

Indiana ATSSA Chapter

March 27, 2008

Todd Thurston, President presiding.

The meeting was called to order at 8:30 a.m., followed by introduction of those attending the meeting.

Todd Thurston, President
Doug Nagel
Jim Kalchbrenner
Paul Lorkowski
Tom Boyce
Rick P. Smith
Karen Stippich
Calvin Lee
John Singleton
Scott Voytek
Pat McCarty
David Boruff
Todd Zellers
Leslie Spears
Gwen Samuels

The Hoosier Company
NES/Road Safe
Filtrana Extrusion
United Sales
Highway Technologies
Road Safe Traffic Systems
Federal Highway Administration
Indiana Construction Association
3M
3M
INDOT
INDOT
Stello Products
Site-Safe Products
Trinity Highway Products

Treasurer:

John Singleton

Secretary:

Rick Smith with Road Safe Traffic Systems approved minutes for December's meeting.

National ATSSA Update

ATSSA's SAFETEA-LU Reauthorization Proposals

Why Care? Federal-aid Highway funding represents about 40% of all roadways spending nationwide. ATSSA is proposing that 10% of federal-aid funding be dedicated to safety. If the Highway Trust fund is not "fixed," Federal funding will plummet by FY-2009. ATSSA, NACE and others are proposing that the HRRR Program be increased to \$1 billion annually. ATSSA is proposing many policies that will make a difference in you businesses. Also other people want your money

Creating the ATSSA Policy

August 2006: Committee asked to form task teams.

November 2006: Initial Board discussion

February 2007: Committee Task team initial recommendation.

March 2007: Board reviews initial recommendations and adds others.

July 2007: Board reviews draft policy.

September 2007: Committees review and comment on draft policy.

November 2007: Board receives committee input and approves policy.

February 2008: Policy releases at ATSSA Convention in New Orleans.

The Vision...

Toward Zero Deaths: A vision for Safer Roads in America.

Federal, state and local governments will unite with private industry toward a single overarching goal-To annually reduce roadway fatalities until we reach a goal of Zero Deaths on American's roadways.

11 Issue Areas

1. Highway Safety Improvement Program
2. Strategic Highway Safety Plans
3. Work Zone Safety
4. High Risk rural Roads
5. Roadway Hardware
6. Brightness & Visibility of Signage & Markings
7. Older Drivers
8. Congestion Mitigation
9. Funding Roadway Safety
10. Funding the Highway Trust Fund
11. Additional Recommendations

Highway Safety Improvement Program

Recommendation: Congress should include the eligibility of "systemic" Improvements for this program and target investments to proven roadway safety strategies.

Recommendation: Redefine the scope of eligible activities under the Highway Safety Improvement Program in order to target investments toward cost-effective roadway safety improvements.

Recommendation: Funding for the HSIP should be reserved exclusively for saving lives and should not be transferable to other programs.

Recommendation: Each state should be required to designate a full time staff person to manage the HSIP and the SHSP.

Strategic Highway Safety Plans

Recommendation: Require the use of Roadway Safety Audits to plan roadway safety countermeasures and assess current safety levels.

Recommendation: A federal guideline should be established to encourage the use of the AAA Foundations 'U.S. Road Assessment Program (USRAO) when developing Strategic Highway Safety Plans.

Recommendation: Amend the Strategic Highway Safety Plan requirements to make the programs stronger and better able to respond to safety concerns.

Three Sub-Requirements

Require that private roadway safety industry representatives as well as local government officials- In addition to MPO representatives –be included in the development of each state's SHSP.

Require that safety elements of all Federal-aid Highway Programs be included in state SHSP's by 2011

Promote high benefit, cost-effective systemic Improvements for inclusion in the SHSP.

Work Zone Safety

Recommendation: To assist the states in implementing the Work Zone Safety and Mobility Final Rule, fund the deployment of AASHTO's Technology Implementation Group's Seven "Identified Areas" of technology Improvement at \$10 million each annually.

Recommendation: Provide \$500,000 annually to support the FHWA efforts to expand the National Work zone Awareness Week program.

Recommendation: Promote public awareness programs to increase roadway users' understanding of work zones and the positive benefits that result from roadway improvements.

Recommendation: Provide \$20 million annually for the deployment of promising smart work zone solutions and technologies identified in the Smart Work Zone Deployment Initiative.

Recommendation: Direct the FHWA to require recipients of federal-aid highway funds to establish quality guidelines that illustrate when a high visibility garment has reached the end of its useful service life and shall be replaced.

High Risk Rural Roads

Recommendation: Redefine the scope of eligible activities under the HRRR Programs in order to target investments and improve safety on our nation's rural roads.

Recommendation: Delineate edge drop-offs of more than four inches on High Risk Rural Roads.

Roadway Hardware

Recommendation: Establish national guidelines-with deadline-to ensure that all roadway safety features are updated so they are compliant with NCHRP-350 or successor standards.

Recommendation: Establish an accelerated program to replace outdated guardrail safety devices.

Recommendation: Require states to establish a process by which local entities of government will receive federal and/or state financial assistance to meet their obligations. If any, arising under a federal program to accelerate the replacement of outdated guardrail safety devices to be compliant with NCHRP-350 or successor standards.

Recommendation: Establish a pilot program of at least \$5 million to demonstrate the benefits to be realized by utilizing a comprehensive low-cost infrastructure improvement approach to roadway safety in two rural counties and two urban counties.

Brightness & Visibility of Signage & Markings

Recommendation: Establish Oct. 1, 2011 as the deadline by which the FHWA must promulgate a Final Rule that establishes a national standard on minimum maintained levels of retro-reflectivity for pavement markings as directed by Congress in Section 406(a) of the 1993 Transportation Appropriations Act.

Recommendation: Require states to establish a process by which local entities of government will receive federal and/or state financial assistance to meet their obligations. If any, arising under a federal rule establishing a national standard for maintained minimum levels of retro-reflectivity for traffic signs or pavement markings.

Recommendation: A minimum width of six (6) inch pavement marking lines shall be established for the National Highway System and shall be implemented by Oct. 1, 2012.

Older Drivers

Recommendation: Reauthorize Section 1405 of SAFETEA-LU and provide at least \$90 million per year for a pilot program to assist states in implementing the FHWA's recommendations to improve roadway safety for older drivers.

Congestion Mitigation

Recommendation: Amend the list of eligible projects in the MAQ Program, under 23 USC 149 (b)(5), to include: 1) the installation and operation of managed lanes, reversible lanes, contra-flow lanes, and special use lanes; 2) reconfiguration of acceleration and deceleration lanes; 3) ramp metering; 4) the installation and operation of moveable median barriers; and 5) the installation of traffic signs, pavement markings, channelizers, and other traffic control devices.

Funding Roadway Safety

Recommendation: Increase funding for the Highway Safety Improvement Program with a target of 10% of overall funding.

Recommendation: Increase funding for the High Risk Rural Roads Program to at least \$1 billion annually and target that funding at cost-effective improvements for maximum return on investment.

Recommendation: Increase funding for the Safe Routes to School Program.

Recommendation: Provide a separate obligation limit for the Highway Safety Improvement Program.

Recommendation: Require that roadways developed or maintained under public private partnerships or other innovative financing mechanisms must meet or exceed the safety standards and specifications required on publicly owned roadways.

Recommendation: Continue the policy established in SAFETEA-LU of targeting funds toward the improvement and standardization of data collection.

Funding the Highway Trust Fund

Recommendation: Support an increase in the federal motor fuels tax to make up a significant portion of the purchasing power that has been lost since the last federal motor fuels tax increase in 1993.

Recommendation: Support the indexing of the federal motor fuels tax rate on a biennial basis (beginning in 2011).

Recommendation: Support federal bonding proposals-such as the Build America Bonds-to provide additional funding resources.

Recommendation: Expand the cap on the use of private activity bonds and require at least 10% of the proceeds of each bond be dedicated to roadway infrastructure safety.

Additional Recommendations

Recommendation: Standardize the collection and reporting of nationwide fatality and crash data with an emphasis on gathering more standard and accurate information regarding crashes in work zones.

Recommendation: The FHWA should be directed to establish training and certification standards for Traffic Control Installers and Supervisors who work in temporary traffic control zones on all federally funded projects. In addition, the FHWA should be directed to establish required minimum levels of training for “competent persons”. In the areas of guardrail installation and inspection, pavement marking installation and inspection, and sign installation and inspection.

Recommendation: The FHWA should be directed to conduct a research program to measure the benefit cost ratios of various highway safety and congestion improvements.

Recommendation: The American National Standards Institute (ANSI) 107 and 207 High Visibility Apparel requirements should be included in the MUTCD as they relate to all public roads-not just federal-aid projects.

Training/Fly-In/Mid-Year Meeting—Washington D. C. September 17th-20th

How can we help?

Some Sample Activities

Fundraisers

Association Endorsements

Congressional Sponsorships

Attend Washington Fly-Ins

Leg. Brief-Sept. 17th

Leg. Visits- Sept. 18th

2009-Aug. or Sept. Date TBD
Invite a member of Congress to your business
Get Policy Endorsements
Contribute to the ATSSA PAC
Contribute to the RSAF
Be a “Grass Roots” Volunteer

2008 Chapter Objectives

After an open discussion of our chapter’s objectives at the December meeting, Mr. Todd Thurston-president took these back and compiled the thoughts and e-mails from our members for this year’s goals.

- 1) Grow Membership—With a Plan.
- 2) Develop the chapter into a resource that people feel they can not miss.

The chapter planned to have new membership packets at this year Purdue Road School, we too about 50 and only had 8-10 left after the conference was over. Points were made to also distribute new membership packets to the city engineers and county employees. To continue doing shows such as Purdue Road School as a means of advertising to new membership. A membership committee was started as well as a Work Zone Awareness Committee and possibly a programming committee starting soon to enhance our resources to our members.

The concept of the Purdue Road School was definitely a success this year with thoughts to offset our agenda for other contractors/INDOT to be free to attend.

ICA Update

Paul Berebitsky-INDOT is preparing to update Indiana’s MUTCD; they’re allowing ICA to preview and provide comments. Bill 1253 passed allowing INDOT’s Commissioner to adopt National MUTCD with supplements to form Indiana’s MUTCD.

Since INDOT has started using the Site-Manager Program—to administer contract it is now possible for traffic control subcontractors to start work before the information on the IC 730 has been enter into Site-Manager. The Prime Contractor will enter the IC-730 directly into Site-Manager at a later date.

Striping Committee Report

Doug Nagel gives credit to INDOT for looking at standards before the need arises.

The committee is proceeding to rewrite specifications for thermal plastic and epoxy. . There may be some testing in early April to report on the compatibility of these paints on various grades of asphalt.

Performance Based Paints will be added to contracts after July.

Tom Harris, Joe Navak, Dana Platner and Steve Apple are key players on this committee.

Vendor Updates

There were no vendor updates.

2008 Meeting Schedule

The June 4th ATSSA meeting will be held at the Government South Building, Pat McCraty has agreed to set up the meeting room for us.

Motion to adjourn was made by Leslie Spears, seconded by Doug Nagel.