Policy & Coordination

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Recommendations, Next Steps

• Funding
  – Advocate for an increase in the fuel tax at state, federal levels that can be used for safety program enhancements.
  – More flexibility at the local level to raise transportation revenue and prioritize traffic safety program enhancements (state legislatures).

• Encourage local safety plans to include a wide-range of disciplines and align the plan with state’s strategic highway safety plan
• Regulatory changes
  – Consolidate overlapping regulatory administrative processes and requirements.
  – Allow property acquisition to occur prior to NEPA approval.
  – Seek expansion of exemptions regarding historic roads/bridges, whether it be including more roads or increasing the number of years before designation.

• State Legislation
  – Seek legislation allowing automated enforcement, including speed cameras and red light cameras, with specific safety outcomes to encourage public buy-in.
  – Seek legislation increasing enforcement penalties, driver licensing requirements.
  – Incentivize increased public outreach and education regarding the dangers of distracted driving.
• Improving depth and accuracy of data collection, as well as availability of that data – provide training and education regarding the importance of this data, particularly when it comes to getting funding

• Encourage FHWA to convene and help fund conversations, information sharing, and in-person meetings involving a diverse, multi-disciplinary gathering of stakeholders (including representatives from public health, law enforcement, EMS, governor’s highway offices, state highway safety offices, elected officials/staffers at all levels, educators, school transportation officials, land use planning, NHTSA, agricultural, tourism, freight, etc.)