

**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



September 15, 2011 Highway Safety Partners' Meeting Attendees

AAA Foundation
Carol Ronis

AAA Nat'l Office
Unable to attend

AAMVA
Ian Grossman
Cian Cashin

AASHTO
Kelly Hardy

AHUA
Greg Cohen

APWA
Unable to attend

ARTBA
Brad Sant

ATSSA
Roger Wentz

CVSA
Steve Keppler
Adrienne Gildea

DETA
Unable to attend

FIA
Bella Dinh-Zarr

GHSA
Unable to attend

IACP
Dick Ashton

ITE
Phil Caruso
Ed Stolof

MADD
Unable to attend

NACE
Brian Roberts

NADO
Carrie Kissel

NASEMSO
Unable to attend

NLTAPA
Bruce Drewes

NOYS
Nicole Graziosi

NSA
Ed Hutchison

RSF
Greg Cohen

TRB
Unable to attend

FHWA
Beth Alicandri
Bob Pollack
Kathy Krause
Keith Williams
Rob Ritter

NHTSA
Unable to attend

FMCSA
Brandon Poarch

HIGHWAY SAFETY PARTNERS' VENTURE (HSPV) MEETING NOTES

Date

September 15, 2011

Location

AAMVA, 4301 Wilson Blvd., Arlington, VA 22203

Call to Order & Welcome

Ian Grossman, Guest Chair and AAMVA Senior Vice President, Member Services & Public Affairs, called the meeting to order and welcomed the members and guests attending in person and on the phone.

Update on the Decade of Action for Road Safety

Bella Dinh-Zarr of the FIA Foundation described upcoming Decade of Action for Road Safety activities. She announced that TRB will sponsor a workshop on the Decade of Action on the Sunday before the annual TRB meeting. The workshop will focus on speed management, motorcycle safety and the 5 Pillars of Injury Prevention – building capacity and developing skills, targeting high risk roads, promoting safer vehicles, prioritizing behavioral risk factors, and post-crash care. Bella invited HSPV members to join a new TRB subcommittee on Global Road Safety. A Global Road Safety Fund has also been created to raise funds for Decade of Action activities from governments, corporations and philanthropies. Contributors gain increased visibility through the use of a UN Decade of Action Affiliation logo. They include Bosch, Michelin, and Fed Ex. A complete list is included in the Decade of Action website, www.decadeofaction.org. An HSPV member asked if the campaign's main priority was increasing road safety in developing countries. Bella indicated this was a priority but there is flexibility to focus on other safety issues based on donors' priorities. Roger Wentz of ATSSA asked if information was available on International Scans including one on Motorcycle Safety. FHWA's Beth Alicandri said that a report would be posted on the FHWA safety website, <http://safety.fhwa.dot.gov> soon.

What's New in Safety? - Guidance on Fundamental Roadway and Traffic Data Elements to Improve the Highway Safety Improvement Program (HSIP)

Bob Pollack of FHWA's Office of Safety described the Data Elements guidance issued on August 1st and its importance to safety. The Guidance was developed for State and local governments and agencies participating in the HSIP. The Guidance is also designed in response to a GAO report that examined the data needed to support a truly data-driven HSIP and improve project selection, decision making and evaluation. The Guidance addresses data collection, quality, and integration with other data and focuses on the need for better roadway data. The guidance development process included extensive consultation with practitioners and stakeholders through webinars, peer to peer exchanges, and feedback captured by the website.

Thirty-eight fundamental data elements (FDEs) are identified related to roadway segments, intersections and ramps/interchanges. Sixteen of these elements are already collected by States for the Highway Performance Monitoring System. This leaves 22 data elements to be collected. Market analysis of the costs of collecting the FDEs was conducted through a survey of states. FHWA surveyed previous state data collection projects to develop an estimated average cost to collect the data – based on roadway segments. On average, they estimate that it would cost a state about \$40 per mile to collect the information necessary for a location referencing system. To collect the 22 FDE and traffic data they estimated that it would cost about \$60 per mile of road segment, \$720 per intersection and

\$500 per ramp. States can choose which FDEs to collect and could opt to start with Federal-aid highways and phase in collecting for all public roads. States are encouraged to develop basemaps of their highways using linear referencing or GPS. FHWA also identified funding sources including each State's Traffic Records Coordinating Committee, State Planning and Research, and the HSIP. A Roadway Safety Data Capability Assessment on State roadway data collection, maintenance and integration capabilities has been initiated. Outreach activities led by the Office of Safety's Mshadoni Smith will include webinars, technical journal articles, exhibits, fact sheets, templates for presentations, and community of practice information. Bob was asked how the FDEs were chosen. He indicated the choice of FDEs was guided by the Highway Safety Manual but also recognizing that the collection of the FDEs would help support states' own analytic methods. Greg Cohen asked that Bob's presentation be emailed to HSPV members. Bob's presentation is attached. The FHWA guidance memorandum, background report and market analysis report can all be found online at http://safety.fhwa.dot.gov/tools/data_tools/dcag.cfm.

Update on Towards Zero Deaths

AASHTO's Kelly Hardy described two NCHRP projects related to TZD - the Framework for a National Strategy for Highway Safety and a Marketing/Communications Plan for the National Strategy. An outline for the Framework will be out in the next few weeks. It will be released at the upcoming AASHTO Safety Management Committee and GHSA's Annual Meeting and presented to the AASHTO Board of Directors for their approval. The Marketing Plan is based on a survey of highway safety stakeholders. HSPV members volunteered that several safety organizations are including session on TZD at their conferences. GHSA will address the TZD at its closing session. APWA and NASEMSO and CVSA are planning sessions at their conferences. AAMVA devoted a large plenary session to TZD which was very well received and also included an update of the Decade of Action.

Guest Chair Ian Grossman commented that the Canadians are developing a Canadian Roadway Safety Plan for 2015 which is similar to TZD and suggested that TZD leaders contact Canada and other nations about TZD-like efforts. Kelly was asked if AASHTO would be an advocate for the TZD within the states. Kelly replied that the AASHTO Board of Directors will pass a resolution of support for the TZD. Twenty states currently have included the TZD in their visions and goals. Roger Wentz of ATSSA commented that a majority of states still haven't included TZD in their Strategic Highway Safety Plans (SHSPs) which is the logical source for it. TZD should be included in all states' SHSP updates.

Phil Caruso of ITE asked if there will be an evaluation and methods of tracking milestones of progress towards TZD including reductions in fatalities and injuries. Ian responded that evaluation and methods of tracking milestones will be incorporated. Milestones could include if TZD is added to states' updated SHSPs, what pieces of the National Strategy are included SHSPs. State initiatives or outcomes will be noted but no national effort to track progress. Phil Caruso commented that the HSPV could play a role by providing information on the products, deliverables and outcomes of the National Strategy. The Marketing Plan should develop strategies for unifying the TZD effort. Roger suggested that TZD provide a role for local and the private sector in reducing fatalities. ATSSA has asked its members to take a pledge to support the TZD. Other organizations suggested to be contacted include Network of Employers for Traffic Safety, FedEx, and UPS. Bella also indicated that the Global Safety Fund is interested in advancing the TZD. Ian asked if there will be another stakeholder workshop. Kelly answered there will be a stakeholder meeting but a date hasn't been set. Ed Stollof of ITE asked about the TZD deliverables. Kelly replied the current deliverable is the Framework Outline to be ready in the next month. Steve Keppler of CVSA added that his organization was holding a national meeting from 9/26-29 and would include a session on TZD.

Legislative Developments

Greg Cohen of AHUA described the major provisions of the “Clean Extension of Contract Authority from SAFETEA-LU - \$39 billion for Highways, \$650 million for NHTSA, \$9.1 billion for transit. The extension includes Highway Trust Fund taxes and lasts until March 31, 2012. Sen. Coburn of Okla. had blocked Senate passage of the extension to eliminate the Transportation Enhancements program. Sen. Reid subsequently promised that the issue would be dealt with in the reauthorization bill. The extension was signed by the President on September 16.

Greg explained that spending for surface transportation programs is no longer protected by the “Firewall” which required the Appropriations Committees to fund highways at authorized levels. This means the Appropriations Committees can appropriate below authorized levels. The House Appropriations Committee has reduced highway spending by more than 1/3 to \$27 billion for FY 2012 – this is the amount of actual trust fund receipts for the year. The Debt Ceiling agreement also reduces highway spending below authorized levels. The Senate appropriations bill includes the current spending level of more than \$41 billion for FY’12.

The Continuing Resolution includes spending levels for surface transportation programs and other federal programs because final passage of the FY 2012 THUD appropriations bill and most of the other appropriations bills will not be completed by 9/30 when the 2011 fiscal year ends. The extension is expected to last until November 18 to give the “Super” Deficit Reduction Committee time to make its recommendations. States can continue to spend at the authorized levels until a final agreement on the budget is reached. Greg described a “rumor” that Republicans are considering spending options other than raising the gas tax to raise authorization levels in their reauthorization bill. These options could include using oil concession fees to fund infrastructure in exchange for additional oil drilling throughout the country. Reauthorization is likely to be delayed until after the 2012 elections. Sen. Boxer, Chairman of SEPW may accept including current spending levels in the CR rather her 2-year reauthorization bill. HSPV members asked what they could do to support current spending levels. Greg suggested they ask their members to contact the 12 key members of the Super Committee. Greg also added that more safety projects may be done by states under current fiscal constraints because they are not as expensive and can be completed quickly.

Briefing on Motor Coach Safety Summit

Brandon Poarch of the Federal Motor Carrier Safety Administration described the agenda and major activities related to the upcoming summit. Four roundtables were held around the country. Their reports are accessible on the FMCSA website, www.fmcsa.dot.gov/. Key issues remain hours of service for motor carrier drivers, fatigue, driver training, additional requirements for new motor carrier entrants, en-route inspections and bus standards including more frequent inspections and use of seat belts. The FMCSA website has more information for consumers on safety ratings for motor coaches. Outreach tools include the webcast of the Summit, a virtual roundtable, the “Idea Scale”, a DOT-focused website with message boards and links to social media resources related to motor coaches. Goals of the Summit include updates on the motor coach safety plan, data collection, feedback and brainstorming.

CVSA’s Steve Keppler raised the issue of en-route inspections. SAFETEA-LU prohibits en-route inspections. Steve said CVSA recommends eliminating the prohibition. He explained it’s hard to locate motor coach companies for inspections because they have no terminals. He asked other HSPV members to support CVSA’s efforts on this issue.

Members Roundtable

HSPV members were asked for suggestions for future meeting topics. Greg Cohen suggested an update on the retroreflectivity requirements – which requirements are continued, which have been dropped, what are the safety implications? FHWA’s Beth Alicandri commented that the public comment period that was opened to truly make a difference on this issue was closed last Friday. She also announced that the Office of Safety will have a new AA by the end of the calendar year and she added that three new HSA staff had been hired.

Dick Ashton of IACP announced that a video is now available on clearing roadways after crashes. The IACP meeting at the end of November will focus on reducing crashes. ITE’s Phil Caruso commented that ITE will adopt a resolution on intersections at its Board meeting in October supporting the use of roundabouts. Ed Stolof of ITE announced that 25 webinars will be archived and accessible.

Carrie Kissel of NADO announced that 150 people attended the National Rural Safety Conference this summer. Topics included safety tools including USRAP and other safety issues. The next NADO rural transportation safety meeting will be held April 25 – 27 in Burlington, VT. Carol Ronis, Senior Manager for Communications of AAAFTS, representing Peter Kissinger, introduced herself to the HSPV. Nicole Graziosi of NOYS commented that a panel including 3 NOYS members was very well received at the AAMVA conference. State GHSA members funded NOYS members’ travel to the conference.

Kelly Hardy reminded members that they can expect more technical developments and partnership activities in support of the National Strategy for Highway Safety. Brad Sant of ARTBA mentioned that the Work Zone Clearinghouse would be publishing International Best Practices for Work Zone Safety. He solicited presentations for ARTBA’s conference April 24 – 26. Brad asked that we provide the HSPV distribution list to publicize the meeting.

Brian Roberts of NACE announced that this year’s conference is scheduled for April 4 – 5. He solicited presentations and exhibits for the meeting. He also mentioned that APWA will be starting a new subcommittee on safety. He also solicited topics for the subcommittee’s upcoming meeting.

Steve Keppler announced that CVSA’s annual conference will be held September 26-29. The annual mobilization for Operation Safe Driver is scheduled for October 16 – 22. A joint kickoff with NOYS will occur on October 14th. He called the HSPV’s attention to two pending regulations on Hours of Service and On Board Recording Devices. He also introduced Adrienne Gildea, CVSA’s new Director of Policy & Government Affairs.

Ian Grossman announced that a new training video – “18 Wheels and Busted” was available from AAMVA. A two page flyer on how to handle foreign drivers’ licenses is also available. Bruce Drewes of NLTAPA commented that the organization’s annual conference supported the TZD and safety as priorities. He is a member of the LTAP Safety Working Group which includes FHWA, APWA, and AASHTO. He said LTAP is looking forward to the “Highway Safety Manual Lite” course. Ed Hutchinson of the National Sheriff’s Association asked for information on the over representation of rural areas in crashes. He is also recruiting members for a safety committee for NSA’s January meeting. His web address is ehutchinson@sheriff.org. FHWA’s Ewa Flom told HSPV members that she is on detail at the DC Division but will remain active in the HSPV.

Phil Caruso suggested developing a matrix to be used as a tool for measuring related successes in achieving the goals for the Decade of Action and the TZD National Framework for Highway Safety. Such a matrix could at a minimum identify related actions/initiatives that each state has taken since the start of the Decade of Action and the completion of a National Framework for Highway Safety. These

actions/initiatives could then be compared to resulting safety/ highway fatalities statistics on an annual basis for the next decade. The HSPV could be the logical group to lead such an initiative.

Wrap up and Adjournment

Guest Chair, Ian Grossman, announced the next HSPV meeting will be held at ITE headquarters on November 10th. He adjourned the meeting at 11:45.

Action Items:

- Notify HSPV when international scan report on motorcycle safety is posted on FHWA website
- E-mail Bob's presentation to HSPV
- Add to November HSPV agenda Status of Retroreflectivity regulations –what requirements have continued? What have been dropped? Safety implications?