

January 29, 2004

The Honorable Christopher Bond  
United States Senate  
274 Russell Senate Office Building  
Washington, DC 20510

Dear Senator Bond:

The organizations listed below represent a broad array of national, state and local elected leaders, policymakers and transportation and highway safety interests. Our organizations oppose the use of sanctions and penalties. We believe the use of sanctions and penalties reflect an all-or-nothing approach that forces absolute and unconditional compliance with federal safety requirements or goals while stifling innovation and redirecting funds from highway construction and maintenance projects with tangible safety benefits.

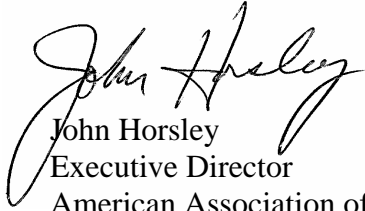
Currently states face eight highway safety-related sanctions and penalties that are designed to force compliance with various federal highway safety mandates or goals including enactment, by specified deadlines, of various types of state safety legislation. While our organizations support the underlying safety goals, we oppose the use of penalties and sanctions. In fact, many of our organizations have adopted the new United States Department of Transportation's safety goal of 1.0 fatalities per hundred million vehicle miles of overall highway travel by 2008---a one-third reduction in today's rate. Sanctions and penalties decrease the amount of funding available to the states to make necessary investments to the highway system, compromising the construction, rehabilitation, operation and maintenance of a safe highway system. Fewer resources to invest means delays in roadway and intersection improvements, fewer dollars for upgrading highway signage and markings, and less funding available for investment in safety research.

We urge you to employ incentives and positive strategies to encourage states to accomplish both public safety and transportation-related objectives rather than adopting a negative sanctions approach. Incentives from an increased overall multiyear funding program give states the flexibility and resources to find creative solutions to safety problems that fit their needs while ensuring stable funding for improving, constructing, operating and maintaining safe highways.

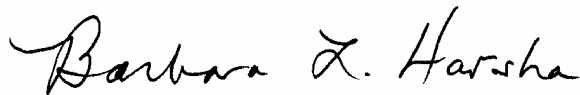
As you consider reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA 21), we urge you to reject any changes to current law that would impose new

sanctions or penalties on the states for failure to comply with federal highway safety mandates and goals.

Sincerely,



John Horsley  
Executive Director  
American Association of State Highway  
and Transportation Officials



Barbara L. Harsha  
Executive Director  
Governors Highway Safety Association



Diane Steed  
President and Chief Executive Officer  
The American Highway Users Alliance



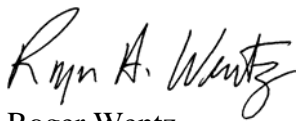
David Rosenblatt  
Executive Director  
International Association of Chiefs of Police



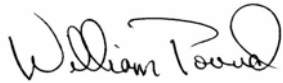
Stephen Campbell  
Executive Director  
Commercial Vehicle Safety Alliance



Stephen Sandherr  
Chief Executive Officer  
Associated General Contractors of America



Roger Wentz  
Executive Director  
American Traffic Safety Services Association



William T. Pound  
Executive Director  
National Conference of State Legislatures




Peter Ruane  
Executive Director  
American Road & Transportation Builders Association



David A. Raymond  
President  
American Council of Engineering Companies



Susan Pikrallidas  
Vice President, Public Affairs  
AAA



Ray Scheppach  
Executive Director  
National Governors Association