



Surface Transportation Reauthorization Priorities for the **119th CONGRESS**

ATSSA
Safer Roads Save Lives





Overview

The American Traffic Safety Services Association (ATSSA) believes that the best way to increase roadway safety for all users is by investing in roadway safety infrastructure programs. Federal-aid highway programs such as the Highway Safety Improvement Program (HSIP) provide funding for the installation and maintenance of proven lifesaving countermeasures on our roadways. These safety products and devices protect the lives of motorists, roadway workers, bicyclists and pedestrians in both the most densely populated urban settings and the most rural communities in our country.

ATSSA supports a continuation and increase of the baseline investments made in safety programs. At a time in which we lose over 40,000 people on our roads each year, now is not the time to reverse course and either lessen the investment made in safety or increase the flexibility and transferability of funds designated for roadway safety programs to other uses. ATSSA also supports efforts to protect roadway workers in roadside work zones. Ensuring the safety of the men and women who work on these safety projects needs to be a top priority.

About ATSSA

Incorporated in 1970, ATSSA is an international trade association focused on advancing roadway safety. Comprised of 1,500 member companies, ATSSA members manufacture, distribute, and install roadway safety infrastructure devices such as guardrail and cable barrier, traffic signs and signals, pavement markings, high friction surface treatments, and work zone safety devices, among other roadway safety features. ATSSA members also include public agency officials from both state and local government. ATSSA was the first U.S. non-governmental organization to adopt a Towards Zero Deaths vision in 2009 and ATSSA members remain committed to making Toward Zero Deaths a reality.

Policy Priorities

Highway Safety Improvement Program

ATSSA supports the continuation of the Highway Safety Improvement Program (HSIP), while increasing the investment made in HSIP from the levels set in the Infrastructure Investment & Jobs Act (IIJA). Projects funded through HSIP save lives on our roadways, delivering safety funds to each state department of transportation to use in areas identified in the Strategic Highway Safety Plan (SHSP) as needing critical roadway safety improvements. Funding for HSIP should be reserved exclusively for infrastructure safety projects and should not be transferred to other programs. ATSSA supports the reinstatement of language from the Fixing America's Surface Transportation (FAST) Act, which ensured that HSIP funds can only be used for HSIP eligible activities. Currently, states can use up to 10% of their HSIP funds on safety projects that are not an eligible project through HSIP.



Work Zone Safety

- ▲ ATSSA supports the establishment of a federal work zone safety standard for both worker safety and the enforcement of traffic violations in work zones.
- ▲ ATSSA supports the creation of a federally supported Roadway Worker Protection Working Group.
- ▲ ATSSA supports the continuation of federal safety contingency funding as an innovative highway project delivery method, which was established under the IIJA.
- ▲ ATSSA encourages the expedited acceptance of innovative technologies related to work zone safety.
- ▲ ATSSA also supports the inclusion of work zone awareness training in drivers' education courses for new drivers.
- ▲ ATSSA supports continuing the Work Zone Safety Grant and ensuring that it is sufficiently funded.
- ▲ ATSSA supports maintaining the list of eligible activities for the Work Zone Safety Grant to include guardrail installation and maintenance training for guardrail installers, inspectors and designers.

Highway Trust Fund

- ATSSA supports efforts to increase funding for and secure the long-term future of the Highway Trust Fund (HTF).
- ATSSA supports a user fee-based system to generate revenue for the HTF and is supportive of both traditional and alternative options to ensure solvency of the HTF.
- ATSSA supports policies that ensure every vehicle that uses the roadway pays an appropriate share into the HTF.



Rural Road Safety

ATSSA supports the continuing progress made in IIJA of providing dedicated funding for rural road safety.

ATSSA supports increasing the safety set-aside to address roadway departures included in the Rural Surface Transportation Program, with the set-aside to be used for projects eligible under HSIP or High-Risk Rural Roads.



Tribal Road Safety

ATSSA supports tribal road safety through increased funding for the Tribal Transportation Program (TTP) and an increased percentage of the safety set-aside within the TTP.



Vulnerable Road User Safety

ATSSA supports the inclusion of programmatic funding to address vulnerable road user safety, similar to eligible activities included under the Safe Streets and Roads for All grant program.

Build America, Buy America Implementation

ATSSA supports measures that will lessen the burden faced by manufacturers, contractors and state departments of transportation in administering and certifying the expanded Build America, Buy America provisions included in the IIJA.

ATSSA specifically supports:

- ▲ The creation of a federal clearinghouse or approved products list through the Federal Highway Administration (FHWA);
- ▲ The release of federal guidance to direct state departments of transportation on certification processes; and
- ▲ The deployment of targeted waivers to allow for additional time to increase domestic manufacturing in certain sectors.

Project Delivery

ATSSA supports the full implementation of the One Federal Decision project delivery process and supports Congressional efforts to further streamline environmental requirements.

Roadway Safety Devices and Lifesaving Countermeasures

- ▲ ATSSA supports the funding of initiatives to research, develop and deploy innovative products for use on the roadway and in work zones. New technologies are key in advancing roadway safety, and incentives provided by the federal government to encourage this adoption can save lives. ATSSA also supports funding for state departments of transportation participating in the Manual on Uniform Traffic Control Devices (MUTCD) new product experimentation process. ATSSA supports additional transparency and timeliness in the process for obtaining new product eligibility letters through FHWA.
- ▲ ATSSA supports adding the maintenance and repair of roadway safety infrastructure as eligible activities in any federal-aid transportation safety program.
- ▲ ATSSA urges FHWA to continue to adhere to the MUTCD release guidelines included in the IIJA to promote certainty within the roadway safety industry. ATSSA also urges FHWA to fully implement final rules that improve safety on our roadways and in work zones.
- ▲ ATSSA supports requiring the U.S. Secretary of Transportation to maintain and promote guidelines for all states to come into compliance with the Manual for Assessing Safety Hardware (MASH) standards with respect to guardrail and other roadway safety devices on all national highway systems, while ensuring that FHWA use an efficient and timely process to provide certification for compliant products.
- ▲ ATSSA supports the inclusion of high friction surface treatment and continuous pavement marking measurement as an eligible activity for 100% federal share under HSIP.





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