

**Motorcyclist Advisory Council
To the Federal Highway Administration
(MAC-FHWA)**

**Summary Report
Of the
October 24, 2006 Meeting**

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and

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**Motorcyclist Advisory Council
To the Federal Highway Administration**

Final Report

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Executive Summary

Motorcycling has increased greatly in popularity in recent years. The growing number of registered motorcycles and the rapidly increasing ridership among novice drivers, as well as those over 40, has been accompanied by a dramatic rise in the number of serious and fatal crashes. Congress demonstrated their concern regarding motorcycle safety by authorizing the Motorcyclist Advisory Council to the Federal Highway Administration (MAC-FHWA) as part of the SAFETEA-LU legislation. This Council is comprised of 10 individuals who meet specific qualifications as stated in the MAC-FHWA Charter.

FHWA awarded a support contract to VBI and Westat to assist in the planning, facilitation and reporting of the MAC-FHWA meetings. This report describes the activities undertaken to plan, host and document the initial meeting held on October 24, 2006 in Washington, D.C.

Council members discussed topics relating to the design, construction and maintenance of highways as well as intelligent transportation system initiatives. Their recommendations and a list of action items are documented in this report. Also included are a transcription of the meeting and a chronology of meeting highlights. The next meeting is tentatively scheduled for the spring of 2007.

Introduction

Section 1914 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-59, included a provision that established a Motorcyclist Advisory Council to the Federal Highway Administration (MAC-FHWA). This Advisory Council was established in accordance with the Federal Advisory Committee Act (FACA), 5 U.S.C. App., 49 CFR Part 95, and Department of Transportation Order 1120.3B. (See Appendix A for the complete text).

The formation of the Council reflects the growing concern among transportation safety professionals about the increasing popularity of motorcycle riding, especially among those over 40 years of age, and the concomitant increase in motorcyclist crashes and fatalities. Since 1997, motorcyclists' fatalities have doubled in number, reaching a high of over 4,300 in 2005.

A number of programs have been established to characterize the increase in motorcycle ridership; examine the factors contributing to the increasing number of serious crashes, and to enhance communication among riders, safety professionals, and other stakeholders. The MAC-FHWA specifically focuses on the roles that roadway design, construction and maintenance practices play in the safe operation of motorcycles. It provides a formal process in which carefully selected and knowledgeable individuals can interact with federal highway officials in order to achieve the common goal of safer roadways for all users.

Council Charter

The Charter for the MAC-FHWA (as shown in Appendix B) states the purpose, scope and objectives, and duties of the Council. The MAC-FHWA, acting through the FHWA Administrator, will coordinate with and advise the U.S. Department of Transportation Secretary. It will provide a forum for the development, consideration, and communication of information from a knowledgeable and independent perspective. Topics include specific issues of concern such as barrier design, road design, construction and maintenance practices, and the development and implementation of intelligent transportation system technologies. The FHWA Office of Safety sponsors the Council and provides logistic support services. Members are selected and appointed by the Secretary of Transportation. Meetings will be held at least once per year, and are open to the public. Discussion summaries will be given to the Secretary of Transportation, and will be made available to the public.

Council Selection

Pursuant to Section 1914 of SAFETEA-LU, the Secretary, acting through the Administrator of the Federal Highway Administration, and in consultation with the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate, appointed 10 members to the Motorcyclist Advisory Council. Prospective members were selected to represent various areas of knowledge and experience. Detailed descriptions of the qualifications of the prospective nominees are included in the Charter shown as Appendix B.

A list of the individuals selected as members of the Council is shown as Appendix C. For this initial meeting, Mr. Sean Maher served as a substitute for Mr. Ed Moreland. Also, Mr. Ken Kiphart was unable to attend due to an emergency. All other Council members were in attendance.

Public Comments

There were no public comments at this meeting. A full listing of participants is included in Appendix E.

USDOT Staff Comments

Ms. Susan Ryan, NHTSA, Office of Safety Programs, provided information about their quarterly motorcycle committee meetings which are also open to the public. Topics for these meetings focus on driver and vehicle-related issues.

Mr. Richard Powers, FHWA, Office of Safety, provided a video of barrier testing using motorcycles. He also showed a commercial from Great Britain that depicted safety hazards and driving mistakes that could endanger motorcyclists.

Ms. Mary McDonough, FHWA, Office of Safety, offered information on the logistics of Council activities, and reviewed current agency initiatives related to retro-reflectivity.

Council Recommendations and Action Items

At the conclusion of the meeting, the facilitator reviewed the recommendations made by the Council and recorded the action items to be achieved prior to the next meeting. These are shown below.

Recommendations

The Council made a series of recommendations that reflected the need to raise awareness of motorcyclists' safety concerns. The recommendations were intended for various audiences including the FHWA, State and local agencies, professional associations, and motorcyclists. These recommendations include:

- 1) Prepare a brochure that can be distributed to government agencies urging them to consider motorcyclists' concerns during road design, construction and maintenance activities.
- 2) Encourage State departments of transportation to create websites that allow motorcyclists to report roadway hazards. A model for this is the Roadhazard.org site created by ABATE in the Midwest. The websites would be monitored by State and local highway officials who could schedule repairs, improve signage, etc.
- 3) Examine the skid resistance of intersection markings. The use of thermoplastics, especially for broad, horizontal intersection lines, creates slippery surfaces for motorcyclists who are stopped on top of them.
- 4) Continue FHWA initiatives to improve retro-reflectivity of signs and roadway markings. Also consider the use of wider lane markings in order to increase their visibility.
- 5) Reduce hazards associated with milled surfaces, parallel paving lane joints, drop offs at shoulders and bridge surfaces, parallel grids on bridges, steel plates, potholes and other uneven roadway surfaces.
- 6) Conduct a review of barrier designs used internationally, and identify those that are most forgiving when impacted by motorcyclists.

- 7) Consider signage targeted to motorcyclists to warn of especially hazardous conditions for them. These could include subjects such as uneven pavement surfaces and crosswinds.
- 8) Examine the use of various sealants on road surfaces. Tar snakes (excess tar left on the surface) and other materials present slippery surfaces for motorcyclists.
- 9) Extend future meetings to at least 1 ½ days.

The Council was also interested in exploring ways in which they could better interact with groups such as AASHTO to ensure that motorcyclists' perspectives are considered during the development of recommendations and standard practices.

Action Items

Council members assumed responsibility for support activities as described below:

Jeff Hennie volunteered to provide examples of highway signs targeted for motorcyclists.

Mark Bloschock will consult with highway designers and engineers to review whether new entrance ramps are getting shorter than in older designs.

Mark Bloschock will bring a sample of a tyre grip product that is used on surfaces such as steel plates to provide some traction for tires.

The next Council meeting is tentatively planned for the spring of 2007.

Transcript of the Meeting

Highlights of the meeting, as recorded by the recording secretary, are shown as Appendix F. Due to its length, the full transcript of the meeting is available in a separate document.

APPENDIX A – SAFETEA-LU LEGISLATION

SAFETEA-LU, SEC. 1914, MOTORCYCLIST ADVISORY COUNCIL:

(a) In General.--The Secretary, acting through the Administrator of the Federal Highway Administration, in consultation with the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate, shall appoint a Motorcyclist Advisory Council to coordinate with and advise the Administrator on infrastructure issues of concern to motorcyclists, including--

- (1) barrier design;
- (2) road design, construction, and maintenance practices;
and
- (3) the architecture and implementation of intelligent transportation system technologies.

(b) Composition.--The Council shall consist of not more than 10 members of the motorcycling community with professional expertise in national motorcyclist safety advocacy, including--

- (1) at least--
 - (A) one member recommended by a national motorcyclist association;
 - (B) one member recommended by a national motorcycle riders foundation;
 - (C) one representative of the National Association of State Motorcycle Safety Administrators;
 - (D) two members of State motorcyclists' organizations;
 - (E) one member recommended by a national organization that represents the builders of highway infrastructure;
 - (F) one member recommended by a national association that represents the traffic safety systems industry; and
 - (G) one member of a national safety organization;and
- (2) at least one, and not more than two, motorcyclists who are traffic system design engineers or State transportation department officials.

APPENDIX B – COUNCIL CHARTER

Motorcyclist Advisory Council to the Federal Highway Administration

CHARTER

1. Purpose. This charter establishes the Motorcyclist Advisory Council to the Federal Highway Administration established by Section 1914 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users) (Public Law 109-59). The Motorcyclist Advisory Council to the Federal Highway Administration (the “MAC-FHWA” or “the Council”) is established in accordance with the Federal Advisory Committee Act (FACA), 5 U.S.C. App., 49 CFR Part 95, and Department of Transportation Order 1120.3B.
2. Scope. The MAC-FHWA will coordinate with and advise the Secretary of the Department of Transportation, acting through the Administrator of the Federal Highway Administration (FHWA), on infrastructure issues of concern to motorcyclists, including:
 - (1) Barrier design;
 - (2) Road design, construction, and maintenance practices; and
 - (3) The architecture and implementation of intelligent transportation system technologies.
3. Objectives and Duties. Consistent with the scope of its activities described in section 2 above, the MAC-FHWA will not exercise program management or regulatory development responsibilities, and will not make decisions directly affecting the programs about which it provides advice. The MAC-FHWA will provide a forum for the development, consideration, and communication of information from a knowledgeable and independent perspective. The MAC-FHWA will provide advice and recommendations only.
4. Sponsor and Support. The FHWA Office of Safety shall be the MAC-FHWA sponsor and shall furnish support services for the operation of the Council. The Associate Administrator for Safety shall designate a staff member to be the designated Federal official (DFO) of the MAC-FHWA. The DFO, or his or her designee, will be present at all meetings and is authorized to adjourn any meeting when doing so is in the public interest.
5. Membership. By law, the MAC-FHWA shall consist of not more than 10 members of the motorcycling community with professional expertise in national motorcyclist safety advocacy, including at least:
 - (a) one member recommended by a national motorcyclist association;
 - (b) one member recommended by a national motorcycle riders foundation;
 - (c) one representative of the National Association of State Motorcycle Safety Administrators;
 - (d) two members of State motorcyclists' organizations;
 - (e) one member recommended by a national organization that represents the builders of highway infrastructure;
 - (f) one member recommended by a national association that represents the traffic safety systems industry;
 - (g) one member of a national safety organization; and
 - (h) at least one, and not more than two, motorcyclists who are traffic system design engineers or State transportation department officials.

6. Appointments. Each member shall be appointed by the Secretary for a two-year term, with each member eligible to be reappointed. Any person appointed to fill a vacancy occurring prior to the expiration of the term for which his or her predecessor was appointed shall be appointed for the remainder of such term. Members shall continue to serve until their replacements have been appointed.

Members may be represented at MAC-FHWA meetings and activities by alternates representing the same interest as the member. Alternates shall have full rights and duties of membership. If a current member is unable to attend a meeting, that member or his/her organization may nominate an alternate for approval by the Council's sponsor, at any time prior to the meeting or activity for which the appointment is made. Unless otherwise specified by the member, the appointment is valid for only one meeting or activity including any continuation of that meeting or activity.

7. Meetings. It is anticipated that the MAC-FHWA will meet at least once a year. Meetings will be held in Washington, D.C. No meeting shall be held in the absence of the DFO or a Departmental employee alternate designated by the DFO. An agenda for each meeting must be approved in advance by the DFO, or designated alternate, who may cancel or adjourn any meeting when he or she determines that to do so is in the public interest. The following procedures shall govern the conduct of all MAC-FHWA meetings:

- a. All meetings shall be open to the public, except as provided under FACA.
- b. Notice of each meeting shall be published in the Federal Register at least 15 days before the date of the meeting and shall include the agenda for the meeting.
- c. Detailed minutes of each meeting shall be prepared under the guidance of and certified by the DFO. The minutes shall contain:
 - (1) The time, date, and place of the meeting;
 - (2) A record of all attendees at the meeting;
 - (3) A complete and accurate description of all matters discussed and recommendations made;
 - (4) Copies of all reports received, issued, or approved by the MAC-FHWA; and
 - (5) A description of public participation, including oral or written statements and the identities and affiliations of presenters.

8. Public Interest. As the MAC-FHWA was established by law, the formation and operation of the MAC-FHWA is deemed to be in the public interest.

9. Compensation for expenses. Council members shall not receive salary or other compensation for their service. Council members who are not full-time Federal employees will be responsible for their own expenses for participation.

10. Estimated annual costs. Operating expenses will be borne by the MAC-FHWA sponsor. The annual cost to the government for operating the Council, including compensation and travel expenses for a facilitator, meeting costs, report writing, and administrative support, is estimated to be \$30,000.

11. Reports. At the end of each fiscal year, the DFO shall submit an annual report to the Secretary describing the MAC-FHWA's membership, activities, and accomplishments for the past calendar year. In addition, the DFO shall provide interim reports to the Secretary upon request.

12. Effective Date and Duration. This charter is effective July 31, 2006 and will terminate on June 30, 2008 unless it is extended prior to that time in accordance with FACA and other applicable requirements.

APPENDIX C – COUNCIL MEMBERS

2006 Council Members
<p><u>Recommended by a national motorcyclist organization</u></p> <p>Ed Moreland Vice President, Government Relations American Motorcyclist Association 101 Constitution Ave, N.W., Suite 800 Washington, DC 20001 202.742.4301 Sean Maher (2006 substitute) edmoreland.ama@erols.com</p>
<p><u>Recommended by a national motorcycle riders foundation</u></p> <p>Jeff Hennie Vice President, Government Relations Motorcycle Riders Foundation 236 Massachusetts Ave NE, Suite 510 Washington DC 20002 202.546.0983, 202.725.5471 (cell) jeff@mrf.org</p>
<p><u>Representing the National Association of State Motorcycle Safety Administrators</u></p> <p>Ken Kiphart Chairman, National Assoc. of State Motorcycle Safety Administrators 555 Wright Way Carson City, NV 89711 775.684.7480 nvrider@dps.state.nv.us</p>
<p><u>Representing State motorcyclists' organizations</u></p> <p>Darrel Killion, State Coordinator, ABATE of South Dakota 120 N. Washington Ave. Madison, SD 57042 605.270.2323 © or 605-322-6146 killiond1@yahoo.com</p>
<p><u>Representing State motorcyclists' organizations</u></p> <p>Steven P. Zimmer State Executive Director, ABATE of Ohio, Inc. 6243 Sunderland Drive P.O. Box 29246 Columbus, OH 43229 800.25BIKER Cambolt@aol.com</p>
<p><u>Recommended by a national organization that represents the builders of highway infrastructure</u></p> <p>Gerald J. Salontai President and CEO, Kleinfelder, Incorporated 5015 Shoreham Place San Diego, CA 92122 858.320.2232 Gsalontai@kleinfelder.com</p>

2006 Council Members
<p><u>Recommended by a national association that represents the traffic safety systems industry</u></p> <p>Robert J. McClune, Executive Vice President and General Manager North America, Potters Industries P.O. Box 840 Valley Forge, PA 19482 610.651.4716 bob.mcclune@pottersbeads.com</p>
<p><u>Serving as a member of a national safety organization</u></p> <p>Kathy Van Kleeck Sr. Vice President, Government Relations Motorcycle Safety Foundation 1235 S. Clark St., Suite 600 Arlington, VA 22202 703.416.0444 kvankleeck@mic.org</p>
<p><u>Serving as a member who is a motorcyclist and a traffic systems design engineer or State transportation department official</u></p> <p>Mark Bloschock Special Projects Branch Manager Texas Department of Transportation 125 East 11th Street, Austin, TX 78701 512.416.2178 mbloscho@dot.state.tx.us</p>
<p><u>Serving as a member who is a motorcyclist and a traffic systems design engineer or State transportation department official</u></p> <p>Donald Vaughn Chief Engineer/Deputy Director of Operations Alabama Department of Transportation 1409 Coliseum Blvd. P.O. Box 303050 Montgomery, AL 36110 334.242.6311 VaughnD@dot.state.al.us cc: AustinL@dot.state.al.us</p>

APPENDIX D – AGENDA

Motorcyclist Advisory Council to the Federal Highway Administration (MAC-FHWA)

First Meeting: October 24, 2006

- 8:30 Call to Order
- 8:45 Welcome, Opening Remarks and Introductions
Jeff Lindley, Associate Administrator for Safety, FHWA
Richard Capka, Administrator, FHWA
Mary Peters, Secretary, U.S. Department of Transportation
- Introductions of Advisory Council Members and FHWA's Designated Federal Official (DFO) for the MAC-FHWA – Fran Bents, Facilitator
- 9:00 Legislative Mandate/ Council Scope/ Meeting Purpose – Mike Halladay, DFO
- 9:15 Meeting Format and Ground Rules – Fran
- 9:25 Overview of FHWA and Office of Safety Programs – Mike
- 9:40 Break
- 10:00 Facilitated Discussion of Infrastructure Issues, prioritized by Council members, including but not limited to:
- Barrier Design
 - Road Design
 - Construction
 - Maintenance Practices
 - Intelligent Transportation Systems (ITS) Technologies
 - Other Issues from Council
- 12:00 Lunch
- 1:00 Continuation of Council Discussion - Fran
- 2:30 Break
- 2:45 Continuation of Council Discussion – Fran
- 3:00 Summary of Discussion and Consensus of Advisory Council - Fran
- 3:15 Public Comments - Fran
- 3:45 Summary of Action Items and Next Steps - Fran
- 4:00 Closing Comments – Mike
- 4:15 Adjourn

APPENDIX E – LIST OF PARTICIPANTS

Mary Peters, Secretary of Transportation
Richard Capka, Administrator, FHWA
Jeff Lindley, Associate Administrator for Safety, FHWA
Michael Halladay, Director, Office of Program Integration and Delivery and Designated Federal
Official for MAC, FHWA
Sean Maher, American Motorcyclist Association
Jeff Hennie, Vice President, Motorcycle Riders Foundation
Darrel Killion, State Coordinator, ABATE of South Dakota
Steven Zimmer, State Executive Director, ABATE of Ohio
Gerald Salontai, President, Kleinfelder, Inc.
Robert McClune, Executive Vice President, Potters Industries
Kathy Van Kleeck, Sr. Vice President, Motorcycle Safety Foundation
Mark Bloschock, Special Projects Branch Manager, Texas Department of Transportation
Donald Vaughn, Chief Engineer, Alabama Department of Transportation
Morris Oliver, MAC Program Manager and Transportation Specialist, FHWA
Mary McDonough, Team Leader, Roadway Departure, FHWA
Dick Powers, FHWA
Jana Price, National Transportation Safety Board
Sue Ryan, NHTSA
William Cosby, NHTSA
Dana Crosby, MRF
Tim Arnade, FHWA
Stephen Brich, Technical Expert, VHB
Duane Walker, Recording Secretary, Westat
Shelley Boyd, Research Assistant, Westat
Frances Bents, Facilitator and Project Director, Westat

APPENDIX F – MEETING HIGHLIGHTS FROM THE RECORDING SECRETARY

**MOTORCYCLE ADVISORY COUNCIL MEETING
10.24.2006**

PARTICIPANTS [P]

1	Fran Bents, Moderator	7	Gerald Salontai, Kleinfelder, Inc.
2	Michael Halladay, FHWA, Designated Federal Official for the MAC-FHWA, and Director, Office of Safety Integration	8	Robert McClune, Potter Industries
3	Sean Maher, AMA	9	Kathy Van Kleeck, MSF
4	Jeff Hennie, MRF	10	Donald Vaughn, DOT, AL
5	Darrel Killion, ABATE, S.D.	11	Mark Bloschock, DOT, TX
6	Steven Zimmer, ABATE, OH	12	Jeffrey Lindley, FHWA, Associate Administrator for Safety

	[P]	STATEMENT(S)
8:49 am		Introductions... Opening
8:53 am	Secretary of the Department of Transportation	<ul style="list-style-type: none"> ■ Recommendations, but most important is your input. The 3 E's <ul style="list-style-type: none"> - Engineering - Education - Enforcement; and to add - Emergency Response ■ No. 1 point is "crashes." Should look @ crashes & their cause(s). ■ Upcoming meeting w/Harley Davidson to examine safety issue. ■ Fatalities have greatly increased—primarily <i>Baby Boomers</i>. ■ The charge is safety—not to exclude other related factors.
9:04 am	Secretary of the Department of Transportation	Excused herself.
9:04 am	Mr. Halladay	<p>The Legislative Mandate: SAFETEA-LU</p> <ul style="list-style-type: none"> ■ Brought about this Council: "to coordinate w/& design safety measures" <p>Scope:</p> <ul style="list-style-type: none"> ■ Provides a forum for communication, recommendations... ■ Serve as the govt. agent to bring issues to fruition. ■ Meetings, at least yearly. ■ Appointments are 2 years—envisioned as the duration of this group. ■ Get to know issues—establish a framework. May not have recommendations out of this meeting, but talk about issues & decide how to proceed. ■ Looking for the comprehensive approach. <p>Questions?</p>
9:11 am	Ms. Bents	Introduce yourselves.
9:12 am	Mr. Bloschock	Passion for safety because of personal experience
9:13 am	Mr. Vaughn	DOT Alabama, 35 years. Had given up riding, decided to ride again @ 50.

	[P]	STATEMENT(S)
		Top Issue: design, maintain and construct roadways. Not enough attention to motorcycle safety.
9:15 am	Ms. Van Kleeck	30 yrs. exp. In motorcycle safety. MSF develops rider courses—life-long learning priority, as well as road design.
9:17 am	Mr. McClune	Hwy safety for 20 years. Specifically roadway delineations & markings.
9:18 am	Mr. Salontai	Representing ARBTA. A rider. One issue is merge lane shortening—causes auto driver problems... Have more issues.
9:19 am	Mr. Zimmer	25 years in transportation. Passionate about motorcycle safety. Personal interest. Issues: <ul style="list-style-type: none"> ■ Maintenance ■ Steel Plates ■ Rumble Strips ■ Intelligent trans—must be sure that motorcycles are considered
9:21 am	Mr. Killion	Rider 45 yrs. South Dakota has largest rally on earth—therefore, more fatalities. Much experience in solving these problems, but much to do.
9:23 am	Mr. Hennie	Funded campaigns for motorcycle safety.
9:25 am	Mr. Maher	Filling in for Ed Moreland. Helped put together National Agenda for Motorcycle Safety. Issues: <ul style="list-style-type: none"> ■ Maintenance ■ Temporary road changes
9:26 am	Ms. Bents	Meeting to focus on infrastructure. Keep informal. Have common interests. Will try to help reach conclusions. May ask you to repeat, summarize. Michael Halladay may adjourn meeting at any time appropriate. Ground rules displayed.
9:30 am	Mr. Halladay	PowerPoint Presentation: Explanation of the FHWA and the Office of Safety. Questions?
9:52 am	Ms. Van Kleeck	Motorcycles typically lumped-in with bicycles and pedestrians. Have motorcycles always been under Mr. Halladay's office?
9:52 am	Mr. Halladay	Yes, that's new. Recently moved because many other elements of the office cross.
9:53 am	Mr. Vaughn	Status of motorcycle crash causation research?
9:54 am	Mr. Halladay	In process with contracting with OK State Univ. Match funds are being gathered. Will include broad range of topics. Results will be helpful to group. Mr. Vaughn and Mr. Salontai 7 must leave early.
9:56 am		BREAK
10:20 am	Ms. Bents	Reconvene.
10:21 am	Mr. Blosscock	Ken Kiphart couldn't attend... Mr. Moreland's alternate is Mr. Maher. Also, Council's 2 year term can be extended.

	[P]	STATEMENT(S)
10:22 am	Mr. Salontai	How to bring maximum information to analyze issue?
10:23 am	Mr. Vaughn	Would like to see awareness of motorcycle needs. Designs currently based on cars—motorcycles not considered. If could bring information forward, while waiting on science, would be good.
10:24 am	Mr. Salontai	Where does information go? To Federal Highway Administration?
10:24 am	Mr. Bloschock	To FHWA, then to Secretary Peters. Then general DOT involvement w/all transportation issues/projects will consider results from here.
10:26 am	Mr. Vaughn	Awareness is big issue. Increase in motorcycle fatalities is disturbing... Frightening. See speeding, alcohol—many things beyond scope of Council, but road issues can be addressed. If make state DOTs aware of the Motorcycle issues.
10:29 am	Mr. McClune	Awareness, education important. On personal motorcycle license renewal he received a flyer that says, "Drive Aware." Only sent to Motorcycles—should go to all.
10:30 am	Ms. Van Kleeck	Agrees. The program is being expanded in some states and will happen soon.
10:30 am	Mr. McClune	Hasn't happened yet—and should.
10:31 am	Ms. Bents	Handled by NHTSA. How to define awareness issue?
10:31 am	Mr. Zimmer	Designers thought of motorist only. Need to make designers and administrators aware. Steel plates, e.g. Simple things like this.
10:33 am	Mr. Bloschock	Agree. Encountered & reported big buttons (repair plates in travel lanes), traffic people said "don't care about motorcycles"
10:34 am	Ms. Bents	How was issue raised?
10:34 am	Mr. Bloschock	Was there as representative. Years ago. Things have changed due to growth of motorcycles.
10:34 am	Mr. McClune	AASHTO must be involved in this. They're primarily focused on cars. The program, "Safer signs, are yours break-away?" was result of research, but were motorcycles included in this research? Also, guard rails and the effects of guard rails on motorcycles. Has research been done? I think not.
10:37 am	Mr. Maher	Example: <ul style="list-style-type: none"> ■ AMA worked w/FHWA on research. Results were a memo on crack sealers. There are many issues that don't have to wait for research.
10:40 am	Ms. Bents	Other suggestions? (to Mr. Maher)
10:40 am	Mr. Maher	Steel plates Repaving, different levels of lanes Signage
10:41 am	Mr. McClune	Another is "raised medians." Recently caused 3 fatalities @ rally. Not visible, can be replaced w/painted medians. See them everywhere.
10:43 am	Mr. Zimmer	Signage important. Specific signage needed to help motorcycles—heighten awareness.
10:44 am	Ms. Bents	Things that are inconvenience for cars, can be deadly for Motorcycles.

	[P]	STATEMENT(S)
10:45 am	Mr. Zimmer	Example of Missouri bridge with open gridwork installed in the wrong direction; more dangerous because no signage.
10:46 am	Mr. Salontai	Is there data on ridership? (to Mr. Halladay). Would help support this Council.
10:47 am	Mr. Halladay	Answer is YES. More and more are being compiled.
10:47 am	Mr. Salontai	Many solutions are fairly simple—more related to maintenance, construction, etc. Steel plating - could put abrasive material on top.
10:48 am	Ms. Bents	Would be helpful to group to get specific?
10:49 am	Mr. Salontai	Could break it into 3 categories: ITS, design & maintenance
10:49 am	Ms. Bents	Start with design. Raised barriers.
10:49 am	Mr. McClune	More raised medians & guard rails. It's those that should be painted. And guard rails.
10:50 am	Mr. Bloschock	Raised medians are necessary for other reasons. Must have retro-reflectivity. We look to private industries to address this.
10:52 am	Mr. McClune	Pavement marking is issue for all aspects of roadways. FHWA has begun to address, but it is considered to be an unfunded mandate. The older driver requires more light than younger. Vision of roadway is critical, e.g., wider edge lines give driver vision for more distance.
10:54 am	Ms. Bents	Eyewear play a factor?
10:54 am	Mr. McClune	Not best qualified to answer; but, motorcyclists wear darker glasses—shouldn't at night, but some do. Other parts of world add skid resistance to markings—more for bicyclist. Should be considered at intersections.
10:56 am	Mr. Hennie	To add: Thermoplastic markings and decorative such as stone crosswalks. Pavement markings being slippery are a high priority.
10:58 am	Ms. Bents	Are stone crosswalks strictly decorative?
10:58 am	Mr. Hennie	Yes.
10:58 am	Mr. Bloschock	May also have to do w/ADA.
10:58 am	Mr. Hennie	Thermo-plastic can be slick as glass—had accident, found thermo-plastic had built up to dangerous height. Issue not mentioned in class. (others agree)
11:00 am	Mr. McClune	There is simple/inexpensive fix. There are 2 categories: durable/non-durable.
11:01 am	Mr. Hennie	Officials were high on thermo-plastic because of durability—surprised to learn of danger to motorcycles.
11:02 am	Mr. McClune	Further explain: most markings are such.
11:02 am	Ms. Van Kleeck	Has thermo-plastic taken over?
11:03 am	Mr. McClune	No, mostly a new kind of paint is being used, but thermo-plastic is prevalent. Europe is ahead on this issue—should look to them for guidance.
11:04 am	Ms. Bents	Multiple layers of thermoplastic are a problem as well?
	Mr. Bloschock	Yes.
11:04 am	Mr. Zimmer	Markings become invisible in wet weather. Reflectivity is doubly

	[P]	STATEMENT(S)
		important.
11:05 am	Ms. Bents	Reflectivity, requirements determined by Federal standard, states...? Who determines?
11:06 am	Mr. McClune	Federal mandate to provide retro-reflectivity. Industry says should be high; Federal says should be reasonable; States concerned about costs. There are systems that are designed for "wet/night," some states (Kansas) have them, but expensive. Increases cost 10-15%.
11:08 am	Mr. Zimmer	Is there a standard as to when to repaint? Some become maintenance issues.
11:09 am	Mr. Halladay	Cost issue. [Refers to Mary]
	Mary McDonough, FHWA	Struggling with issue. Trying to work with states considering costs, etc. There is currently a Notice of Proposed Rulemaking (NPR)—only applies to signage. Must see how this goes to begin to address pavement. More complicated.
11:11 am	Mr. McClune	Signs affect motorcycles, but it's really pavement markings. A state responsibility. Costs concerns.
11:12 am	Mr. Salontai	There is no standard? [NO] If integrated into construction, will see more pressure/opportunity to address in maintenance
11:12 am	Ms. Bents	Recommendation?
11:14 am	Mr. Salontai	There are 2. Reflective/Skid Resistance
11:14 am	Mr. McClune	But, to whom?
11:15 am	Ms. Bents	To FHWA.
11:15 am	Mr. McClune	Go to ASTEC to investigate...
11:15 am	Mr. Halladay	Identification of issue(s) is most important now. Then, develop response.
	Mr. Salontai	Issue is pavement markings as significant contributors to motorcycle crashes & should be looked into.
	Mr. McClune	All pavement markings.
	Mr. Bloschock	And durability...
11:19 am	Mr. Zimmer	Suggest we categorize recommendations, e.g., urgent, etc.
	Mr. Halladay	Having data would help, won't happen for a time.
	Mr. Maher	Awareness gap on rider end. Engineers weren't aware of potential problem. Bring issues together to increase awareness.
11:21 am	Ms. Bents	Ridership is up. Many stopped riding when young adults & returned in their 40s and 50s, and things have changed. Fatality rate has increased rapidly.
	Mr. Bloschock	I'm one. "Empty Nest, Full Throttle."
	Mr. Maher	While harping awareness, don't see engineers tearing up markings, but awareness can happen immediately.
	Mr. Bloschock	Although all might be slow, high-motorcycle-traffic areas may be quick to move.
	Mr. Salontai	Agree.
11:25 am	Mr. Salontai	Recommend compile awareness document for designers, etc.
	Mr. McClune	What control does Council have? Quotes from AASHTO: "signs <i>shall</i> be break-away." If such language is used for skid-resistance/intersections, will become law.

	[P]	STATEMENT(S)
11:28 am	Mr. Halladay	There is a formal process...
	Mr. Lindley	Re: boundaries of group. Policy, legislation, etc., are on table. May take longer or not at all but can be made.
	Mr. McClune	Already movement for improvement in retro-reflectivity & wider lines. Recommend Council strongly supports this as safety device as it pertains to motorcycles. May want to add "wet/night," etc.
11:31 am	Ms. McDonough	Signs appear differently to different motorists. Comments can be stated in current NPR docket.
	Mr. McClune	Also, milled surfaces. Don't think DOTs are aware of problem.
11:33 am	Ms. Bents	Skid resistance, retro-reflectivity. How to rate for importance as recommendations?
	Ms. Van Kleeck	Easier to prioritize at end than 1 by 1.
	Ms. Bents	OK. Can we move on?
11:35 am	Ms. Van Kleeck	Mostly design issue.
	Mr. Zimmer	Maryland examined expansion joints & implemented signage. Design Issues.
11:36 am	Ms. Bents	We're mixing 2 things: design/signage. True?
	Mr. Zimmer	Hard to separate. As designed, consideration must be given to motorcycles—e.g., expansion joints. Necessary, but signage required.
11:38 am	Mr. Bloschock	Most engineers are not motorcyclists... All about awareness.
	Mr. Salontai	In my area, "settlement" of bridges is issue. Starts OK, then becomes problem. Also, preventive maintenance. Also, joints not aligned w/lane markings.
11:42 am	Mr. Killion	Also, when temporary crossover lanes are built, transition from concrete to asphalt is always a problem.
	Ms. Bents	A general category: uneven pavement.
	Mr. Bloschock	Driving issues.
11:44 am	Mr. McClune	Potholes. Taken seriously by highway administrators, but not considering motorcycles.
	Ms. Bents	How do we increase awareness?
	Mr. McClune	Take them for a motorcycle ride.
	Ms. Bents	What do to? Mark potholes with paint?
	Mr. McClune	Potholes are more dangerous to motorcycles than cars.
11:46 am	Mr. Killion	In South Dakota, we have a toll free phone number for reporting problems like potholes (motorcycle), reported directly to maintenance. Keep following up. Found that it helped.
	Mr. Bloschock	Good idea. Mostly cars report, but to have motorcycles direct line is good.
11:48 am	Ms. Bents	Is this a recommendation?
	Mr. Bloschock	I'll 2 nd .
	Mr. Maher	Agree.
	Mr. Killion	More explanation of 800#. Calls are screened, passed on if valid...

	[P]	STATEMENT(S)
11:50 am	Mr. Maher	If for cars, should be for motorcycles.
	Mr. Zimmer	The Web site Roadhazards.org is maintained by ABATE and covers several states.
	Mr. Maher	Should be targeted to motorcycles.
	Mr. Salontai	Having it at State DOT website is good.
11:52 am	Ms. Van Kleeck	Recommendation should be State DOTs should have this.
	Mr. Halladay	Who takes care of what?
	Mr. Bloschock	Explains.
11:53 am	Ms. Bents	Web page for Motorcycles?
	Mr. Zimmer	Good tool. Can spread information faster.
	Mr. Bloschock	Could take out ads in biker magazines to make riders aware of these resources.
	Mr. Killion	There was initially concern that DOT wouldn't listen, but people are becoming convinced.
11:56 am	Ms. Bents	Any other maintenance issues?
	Mr. Halladay	Potholes took us into maintenance.
11:56 am	Mr. Maher	Didn't talk about barriers, re: design.
11:57 am		Lunch
1:08 pm	Ms. Bents	Reconvene. DOT brochure & DVDs distributed/explained. Review of recommendations from morning session.
	Mr. Maher	Did we make recommendation to FHWA to develop a brochure to raise awareness of motorcycle concerns to designers?
	Mr. Bloschock	Flyer, more "soft." (easy to read)
1:14 pm	Ms. McDonough	Can put "best practices" on sites to say what other states are doing.
1:14 pm	Ms. Bents	How is the meeting going so far? Change pace, approach, topics?
	Mr. Bloschock	Think should be 1 ½ day meeting
	Mr. Salontai	Frequency of meetings. Mention of maybe next summer to meet again. Would suggest something closer for next meeting.
1:16 pm	Ms. Bents	When would you like to meet again?
	Mr. Zimmer	Should be timed to coincide w/rider season. Develop plans, etc., over winter so when summer comes recommendations can be implemented. Would be more dramatic, have more impact. Feb., Apr., Mar.
	Mr. Bloschock	Consider fiscal year.
	Mr. Hennie	And construction season.
	Mr. Salontai	More notice is needed. 3 or 4 months notice.
1:21 pm	Mr. Bloschock	Travel difficult. Perhaps an email query...
	Mr. Salontai	March-May is good time period to meet.
1:22 pm	Ms. Bents	What next?
	Mr. Hennie	Signage: Visibility—Many States have mandated that motorcycle signage of road changes be posted.

	[P]	STATEMENT(S)
	Mr. Blosschok	Ideally, there would be motorcycle specific signage.
	Mr. Maher	At 1 point, the AMA commissioned that motorcycle-only signs be used. Was ruled out because most people didn't understand sign & rejected.
	Mr. Blosschok	That's the idea. Want cars to ignore them.
	Mr. Halladay	Don't want to create confusion. But they also worry about confusing cars. Maybe the recommendation is for motorcycle-specific signs & how it would be done. Lots of bureaucratic issues.
	Mr. Hennie	There are motorcycle-specific signs here.
	Mr. Blosschok	Would like to see them.
	Mr. Salontai	Saw sign for motorcycles to be aware in one place; in another, with message boards, no warning.
1:30 pm	Mr. Zimmer	In Oklahoma, Texas, etc., have seen signs warning of cross winds.
	Mr. Killion	Seen them too.
	Ms. Bents	Would generic cross-wind sign work?
	Mr. Zimmer	Yes, but adding motorcycle symbol would help.
	Ms. Van Kleeck	Possibly the symbol would make cars think the sign doesn't apply to them.
1:32 pm	Ms. Bents	Other signs?
	Mr. McClune	Understanding the process. How to involve other sitting committees. Believe they're not considering motorcycles—only cars & trucks. Reason is if we say we need signs, they design universal signs. How to infuse motorcycle concerns?
1:35 pm	Mr. Zimmer	Talked of brochures. Perhaps send recommendations to MUTCD.
	Mr. Salontai	Will there be a final report?
	Ms. Bents	We will produce report; DOT will add.
1:36 pm	Mr. Halladay	What comes from here can go in a lot of directions. A lot of personal contacts will occur in addition to published info.
	Mr. Blosschok	Barrier design. Video exists on barrier design testing with motorcyclists; most haven't seen it. We will show it. They do not take into account motorcycles or bicycles, etc. Ask how to make more motorcycle-friendly barriers.
	Mr. Hennie	Cable barriers have gruesome nicknames, decapitate, etc.
	Mr. Blosschok	Potential for the sliding rider to slide through.
1:42 pm	Mr. Zimmer	European Union endorsed them at first, now removing this type of barrier.
	Mr. Hennie	Heard they were cheaper
	Mr. Blosschok	Not true.
	Mr. Hennie	Have you seen cases where cable/guard were struck and their consequences?
	Mr. Blosschok	Video will show. With cable barriers, there's opportunity to go under them.
	Mr. Hennie	Perhaps minimum height should be established.
	Mr. Powers, FHWA	50/50 single/vs. multi-vehicle crashes. Most harmful event was tree. Next, was guard rail. Next was utility pole. Lowest was concrete barrier.

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		Obtained test data from Germany on guard rails, etc. Exist to keep cars from running off road. Guard rails is a hazard; lesser of 2 evils. Cable is the softest constraint that exists. Worst is metal post.
1:50 pm		Video
1:53 pm	Mr. Powers	Hitting any barrier is catastrophic. To develop a barrier to help the Motorcycle would not address car/truck, etc.
	Mr. Halladay	Were any changes made?
	Mr. Powers	Don't know. Made small changes, e.g., padding, but not nearly adequate.
1:55 pm	Mr. McClune	Is it possible to commission a study to investigate practices in EU? Just to have basis as to whether to do/not do something.
	Mr. Bloschock	Must be something w/EU that we're missing. Seems to be more motorcycle-friendly. Culture shows more respect for motorcyclists.
	Mr. Powers	Need to see if the issues discussed involve actual causes of fatalities.
	Mr. Hennie	Motorcycle Crash Causation study won't be ready until 2010?
	Ms. Bents	Correct. Great detail. Pilot study begins 3-4/07. Summer 07 is when study actually begins. May take several years to get large enough pool of data to analyze.
	Mr. Halladay	Yes, there are programs in place to discover what other countries are doing.
2:02 pm	Mr. Bloschock	Went on EU bridge scanning tour. Had value; not just vacation.
2:04 pm	Ms. Bents	More on barriers? Literature review of other nations?
	Mr. Hennie	Get the information to designers
	Mr. McClune	Where does the expertise come from? Historically, government turns to industry, to find ways to address the issues.
2:06 pm	Mr. Halladay	That's appropriate. Many are multi-national. Could be taken to AFSA.
	Mr. Powers	Would like to find out results. Most State DOTs don't have funds for such. Plus, liability issues. Smooth face (barriers) seems to be best, as opposed to others.
	Ms. Van Kleeck	Also, acoustic barriers.
	Mr. Bloschock	In Texas, we don't mount barriers unless they are crash-tested.
	Mr. Zimmer	Air-bag guard rails...
	Mr. McClune	Don't know interface between Council & motorcycle manufacturers, e.g., ABS brakes for cars, not for bikes. Link brakes, air bags.
	Mr. Hennie	Dialogue is open currently w/NHTSA.
	Ms. Van Kleeck	NTSB just had safety forum.
2:12 pm	Mr. Zimmer	We'll see more of that as awareness increases.
2:13 pm	Sue Ryan, NHTSA	Quarterly NHTSA Motorcycle Committee covers alcohol, law enforcement, training. Meetings are open to public.
	Mr. Hennie	NHTSA did extensive study on ABS.
	Mr. Zimmer	Motorcycle ABS is working pretty well. Still working on link system.
	Mr. Salontai	Back to Charter, opportunity to change design.

	[P]	STATEMENT(S)
2:14 pm		Break
2:31 pm		Reconvene.
	Mr. Powers	PSA, EU video (all the wrong things to do as a motorcyclist)
2:34 pm	Ms. Bents	Review agenda. Recommendations?
	Mr. Salontai	Other design issues, e.g., compound curves, merge lanes, transitions.
	Mr. Blosschok	Covered surface issues pretty well.
2:35 pm	Mr. Hennie	Merge lanes. Don't have numbers. Are they bad? Maybe deserves a deeper look.
	Mr. Salontai	Length of transition on-ramps seem to be shortening—in California, at least. Are becoming issues as cars become erratic attempting to enter traffic, etc.
	Mr. Halladay	Lot of ways we can go. Today, maybe just frame issues. If there's more thought, will be valuable
2:38 pm	Mr. Hennie	Toll booth issues. Just want to raise all issues to get on agenda.
	Mr. Blosschok	Will be opening tolls in Texas; will monitor.
	Mr. Zimmer	Some do Easy Pass. Problem with motorcycles: where to put the transponder.
2:40 pm	Ms. Bents	Segue into ITS issues?
	Mr. Zimmer	Sealant issues. Types of material vary. Some problematic. Some only problematic in rain.
	Mr. Blosschok	When addressing maintenance issues, these things will come up.
2:42 pm	Ms. Bents	Recommendation?
	Mr. Zimmer	Don't want to miss it.
	Mr. Halladay	Some are OK. It's the choices the State DOTs make.
2:43 pm	Mr. Zimmer	Highlighting the edge of metal plates. Somehow need to know where the edge is.
	Mr. Salontai	Is there a specification for paving?
	Mr. Blosschok	Not that I'm aware. But, with coloring you'd see it.
2:45 pm	Ms. Bents	Other topics?
	Mr. Zimmer	Gravel/water build-up. If there's a perpetual area that has buildup, drainage needs to be looked at—for all.
	Mr. Hennie	Great use of 800 # for reporting roadway problems.
	Mr. Blosschok	Once calls continue to come, something will be done.
2:47 pm	Mr. Salontai	Shoulder construction. Drop-off from pavement, no shoulder at all—know it's right-of-way/cost issues, etc.
	Mr. Zimmer	Nowhere to pull off—not clear when there's a shoulder vs. when there's not.
2:49 pm	Ms. Bents	Rumble strips?
	Mr. Blosschok	Anyone had problems? We use them.
	Mr. Salontai	In the median...
	Mr. Zimmer	Where they've been problematic are when in the middle of lane; 4 or 5 sets of them; approached a turn; warning strips. Problem because they're

	[P]	STATEMENT(S)
		bigger, cause a lot of bumping/vibration.
2:51 pm	Mr. Blosschock	Ontario made them progressive—more & more bumpy.
2:52 pm	Ms. Bents	Other topics: design, maintenance, construction?
	Mr. Hennie	ITS. Main concern is to ensure that motorcycles are considered. Must keep motorcycles in loop. No problems as yet, but this is opportunity to enter concerns. Such as, Easy Pass. Must be considered in future technology.
2:55 pm	Ms. Bents	An awareness issue, as well.
	Mr. Zimmer	Stop light sensors that don't pick up the small body of motorcycle. Some states allow motorcycles to pass through before the traffic light changes, but not safe practice.
	Mr. Hennie	Newer tech moving away from magnets to occupancy/video to detect.
	Mr. Halladay	There's a range of things being tested; including motorcycle consideration is good.
2:58 pm	Mr. Blosschock	Awareness.
	Mr. Hennie	Is there anything else that cars are about to use that motorcycles would use as well?
	Mr. Halladay	Many things. DOT works on car communication w/road. Don't know extent of motorcycle manufacturer participation.
3:00 pm	Mr. Salontai	Has to leave.
	Ms. Bents	Other topics? Then, summarize: <ul style="list-style-type: none"> ■ Barriers: review to assess state-of-the-art ■ Signage: establish mechanism to develop communication w/other groups ■ Surfaces: Sealants
3:03 pm	Mr. Maher	Do we want own motorcycle lanes?
	Mr. Halladay	Truckers want their own lanes... in process
	Mr. Zimmer	Lane splitting: partly problematic because cars resent this practice. Better for motorcycles, mechanically. Legal only in CA. Studies in Thailand show positive results.
3:07 pm	Mr. Halladay	No unique road design?
	Mr. Zimmer	No. But, something to be looked at.
3:08 pm	Ms. Bents	For next meeting, please notify of items to be added to agenda.
3:09 pm	Mr. Zimmer	Who do we communicate with?
	Mr. Halladay	Have a lot of options. Fran will be available. Morris Oliver, USDOT.
	Ms. Bents	Preference Morris?
3:10 pm	Mr. Oliver	Best to go through Fran to filter.
	Mr. Halladay	All should think how we proceed.
3:11 pm	Ms. Bents	Action Items: <ul style="list-style-type: none"> ■ Jeff: examples of motorcycle signs ■ Mark: see if ramps are being shortened ■ Mark: next time will have tire grip compound

	[P]	STATEMENT(S)
3:14 pm	Ms. Bents	Open public comment?
	Ms. Bents	Review.
	Mr. Halladay	Responsible for Annual Report to the Secretary. Not necessary for each meeting. Will pull together a report for this/other meeting. As far as official reports from Council, this has not been decided. First report will be sent to all for review/correction. Then observation will move on to proper channels. Suggest an email review, then final.
3:17 pm	Ms. McDonough	Contract says within 1 ½ month final report from meeting is due. Updates can be sent periodically, e.g., brochures.
3:18 pm	Mr. Halladay	Power of this Council. What Council produces can be disseminated by each member to solidify/establish future agenda.
3:20 pm	Mr. Zimmer	Good idea. Peers will want to know what was done. Good to produce something for them.
3:20 pm	Ms. Van Kleeck	Responding to Mr. Halladay's suggestion that manufacturers be consulted - My organization represents the manufacturers—safety side.
3:21 pm	Mr. Maher	Another comment: today's focus was primarily on safety. Not beyond purview to consider congestion planning—and how motorcycles relate.
3:22 pm	Ms. Bents	True. Biggest theme has been "awareness." Give thought to where future meetings should take Council. Others ways motorcyclists can contribute to planning and development.
3:23 pm	Mr. Zimmer	Metro motorcycle parking. Security may be deterrent.
	Mr. Halladay	Some fits to what ITS has talked about. Bringing this forward will help.
3:24 pm	Ms. Bents	Closing comments?
3:24 pm	Mr. Halladay	Not a rider. Plan to take course. Learned a lot today, but aware of some of the issues. Pleased with the interaction/respect of the Council. A good start. Safety is new Secretary's main concern.
3:27 pm	Mr. Blosschok	Look forward to a motorcycle-only complaint site. Will monitor.
3:29 pm	Mr. Halladay	Good to open lines of communication. Wish more outsiders had been here. Will look forward to more attendees at next meetings.
	Mr. Blosschok	Helps when public has explanation of why things are.
	Mr. Zimmer	Earlier the relationship between riders and the federal government was adversarial. Now, we're making strides toward progress.
3:31 pm	Ms. Van Kleeck	www.implementnams.org
	Mr. Zimmer	Information there may be useful to us.
3:33 pm	Mr. Halladay	Adjourned