

Congress of the United States
Washington, DC 20515

March 28, 2014

Dear Colleague:

On September 30, 2014, the current surface transportation authorization, the Moving Ahead for Progress in the 21st Century Act (MAP-21), will expire and need to be reauthorized. The House Transportation and Infrastructure Committee has begun discussions and drafting that legislation.

As members of this Committee, we believe that roadway safety infrastructure must play a prominent role in any new surface transportation reauthorization. To that end, we are sending the attached letter to Chairman Shuster and Ranking Member Rahall outlining several proposals that will continue to reduce roadway fatalities and serious injuries as well as create thousands of jobs nationwide.

The main points of the letter are outlined below:

- The new authorization should not only retain the Highway Safety Improvement Program (HSIP), but grow this successful program in order to aggressively combat the 34,000 roadway fatalities that occur each year in the United States. Roadway safety infrastructure projects, such as installing guardrails or rumble strips, are funded through the HSIP. They offer a tremendous return on investment with one Science Applications International Corporation (SAIC) study indicating that with every \$1 million increase in safety obligations, seven roadway fatalities were prevented. For comparison, the National Highway Traffic Safety Administration (NHTSA) has noted that the value of a statistical life is \$9.1 million.
- The reauthorization bill should include language to ensure that the list of eligible activities within the HSIP is limited to roadway safety infrastructure projects and not be expanded to include a broad interpretation of projects.
- The ability to transfer funds out of the HSIP should be curtailed, especially while the number of roadway fatalities and serious injuries continues to be unacceptably high.
- Finally, the roadway safety infrastructure private sector industry should be included in the list of participants within the state strategic highway safety planning process. Bringing private sector expertise to the table will help make a state's plan as comprehensive as possible.

Roadway safety is an issue on which we should all be able to come together to save American lives, reduce serious injuries and create jobs all at the same time. The initiatives we propose do just that. Please consider joining us in this endeavor as we work to make our roads as safe as possible and allow all of our loved ones to arrive home safely each day. To join us in sending this letter, please contact Catie Kawchak, with Rep. Barletta, at 5-6511 or at catie.kawchak@mail.house.gov or Frank Pigulski with Rep. Daniel Lipinski, at 5-5701 or at frank.pigulski@mail.house.gov.

Sincerely,



Lou Barletta



Daniel Lipinski