

**Congress of the United States**  
**Washington, DC 20515**

October 6, 2014

The Honorable Bill Shuster  
Chairman  
Committee on Transportation and Infrastructure  
2165 Rayburn House Office Building  
Washington, D.C. 20515

The Honorable Nick Rahall  
Ranking Member  
Committee on Transportation and Infrastructure  
2163 Rayburn House Office Building  
Washington, D.C. 20515

Dear Chairman Shuster and Ranking Member Rahall:

We, the undersigned members of Congress, write to thank you for your bipartisan leadership on transportation issues throughout the 113th Congress. Your openness and willingness to hear input from both sides of the aisle will greatly enhance Congress's ability to craft and pass a long-term, robustly funded surface transportation bill. As you begin discussions about the new authorization, below are four roadway safety infrastructure recommendations that we believe merit consideration.

As you know, the Highway Safety Improvement Program (HSIP) is a dedicated source of funding for states to address roadway safety infrastructure challenges. Eligible activities include rumble strips, guardrails, signs, pavement markings, high friction surfacing applications, among many other devices and infrastructure safety projects. MAP-21 greatly enhanced our nation's ability to make our roads as safe as possible and consequently reduce fatalities and serious injuries on our entire roadway network. One way MAP-21 accomplished this goal was by expanding eligible activities for HSIP funding.

- While MAP-21 consolidated many programs to help streamline the entire federal-aid highway system, Congress recognized the critical need to invest in roadway safety infrastructure. The HSIP was not only maintained but Congress increased funding for the program to approximately \$2.4 billion annually. We recommend that the next surface transportation reauthorization adequately fund HSIP. The MAP-21 increase was a much needed investment in roadway safety infrastructure. Unfortunately, recent fatality statistics have noted a slight increase in fatalities nationwide. Now is not the time to rest easy as more than 34,000 people die and thousands more are seriously injured annually on our nation's roadways. When a guardrail or a visible sign saves a life, you don't read about it in the newspaper. We must continue to invest in lifesaving roadway safety infrastructure.

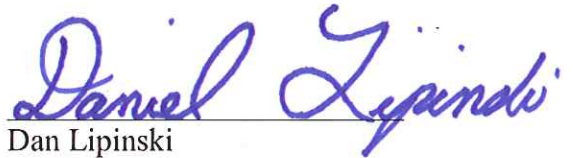
- Before MAP-21, several states were flexing significant amounts of their HSIP funds to other non-infrastructure safety programs – these non-infrastructure safety programs have a separate source of federal funding. MAP-21 eliminated the 10 percent flexing authority so that the HSIP would return to being the prime source of roadway safety infrastructure funding. In addition, Congress made the list of eligible activities under this program open to other, non-listed safety infrastructure improvements. Regrettably, the interpretation of this statutory language has opened the program up to any safety use that the state sees fit instead of the core mission of the program which is for roadway safety infrastructure. We recommend the Committee correct this misinterpretation, and make it clear that the HSIP may only be used for roadway safety infrastructure projects.
- In this same vein, under current law, states can choose to transfer HSIP funds to other core programs. Although we greatly appreciate a state's need to efficiently utilize funds in the best way for that state, when it comes to safety, we have a national priority to ensure that our roads are as safe as possible for the motoring public. To that end, we recommend that the Committee halt the transferability of funds out of the HSIP.
- Finally, MAP-21's focus on performance measures, metrics, and targets is a significant step in the right direction, especially with regard to safety. The Strategic Highway Safety Planning (SHSP) process, which brings together state, county, and local governments; enforcement officials; and motor vehicle officials, among others, is a tremendous opportunity to directly and effectively combat roadway fatalities and serious injuries throughout that state. However, the roadway safety infrastructure industry is not listed as a partner in the SHSP planning process. Many states take the initiative to involve the roadway safety infrastructure industry; however, other states only marginally involve industry or flat out refuse to allow them to participate in the process. We recommend that the expertise of the roadway safety infrastructure industry be part of the SHSP planning process and ask that industry be listed as a required partner for a state's Strategic Highway Safety Plan under the new authorization.

Thank you for your attention to these recommendations. We look forward to working with you and the Committee in the coming months as we craft a surface transportation bill that will continue our nation's vision for safer roads and reduced fatalities. Please let us know if you have any additional questions.

Sincerely,



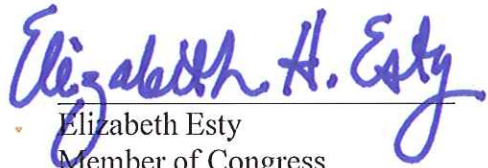
Lou Barletta  
Member of Congress



Dan Lipinski  
Member of Congress



Robert J. Wittman  
Member of Congress



Elizabeth Esty  
Member of Congress



Bradley Byrne  
Member of Congress



Keith Ellison  
Member of Congress



Mark R. Meadows  
Member of Congress



Mike Quigley  
Member of Congress



Richard Hanna  
Member of Congress



Mark Pocan  
Member of Congress



Howard Coble  
Member of Congress



Tim Ryan  
Member of Congress



David P. Joyce  
Member of Congress



Grace F. Napolitano  
Member of Congress



Tom Rice  
Member of Congress



Cheri Bustos  
Member of Congress



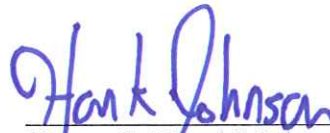
Bob Gibbs  
Member of Congress



Ann McLane Kuster  
Member of Congress



Blake Farenthold  
Member of Congress

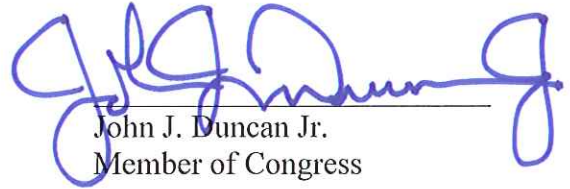
---

Henry C. "Hank" Johnson Jr.  
Member of Congress

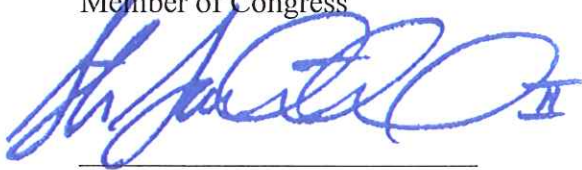
---

Bradley Schneider  
Member of Congress

---

John J. Duncan Jr.  
Member of Congress

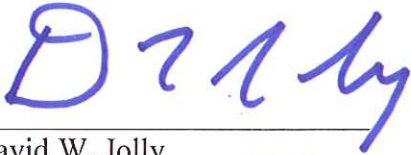
---

Steve Southerland, II  
Member of Congress

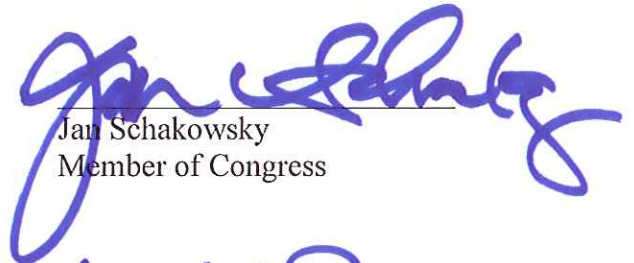
---

Earl Blumenauer  
Member of Congress

---

David W. Jolly  
Member of Congress

---

Jan Schakowsky  
Member of Congress

---

Tom Reed  
Member of Congress

---

Collin Peterson  
Member of Congress