American Traffic Safety Services Association

Toward Zero Deaths and the Transportation Authorization: A National Perspective

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About ATSSA

• Founded 1969

• Core Purpose: To Advance Roadway Safety

• Members
  - Temporary Traffic Control
  - Signs
  - Markings
  - Guardrail
  - Public Officials
Today’s Topics

• Transportation Authorization Update

• Overview of ATSSA’s Toward Zero Deaths Policy
The House Actions

• June 2009 – House releases draft bill

• Markup held in Subcommittee on Highways and Transit

• No dollar figures included

• Hearing Ways and Means
Senate and Administration

• No Draft in Senate
• Administration Livability
• 18 Month Extension
Oberstar Moves to Massive Consolidation

- 108 programs to 4 core programs
- HSIP one of 4
- Other Program “Survivors”
  - Critical Asset Investment
  - Surface Transportation
  - CMAQ
  - 75 programs consolidated or terminated
Highway Safety Improvement Program

- **Strategic Highway Safety Plan** – Very close to existing law with a few edits

- **HSIP Investment Plan** – Overarching plan that is focused on infrastructure

- **HSIP Investment Strategy** - the State’s strategy for using HSIP funds apportioned to the State to meet the State’s HSIP performance targets.
Highway Safety Improvement Program

- **HSIP Investment Plan Approval** - Not later than 2 months after the date of receipt of a State’s HSIP investment plan or an update of the plan under this subsection, the Secretary shall review and approve or disapprove the plan or update.
Highway Safety Improvement Program

- **State Annual Performance Targets**
  Not later than July 31, 2011, and annually thereafter, a State apportioned HSIP funds shall submit to the Secretary a report that documents the State’s progress in meeting the State’s HSIP performance targets through the State’s implementation of its HSIP investment strategy.
HSIP Performance Targets

• Secretary, in coordination with each State, establishes quantifiable performance targets
• Targets are established 6 months after enactment and updated every 6 years thereafter
• Emphasis Areas: fatalities, serious injuries
Immediate and Critical Issues

- How many extensions and length?
- Impact of 9/30 rescission of contract authority
- Reduced funding under current continuing resolution
- Highway Trust Fund Insolvency
- How to pay for multi-year bill
- Impact of consolidation of programs
Challenges to Action

• Identifying new revenue sources

• Developing consensus on funding options and policy reforms

• Health care and climate change debate
ATSSA’s Vision...
Top Priorities

• Safety Funding Recommendations
  – Target 10% of Highway Funds to HSIP
  – Reserve these only for Safety
  – Create a separate obligation limit for the Highway Safety Improvement Program
Top Priorities continued…

- Increase funding for High Risk Rural Roads (HRRR) to $1 billion as part of Highway Safety Improvement Program

- Authorize $500 million annually for Older Drivers (Section 1405)

- Establish funding process to assist states and locals to meet minimum levels of retroreflectivity for signage and pavement markings
Grant Concepts

• Work Zone Safety Grant
  - Continue and expand training
  - ATSSA has trained over 15,000 people to date
  - $36 million Total

• Roadway Safety Training Institute
  - Develop and deliver comprehensive uniform roadway safety training to incident responders
  - Guardrail safety training
  - Include ADA compliant product demonstrations
  - $16,480,000 Total

• Target Zero Roundtable
  - Likely Higher Accountability
  - Develop Transferable Processes & Programs
  - ID, IL, MI, OR, UT, WA, WV, WI
Stand Alone Bill

Older Drivers Bill – H.R. 3355

- Representative Altmire (D-PA)
- Finalizing Senate lead
- Coalition to support efforts: CORUS
SENATE PASSES 2010 DEFENSE SPENDING BILL, 93-7
HOUSE-Senate conference is next for the bill
Stand Alone Bill

High Risk Rural Roads

- Representative Arcuri (D-NY)
  - Submitted letter to T&I Leadership
- Senate
- Coalition to support efforts: RISC
Questions?
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Thank you for your time!