

American Association of Motor Vehicle Administrators



Neil D. Schuster
President and CEO

Stacey K. Stanton, Chair of the Board
Director, Motor Vehicle Division
Arizona Department of Transportation

March 8, 2013

The Honorable Patty Murray
Chairman, Senate THUD Appropriations Committee
142 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Susan Collins
Ranking Member, Senate THUD Appropriations Committee
142 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Murray and Ranking Member Collins:

As a long standing advocate of highway and transportation safety, the American Association of Motor Vehicle Administrators (AAMVA) urges the Subcommittee to carefully consider the implications of passing the House-passed continuing resolution as defined in HR 933. The budgetary foundation of HR 933 has the potential to invalidate years of hard-fought safety program improvements outlined in the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Safety advocates such as AAMVA have long awaited a highway reauthorization measure that would comprehensively address the future of data-driven, performance-based safety programs in the states. The current proposal does not account for any of the programs restructured through MAP-21, and relies instead on outmoded program details and unaligned program structures. The series of continuing resolutions the Congress has passed has made no adjustments for the changing processes dictated by MAP-21 and could seriously jeopardize the states' ability to apply for and utilize roadway safety grants and their ability to implement programs identified as "National Priority Safety Programs." These programs are critical in maintaining and improving national public safety and health concerns such as: occupant protection, state traffic safety information system improvements, impaired driving countermeasures, distracted driving, motorcyclist safety, and state graduated driving laws.

AAMVA understands the current fiscal dilemmas facing both the federal government and the states. However, with MAP-21 only allowing a period of two years for enactment and implementation of safety programs in the states, it is essential that the states have the ability to utilize a realistic funding baseline. Reliance on the series of continuing resolutions negatively impacted by the sequester makes planning for, and capitalizing on, any systemic improvements defined by MAP-21 untenable. AAMVA respectfully requests the Committee align current funding needs with the programs as outlined in MAP-21 and help ensure roadway safety improvements in the years to come.

Thank you in advance for your consideration, and should you have any questions, please do not hesitate to contact myself or AAMVA's Senior Manager of Government Affairs, Cian Cashin, at ccashin@aamva.org or (703) 908-8276.

Respectfully,

Neil D. Schuster
AAMVA President and CEO

An International Safety Association of Motor Vehicle and Law Enforcement Administrators

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