. Barbara suggested the program could adopt a process for rating proposals similar to AASHTO's SCOR committee.

Federal Motor Carrier Safety Administration FY 2012 Budget Overview

Bill Quade, Associate Administrator for Enforcement & Program Delivery, described the main features of FMCSA's FY 2012 Budget. The proposal is based on three core safety principles: 1. Raise the bar to enter the commercial motor vehicle industry. 2. Require operators to maintain high standards to remain in the industry. 3. Remove high-risk carriers, vehicles, drivers, and service providers from operating. The FMCSA Budget provides \$276M for operations programs, \$330M for motor carrier safety grants and funding for 107 additional FTEs to implement the Compliance, Safety and Accountability program which includes the Motor Carrier Safety Assistance Program. The presentation is attached.

Legislative Developments

Guest Chair, Barbara Harsha, asked members to describe the results of recent visits to Congress related to enactment of a continuing resolution for the rest of FY 2011 as well as long term reauthorization. Greg Cohen of AHUA described the reactions of Senate Environment and Public Works (SEPW) staff to the President's FY 2012 Budget proposal that contained the outlines of the Administration's reauthorization proposal. SEPW staff liked the Budget proposal's program structure and the flexibility between programs. Barbara, Tony Kane of AASHTO, and CVSA's Dick Henderson visited with the Senate Commerce committee staff. They are waiting for the Administration bill to draft their bill. Barbara described the two week stop gap bill developed by the House to cut \$4 B from the FY 2010 funding levels for transportation programs. The Senate is proposing a 30 day Continuing Resolution at FY 2010 funding levels. These will have to be resolved to avoid a government shutdown on March 4th. Congress will also need to extend Highway Trust Fund spending authority before March 4th to avoid a shutdown of Federal-aid Highway programs including the Highway Safety Improvement Program. The next major budget issue will occur when the Debt Ceiling has to be raised this spring to avoid a government default on debts.

Update on TZD Activities

Barbara reported the goal for publication of the TZD National Strategy for Highway Safety is October 2011. A consultant is being hired to produce a framework for the National Strategy and a communications contract is being developed to hire a consultant to develop a communication plan and TZD marketing (including a website). Another stakeholder meeting will be organized this spring to get additional feedback.

Members' Roundtable

RSF's Cathy Gillen announced that RSF and FHWA are now accepting applications for this year's National Roadway Safety Awards. This biennial competition recognizes roadway safety achievements that move the United States "toward zero deaths" on our highways. Applicants are encouraged to nominate projects or programs that exemplify innovative and effective safety activities and cost-effective use of Federal, State, local and/or private sector funds. Application forms are available through www.roadwaysafety.org. The deadline for submitting applications is **May 1, 2011**.

Bella Dinh-Zarr of the FIA Foundation reminded HSPV members of the May 11th national roll out of the Global Decade of Action for Road Safety 2011- 2020. Roll out activities will include a press event, safety expo, Congressional visits and public service announcements. Bella asked HSPV members to participate and spread the word throughout the safety community about the event.

Barbara announced a March 4th deadline for submitting comments on updates for MMUCC. Topics could include speed, serious injuries, incidents, distracted driving and unconventional vehicles.

Steve Keppler announced that CVSA is developing training under an FMCSA grant for truck and bus drivers. CVSA is also included in NHTSA's Distracted Driving efforts related to enforcement of texting and cell phone bans among commercial vehicle drivers.

Wrap up and adjournment

Guest Chair Barbara Harsha announced the next HSPV meeting would be held on April 21st at TRB. Barbara adjourned the meeting at Noon.