



IACP Highway Safety Committee

Midyear Meeting Minutes

June 4 – 7, 2008

**Hilton Promenade at Branson Landing
Branson, Missouri**

The June 4, 2008, session of the Highway Safety Committee's (HSC's) 2008 Midyear Meeting commenced at 1157 hours, with Assistant Commissioner Earl M. Sweeney presiding. He welcomed those present and recognized the good turnout.

Following self-introductions, the Chair thanked both the Missouri State Highway Patrol and the sponsors for their support of this meeting and expressed, as well, his thanks to the sheriffs who chose to attend. He then introduced Colonel James F. Keathley, Superintendent of the Missouri State Highway Patrol, who welcomed those present to Missouri; offered rides and any other hospitality that his agency could provide to those attending; encouraged those present to see the Branson area during their stays; thanked the sponsors; and showed *How to Save a Life*, a DVD which was produced by the Highway Patrol and is being provided to every high school in the state.

Pete Rahn, Director of the Missouri Department of Transportation and President of the American Association of State Highway and Transportation Officials (AASHTO), made the following points during his welcoming remarks:

- Eighty percent of the time at AASHTO is being devoted to Reauthorization preparation. SAFETEA-LU will expire September 30, 2009; but 35 to 40 percent funding-reductions may commence after September 30, 2008, in order to ensure the Transportation (Highway) Trust Fund remains solvent, unless the Congress authorizes additional funds (perhaps by the unpopular measure of increasing the gas tax).
- AASHTO anticipates that performance measurements will be a part of the Reauthorization and is proposing a 50 percent reduction in crash fatalities over the next two decades, which equates to saving approximately 1,000 additional lives per year. The current approach is not reducing fatalities; as an example, there is more concern over the 5,100 members of the Armed Forces killed in Iraq over the past five years than the 250,000 citizens killed in traffic crashes during that same period of time.
- He advocates primary seat-belt laws.
- Coordination and cooperation reduced Missouri's traffic deaths to under 1,000 per year in the past four years, one year earlier than projected.

- Each Missouri trooper receives from Colonel Keathley a daily e-mail enumerating the number of traffic deaths and is mandated to cite every seat-belt violation detected (even though it still is a secondary offense in Missouri).
- “Operation Protect” is a successful program whereby the Highway Patrol establishes its own work-zones and then cites speeders.
- The Missouri Department of Transportation no longer chases “hot spots.”

Commissioner Sweeney wants to chart a course identifying long-term means by which to deal with fuel shortage, price, and consumption.

The Chair introduced Colonel Mark A. Dunaski, Chief of the Minnesota State Patrol and 1st Vice Chair of the State and Provincial (S & P) Police Directorate. Colonel Dunaski offered greetings from Colonel Joseph R. “Rick” Fuentes, S & P General Chair; from the IACP Board of Officers; and from Vincent J. Talucci, S & P Director (who was unable to attend this meeting due to a minor family illness). Colonel Dunaski thanked the sheriffs for participating in this meeting and indicated that S & P had initiated a strategic planning process during S & P’s 2007 Midyear Meeting; and that traffic safety had been identified as a major issue, revitalizing S & P’s interest in highway safety.

The Chair reported:

- A single voice should speak for Reauthorization and will make every effort to coordinate the HSC’s efforts with those of S & P, AASHTO, and the State Associations of Chiefs of Police Directorate (SACOP).
- The 2009 Agenda Screening Meeting may be scheduled just prior to the S & P’s 2009 Midyear Meeting in Alexandria, Virginia, to encourage participation in both meetings.
- He still is seeking to increase SACOP representation, is concerned that nine HSC members are not present at this meeting and failed to assign representatives, but acknowledged the presence of the following newly-appointed municipal HSC members: Chief Brian N. Kozak, Avon, Colorado, Police Department; Commander Paul L. Rizzo, Schaumburg, Illinois, Police Department; and Chief Daniel G. Sharp, Oro Valley, Arizona, Police Department.
- Those present were encouraged to complete the “IACP In-Kind Contribution Information” forms, so NHTSA can demonstrate to the Congress the significant non-grant support provided to the HSC.
- The HSC has requested two workshops at the 115th Annual IACP Conference in San Diego, California: “LESSS’ 3rd Roll-Call Video: *Saving Lives . . . One Stop at a Time*” and “Strategic and Tactical Approaches

- to Traffic Safety (STATS).”
- The HSC has five articles for the July 2008 (Highway Safety) issue of the *Police Chief*: two by Assistant Chief Brian A. Ursino, one by Major David A. Salmon, one by Ricky H. Rich, and the final one on Kentucky’s “Friday Night Blue Lights” program.
 - Selden J. Fritschner, AAMVA's Vice President for Law Enforcement, was unable to attend this meeting due to travel restrictions, but had sent the following items that Mr. Ashton distributed: “Report to IACP Highway Safety Committee and the NSA Traffic Safety Committee Mid-year Meetings,” “The First Highway Safety Award for Commercial Vehicles,” and the April 2008, edition of “Law Enforcement News.”
 - The issue of “Typical Applications,” whereby officers must carry in cruisers five cones and a sign for placement at crash scenes, has been resurrected. The National Committee for Uniform Traffic Control Devices (NCUTCD) is requesting that the National Traffic Incident Management Coalition (NTIMC) recommend the placement of the “Typical Applications” in the forthcoming edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*; NTIMC opposed their inclusion in January 2007, but the NCUTCD revisited in April 2008, this issue and wants NTIMC to reverse its earlier opposition. Mr. Ashton has been following this issue and has opposed on the behalf of the HSC the inclusion of the “Typical Applications” in the *MUTCD* because of the unavailability of space in cruisers, of the inability of officers in rural areas to comply with the “Typical Applications” when they often are the only emergency responders on collision scenes, and the inability to utilize “Typical Applications” may subject officers and the agencies they represent to unwarranted liability. This issue will be assigned to one of the subcommittees.
 - A Reauthorization resolution of perhaps ten points could be developed, with Commissioner Sweeney and Colonel Dunaski being afforded the leeway to incorporate S & P’s thoughts.

Garrett Morford, NHTSA's Chief of Enforcement and Justice Services, reported:

- The 2008 *Click It or Ticket* Mobilization was successful and emphasized nighttime enforcement.
- The 2008 *Drunk Driving. Over the Limit. Under Arrest* Crackdown is scheduled between August 15 and September 1.
- The training curricula for the Standard Field Sobriety Test (SFST), the Drug Evaluation and Classification (DEC), and the ARIDE [Advanced Roadside Impaired Driving Enforcement] programs are current and available.
- In terms of impaired driving, sustained high-visibility enforcement and

communications, along with general deterrence, are NHTSA's primary strategies. About ½ of the impaired driving fatalities take place between 2100 hours and 0300 hours, while about ½ of all driving trips occur between 1200 hours and 2100 hours; these facts suggest that sobriety checkpoints may be most effective between 1800 hours and 2100 hours when they will be seen most by the public, and that saturation or roving patrols may be most effective between 2100 hours and 0300 hours when the percentage of impaired drivers is high.

- The number of ignition-interlock installations increased from 100,000 in 2006, only to 133,000 in 2007, although the use of this proven technology still is very low.
- U.S. seat-belt usage is at 82 percent. The high-risk audience includes: male drivers aged between 18 and 34 years, teenagers, pickup truck drivers, nighttime drivers, and rural drivers. Fifty-five percent of the passenger-vehicle occupants killed were unrestrained.
- Speed Management Workshop Facilitator Training has been completed in eight regions, is scheduled for July 21-23, 2008, in Region 6, and has yet to be scheduled in Region 7.
- The two recurring themes are: (1) Traffic enforcement is law enforcement, and (2) too many people are dying. Michael N. Geraci, NHTSA's Director of the Office of Safety Programs, remains concerned about the lack of available data and is coordinating for the first time with the Bureau of Justice Assistance.

Senior Highway Safety Specialist Earl Hardy distributed to those present nine "Enforcement and Justice Services, Products and Technical Assistance" bulletins.

Colonel (Retired) Kenneth L. Morckel made a PowerPoint presentation on—and distributed a description of—"Data-Driven Approaches to Crime and Traffic Safety (DDACTS)." He advised that the Fresno, California, Police Department's similar program had reduced Violent Crimes by 35 percent; and that five pilot sites had been selected: Baltimore County, Maryland, Police Department; Metro Nashville, Tennessee, Police Department; Oakland, California, Police Department; Palm Springs, California, Sheriff's Office; and Rochester, New York, Police Department. Commissioner Sweeney suggested that the Department of Homeland Security be included in this program, for fusion centers could be invaluable to its success.

Chief Murray J. Pendleton expressed his concern about states eliminating registration stickers, for their abandonment deprives police officers of the reasonable suspicion or probable cause necessary to stop vehicles not exhibiting them and their movement to the windshield endangers officers' safety.

Transportation Safety Specialist John E. Balsler recognized the quality of the Missouri and Minnesota highway programs; emphasized that the high-visibility safety apparel rule for Federal-aid highways, as promulgated in Title 23, CFR, Part 634, § 634.3, will become effective November 24, 2008; indicated that the Federal Highway Administration (FHWA) will receive comments until July 31, 2008, on the proposed new edition of the *MUTCD* published in Volume 73, Number 1 of the *Federal Register*, under the date of January 2, 2008 (<http://a257.g.akamaitech.net/7/257/2422/01jan20081800/edocket.access.gpo.gov/2008/pdf/E7-24863.pdf>); advised that a four-hour train-the-trainer work-zone course is available from the American Traffic Safety Services Association (ATSSA) for \$25.00 per student; and stated that FHWA is reviewing its support of the National Law Enforcement Challenge and the IACP Technology Clearinghouse.

Deputy Director Cameron “Ron” Fisher, of Northwestern University’s Center for Public Safety, advised that the Center wishes to provide annually one tuition-free (exclusive of travel) nine-week suite of “Accident Investigation” courses to a recipient the HSC selects. He stated that Northwestern University wishes to give back to law enforcement; that the HSC can name the award and can determine the criteria for application; and that the first award will be presented at the 115th Annual IACP Conference. Commissioner Sweeney indicated that this offer is a great way to develop leaders; that one of the subcommittees would be charged with developing the criteria; that advertising could be accomplished via the IACP Web site, its biweekly e-newsletter, and the *Police Chief*, and that judging this year could occur via telephone. Director Fisher stated that the Center would attempt to offer in Chicago, Illinois, in seven or eight months the “Intelligent Traffic Enforcement” program that originally had been scheduled in Jacksonville, Florida, between June 8 and 11, 2008.

Mr. Rich provided an update from the Governors Highway Safety Association (GHSA):

- As a result of a Government Accountability Office (GAO) audit, an expert panel is developing safety performance measures.
- NHTSA wants to move from one, two-week to two-to-four *Click It or Ticket* mobilizations per year; GHSA supports this initiative.
- GHSA is proposing a zero fatality goal, as opposed to AASHTO’s halving the fatalities over the next two decades.
- GHSA supports overtime funds for impaired driving enforcement.
- GHSA actively supports the National Law Enforcement Challenge.

Colonel Keathley indicated the Missouri State Highway Patrol had assigned one trooper every ten miles for 16 hours on certain highways on Friday and Monday

of Memorial Day weekend and experienced zero fatalities on those roads. This effort was patterned after one in Illinois.

Mr. Rich reported on the sustainability of the National Law Enforcement Challenge:

- The “2007-2008 IACP National Law Enforcement Challenge Award Winners” were distributed. The “Municipal: 501-1250 Sworn” 3rd Place Winner should be read Savannah-Chatham Metro, Georgia; the “Sheriff: 51-100 Sworn” 1st Place Winner, Tift County, Georgia; and the “Technology Award” Winner, Ripon, California, Police Department.
- The Challenge received 560 applications (up from 545 last year)—118 of which were first-time entries—which were evaluated by 24 judges who spent their time at the IACP at their own expense.
- The concept of companies’ charging an additional \$1.00 per item shipping charge, which would support the Challenge, will be brought before the IACP Board of Officers.
- Major Grady T. Carrick will produce this year’s “Nifty Fifty.”
- Feedback—but not judges’ identities—will be provided to agencies, so they can improve next year’s applications.

William P. Georges suggested that the Challenge affords an excellent opportunity to collect traffic data; Assistant Chief Steven R. Casstevens indicated he intends to do so.

It was moved by Chief Pendleton, seconded by Frank J. Kowaleski, and unanimously approved that the “2007-2008 IACP National Law Enforcement Challenge Award Winners” be accepted, as amended.

Lieutenant/Colonel M. Anthony Padilla replaced Commissioner Joseph A. Farrow as the LESSS Chair and presented the LESSS update. He indicated that LESSS is seeking new projects to save officers’ lives; and that it presently is working on its third DVD, which now is about 70-75 percent complete. He provided background information with respect to—and explained the purpose of—*Saving Lives . . . One Stop At A Time*; indicated that Dennis D. Haysbert, who does Allstate Insurance Company commercials, may do the narration at the beginning and at the end; emphasized that the music and lyrics will be written and performed by Captain Rob Marone and his band; thanked Commissioner Sweeney, Mr. Morford, and Mr. Ashton for their support and assistance; and showed those present the draft DVD, after which the following feedback was provided:

- Commissioner Sweeney questioned the use of 45,000 traffic deaths, which differs from the 42,642 that occurred in the United States in

2006. Colonel Padilla indicated that 45,000 represents the traffic deaths in Canada and in the U.S. Commissioner Sweeney advised the draft is pretty compelling with the stadium scenes.

- Chief Pendleton suggested that the death notification scene is too brief.
- Lieutenant Butch Gamble stated that officers at crash scenes should be shown in high-visibility safety apparel and offered to provide footage.

Mike Hegeman, Director of Carfax's Municipal Data Acquisition, made a Power-Point presentation on Carfax's free law enforcement e-commerce grant for online crash report generation and on access to its vehicle history database.

The Chair made to the three subcommittees both personnel and work assignments, with Chief Pendleton serving as the Chair of Subcommittee #1, with Major John F. Duignan and Major Salmon serving as Co-Chairs of Subcommittee #2, and with Chief Casstevens serving as the Chair of Subcommittee #3. Subcommittee #1 members were: Acting Deputy Commissioner Larry G. Beechey, Major Robert Bloomberg, Captain Thomas C. Didone, Director Fisher, Julius B. Harper, Major Greg D. Hayes, Edward J. Hutchison, Richard R. Larson, Carl J. McDonald, Colonel Morckel, Mr. Morford, Kellee M. Remer, Commander Rizzo, Chief Sharp, and J.D. Sobol; Mr. Ashton was assigned to staff this subcommittee. Subcommittee #2 members were: George Baker, Mr. Balser, Captain Brigette E. Charles, Sheriff Dennis Conard, Captain Raymond Fisher, Mr. Georges, Mr. Hardy, Major J. Bret Johnson, Colonel Keathley, Mr. Kowaleski, Staff Sergeant Terence J. McDonnell, Inspector Stanley B. McNeil, Keith Nelson, Mr. Rich, and Mike Rieger; Clarence W. Bell, Jr., S & P Manager, was assigned to staff this subcommittee. Subcommittee #3 members were not provided.

William L. Ball, OnStar by GM's Vice President—Public Policy, made a Power-Point presentation on OnStar's Stolen Vehicle Slowdown, enumerating its development and its reviewed protocols. He stated that 1.5 million 2009 GM models will be equipped with the technology, which will become operational in October 2008.

FBI LEOKA Coordinator Charles E. Miller, III, indicated he had started with LESSS in February 2004; thanked those who had assisted him; currently is field-testing both the "Analysis of Officers Feloniously Killed and Assaulted" and the "Analysis of Officers Accidentally Killed" forms, the latter of which expanded from 1½ to eight pages and takes about an hour to complete; and advised that the forms will be implemented in about a year, once all of the approvals are received. Commissioner Sweeney thanked Mr. Miller for all of his efforts to save officers.

Mr. McDonald updated the “Campaign to Eliminate Drunk Driving,” which is in its 18th month and the purposes of which are to support high visibility law enforcement initiatives; to support existing technology, e.g., ignition interlocks (seven states have adopted them for the first and higher impaired driving offense; and interlock use has increased 35 percent in one year); and to provide grassroots support. He indicated that MADD will bring together next week judges, legislators and other officials from the ten states that are not authorized to use sobriety checkpoints, as well as from the two that are, but do not; that the small-agency summits are continuing; that MADD will participate with NHTSA in six “town hall” meetings; that he had submitted an article on “no refusals” for publication in the *Police Chief*; and that the 2008 MADD National Conference will be held between September 4 and 6.

Kevin Keith, Chief Engineer of the Missouri Department of Transportation, highlighted the efforts of the Standing Committee on Highway Traffic Safety (SCOHTS) and summarized AASHTO’s eight-point National Agenda for Highway Safety approved in May 2008.

Captain Didone provided Mr. Ashton with a written report relative to the Enforcement Technologies Advisory Technical Subcommittee’s (ETATS’) June 3, 2008, meeting. He thanked Mr. Bell for facilitating telephone conferences and indicated that marketing is a continuing focus, highlighting Joel A. Bolton’s “ETATS: Ensuring Quality Technology in Traffic Law Enforcement” article in the April 2008, issue of the *Police Chief*.

Commissioner Sweeney thanked Captain Didone for his work as he steps down as ETATS’ Chair due to his forthcoming marriage and job responsibilities. The Chair asked Captain Didone why ETATS had not been meeting with the HSC. The Captain advised that ETATS has attempted to meet at economical locations near airports to save vendors, who send multiple representatives, money; Commissioner Sweeney asked Mr. Bell to work to schedule meetings near those of the HSC.

Captain Didone had no “National Initiative on Speed Governor Settings” update because there have been no funding or long-term commitments; he recommended the issue be tabled.

Commissioner Sweeney admonished those present to ensure their time and attendance records for any Federal grants they receive are accurate, for he had just learned that New Hampshire’s Health and Human Services may have to repay the Federal Government as a result of a GAO audit.

The initial session of the HSC's 2008 Midyear Meeting was adjourned at approximately 1708 hours on June 4, 2008.

The three subcommittees that the Chair had appointed met on June 5 and 6, 2008, to address the issues assigned.

Commissioner Sweeney opened the third and final session of the HSC's 2008 Midyear Meeting at 0904 hours on June 7, 2008.

The Chair again expressed the HSC's appreciation to Colonel Keathley and the Missouri State Highway Patrol for everything they have done to make this meeting so enjoyable. He then introduced Banquet Captain Tony Cantrell, who thanked the HSC for the opportunity to handle its needs and to wish those present well.

Chief Pendleton presented Subcommittee #1's report:

- Staff/Sergeant Ian S. Mitchell, of the Royal Canadian Mounted Police (RCMP), was selected as the 2008 J. Stannard Baker Award for Highway Safety (state) winner.
- Corporal Daniel Melanson, of the RCMP, was selected as the 2008 *Looking Beyond the License Plate* Grand Prize Winner.
- The following six officers were selected as the 2008 *Looking Beyond the License Plate* honorable mentions:
 - Trooper Christopher D. Dunn, of the Colorado State Patrol
 - Officer Christopher Kocur, of the Far Hills, New Jersey, Police Department
 - Troopers Martin Gonglik and Jeffrey Ogradowski, of the Pennsylvania State Police
 - Police Officer Edward Lomazov, of the Philadelphia, Pennsylvania, Police Department
 - Master Officer Brian C. Scioli, of the Raleigh, North Carolina, Police Department
- The draft "Ignition Interlocks" resolution from the 2008 Agenda Screening Meeting was combined with wording from the "Support for Increased Impaired-Driving Enforcement" resolution, adopted at the 114th Annual IACP Conference in New Orleans, Louisiana, on October 16, 2007, to underscore the intent to increase interlock use throughout the United States; its approval was recommended.
- The draft "The Importance of Recognizing Drug Impairment as a Cause in Fatal and Serious Collisions—Increased Use of Drug Recog-

nition Experts (DREs)” resolution should be returned to the Technical Advisory Panel (TAP) for more and current information, with the recommendations that the revision promote the certification of additional Drug Recognition Experts (DREs), the number of which has been static for some time, and that it be retitled “Increased Use of DREs,” with the current title being used as the first “Whereas.” [The draft, along with the subcommittee’s suggestions, was returned to TAP on June 13, 2008; was revised and resubmitted on June 16, 2008; and was approved by the Chair, with the addition of “whenever possible” in the “Resolved” paragraph, for submission on June 19, 2008. RJA]

- The draft of the “Law Enforcement Reporting” resolution should be tabled until more information becomes available via DDACTS.
- AASHTO’s draft “New Highway Safety Goal” resolution had been rewritten by Mr. Ashton; his draft was recommended for approval, with “approximately \$230.6 billion in 2000 dollars” in the first “Whereas” being changed to “in excess of \$230 billion.”
- The proposed “Typical Applications” were reviewed and determined *not* to be in the best interests of law enforcement. Mr. Ashton’s e-mail dated May 13, 2008, was considered to be on target, his comments should be forwarded to FHWA, and chiefs of police throughout the United States should be encouraged to weigh in on this important issue.
- The tuition-free suite of six “Accident Investigation” courses that Northwestern University’s Center for Public Safety has offered should be included as a special category in the National Law Enforcement Challenge; the actual wording in the application should be decided by Mr. Rich’s subcommittee, but the individuals applying should come from agencies committed to traffic safety and possessing a need for these courses and should have demonstrated their desire to save lives via comprehensive traffic safety programs. Inasmuch as this year’s award was proposed after Challenge judging, the winner should be drawn at the Highway Safety Awards Breakfast by the Center’s Executive Director, Richard T. Johnson, from this year’s first-place winners.

It was moved by Chief Casstevens, seconded by Mr. Kowaleski, and unanimously approved that Subcommittee #1’s report be accepted.

Major Salmon presented Subcommittee #2’s report:

- L.R. “Bob” Jacob, Director of the Institute of Police Technology and Management (IPTM), was selected as the 2008 J. Stannard Baker Award for Highway Safety (other) winner.

- The draft resolution pertaining to the Conforming Products List (CPL) was rejected, since it already was ratified as the “Support of the IACP Enforcement Technologies Testing Program” resolution, adopted at the 114th Annual IACP Conference in New Orleans, Louisiana, on October 16, 2007.
- The draft “Support of Policies and Training on Older Driver Safety” resolution was tabled until more information becomes available via a forthcoming study.
- The following law enforcement strategies for coping with rising fuel costs were identified:
 - Undertaking data-driven enforcement focusing on smaller, pre-determined areas
 - Installing solar panels on cruisers’ roofs to charge batteries and to prevent cruisers from idling (Whelen Engineering already has developed a roof rack equipped with solar panels.)
 - Promoting greater use of distance learning, video conferencing, and on-line training programs as opposed to centralized training and traditional meetings
 - Using video arraignments, which already have been implemented in Alaska and Virginia
 - Affording greater consideration in purchasing decisions to fuel economy, i.e., is the Hemi engine necessary or will a six-cylinder-engine suffice? Vehicle manufacturers should be encouraged to apply to police vehicles existing technologies, including hybrid powertrains and cylinder stepdowns
 - Reviewing the Ohio State Highway Patrol’s comprehensive recommendations to reduce fuel consumption at www.statepatrol.ohio.gov
- OnStar’s Stolen Vehicle Slowdown was reviewed, and it was recommended that the IACP Board of Officers endorse OnStar’s technology. Commissioner Sweeney indicated that he and Mr. Ashton would draft a Model Policy to include OnStar’s protocols.
- A “SAFETEA-LU Reauthorization” resolution was developed only as the initial step in beginning work in this regard, which should be the main focus of the HSC for the foreseeable future.
 - Sheriff John T. Whetsel will present to the NSA the resolution.
 - Commissioner Sweeney will work with both the NSA and S & P on developing a white paper.
 - Mr. Georges stated that more than three meetings per year will be required in this effort, and that the HSC needs to prioritize its re-

quests and realistically may expect to secure only one or two items it seeks.

- The Chair indicated that he had requested at this meeting the presence of IACP Legislative Counsel Gene R. Voegtlin and does not know why he is not here.

It was moved by Mr. Kowaleski, seconded by Chief Pendleton, and unanimously approved that Subcommittee #2's report be accepted.

Chief Casstevens presented Subcommittee #3's report:

- Officer Sean McGrath, of the Crystal Lake, Illinois, Police Department, was selected as the 2008 J. Stannard Baker Award for Highway Safety (municipal) winner. The purpose of this award needs to be better clarified, and a scoring sheet needs to be developed.
- The draft "Support of An Increased Effort to Maximize Seat Belt Use Among Commercial Motor Vehicle Drivers" resolution was approved, as submitted.
- The draft "Support of the Federal Bureau of Investigation's Implementation of New Reporting Forms for the Law Enforcement Officers Killed and Assaulted Program" resolution was approved, as submitted.
- The "Support of Ticketing Aggressive Cars and Trucks (TACT) Initiative" resolution was approved, as submitted.
- Cosmetic changes were made to the "2008 Proposed Goals," and they will be transmitted to Mr. Ashton.
- A four-page document related to the National Law Enforcement Challenge's sustainability was reviewed by this subcommittee. Donation levels for companies were discussed, as were either a lump sum or "shipping donation" (a minimum of \$1.00 per item) plan.
 - Mr. Georges suggested that the "shipping donation" plan may cause tax issues.
 - Mr. Morford advised that federal and state procurement laws may prohibit the "shipping donation" plan.
 - The Chair indicated that the IACP Board of Officers needs to approve the use of the National Law Enforcement Challenge's logo, along with the "shipping donation" plan. He indicated his willingness to investigate both.
- IACP 1st Vice President, Chief Russell B. Laine, has been in an Intensive Care Unit for the past twelve or 13 weeks, after returning from a visit to Turkey; currently is improving, but his progress during the next

30 days will be critical; and expects to be at the 115th Annual IACP Conference in San Diego, California.

It was moved by Mr. Georges, seconded by Mr. Kowaleski, and unanimously approved that Subcommittee #3's report be accepted.

Commissioner Sweeney asked for a round of applause for the work Mr. Ashton does, for the detailed minutes he takes, and for the assistance he provides the HSC Chair.

Mr. Rich advised that the National Law Enforcement Challenge wants in the future to be in a position to pay for judging (at least the expenses of state coordinators) and to seek a location for less than \$250.00 per night.

The Chair indicated that Mr. Morford may provide more funding for LESSS, as may the NSA and Transport Canada; and that Whelen Engineering had offered to reproduce LESSS' third DVD.

Commissioner Sweeney thanked both the new HSC members and the Sheriffs who attended this meeting and suggested that this may just be the beginning, as he is considering the appointment of a sheriff as an ETATS Vice President.

The Chair indicated that the 2009 Agenda Screening Meeting may be held just prior to the 2009 S & P Midyear Meeting, so everyone who wished could take advantage of the joint meetings; and that anyone who wanted to host the 2009 Midyear Meeting should contact either Commissioner Sweeney or Mr. Ashton.

The 2008 Agenda Screening Meeting was adjourned at 1012 hours on June 7, 2008.

Respectfully submitted,



Richard J. Ashton
Grant/Technical Management Manager
Highway Safety Committee Liaison

RJA:



IACP Highway Safety Committee

Midyear Meeting Attendees

June 4 – 7, 2008

Hilton Promenade at Branson Landing
Branson, Missouri

#	Name	Agency	E-Mail
1	Earl Sweeney	NH Dept of Safety	earl.sweeney@dos.nh.gov
2	Mark Dunaski	Minnesota State Patrol	mark.dunaski@state.mn.us
3	Pete Rahn	MO DOT	
4	Clarence Bell	IACP	bellc@theiacp.org
5	Daniel Sharp	Oro Valley, AZ, PD	dsharp@ovpd.org
6	Murray Pendleton	Waterford, CT, PD	mpendleton@waterfordct.org
7	Frank Kowaleski	VACP	frank@vachiefs.org
8	Ken Morckel	NHTSA	kmorckel@firstresponsesolutions.com
9	Jack Duignan	PA State Police	ждуignan@state.pa.us
10	Dave Salmon	New York State Police	dsalmon@troopers.state.ny.us
11	Larry Beechey	Ontario Provincial Police	larry.beechey@ontario.ca
12	Stan McNeil	RCMP	stanley.mcneil@rcmp-grc.gc.ca
13	Butch Gamble	Fairfax County, VA, PD	butch.gamble@fairfaxcounty.gov
14	Brian Kozak	Avon, CO, PD	bkozak@avon.org
15	Kyle Clark	IPTM	kyle.clark@unf.edu
16	Jim Keathley	MO State Hwy. Patrol	james.keathley@mshp.dps.mo.gov
17	Tom Finn	Boulder City, NV, PD	tfinn@bcnv.org
18	David Corman	Metro Nashville PD	david.corman@nashville.gov
19	Ron Fisher	Northwestern University	c-fisher@northwestern.edu
20	Rick Larson	Laser Craft	rlarson@lascraftinc.com
21	Tom Didone	Montgomery County PD	thomas.didone@montgomerycountymd.gov
22	William P. Georges	The Century Council	georgesw@centurycouncil.org

#	Name	Agency	E-Mail
23	Steven Casstevens	Hoffman Estates, IL, PD	steven.casstevens@hoffmanestates.org
24	Paul Rizzo	Schaumburg, IL, PD	prizzo@ci.schaumburg.il.us
25	Ricky H. Rich	GA Governor's Ofc. of Highway Safety	rhrich@bellsouth.net
26	Garrett Morford	NHTSA	garrett.morford@dot.gov
27	Juan Cardona	Decatur Electronics	jcardona@decaturelectronics.com
28	George Wilhelm	Rowan County, NC, Sheriff	george.wilhelm@rowancountync.gov
29	Mike Hegeman	Carfax	mikehegeman@carfax.com
30	Kellee Remer	Carfax	kelleeremer@carfax.com
31	Brigette Charles	OH State Hwy. Patrol	bcharles@dps.state.oh.us
32	Edward Hutchison	National Sheriffs' Association	ehutchison@sheriffs.org
33	Terry McDonnell	New York State Police	tmcdonne@troopers.state.ny.us
34	Anthony Padilla	Colorado State Patrol	anthony.padilla@cdps.state.co.us
35	Dennis Conard	Scott County, IA, Sheriff	dconard@scottcountyiowa.com
36	J.D. Sobol	3M	jdsobol@mmm.com
37	Raymond Fisher	Colorado State Patrol	raymond.fisher@cdps.state.co.us
38	Keith Nelson	Whelen Engineering	knelson@whelen.com
39	Anna J. Amos	Federal Motor Carrier Safety Administration	anna.j.amos@dot.gov
40	Bob Bloomberg	MSHP	bob.bloomberg@mshp.dps.mo.gov
41	George Baker	OnStar by GM	george.baker@onstar.com
42	Bill Ball	OnStar by GM	william.ball@onstar.com
43	Carl McDonald	MADD	carl.mcdonald@madd.org
44	John Balsler	FHWA Ofc. of Safety	john.balsler@dot.gov
45	Mike Rieger	Laser Technology, Inc.	mrieger@lasertech.com
46	Roosevelt Rogers	Laser Technology, Inc.	rogers@lasertech.com
47	Kevin Morrison	Decatur Electronics, Inc.	kmorrison@decaturelectronics.com

#	Name	Agency	E-Mail
48	Julius Harper	Decatur Electronics, Inc.	jharper@decaturelectronics.com
49	Major Bret Johnson	MSHP	bret.johnson@mshp.dps.mo.gov
50	Chuck Miller	FBI	chamille@leo.gov
51	Kevin Keith	MO DOT	kevin.keith@modot.mo.gov
52	Greg Hayes	NC Highway Patrol	ghayes@ncshp.org
53	Dick Ashton	IACP	ashtonr@theiacp.org
54	F.W. Howard, Jr.	New Kent County, VA, Sheriff	fwsherriff@co.newkent.state.va.us
55	Dale Penn	Missouri State Highway Patrol	dale.penn@mshp.dps.mo.gov
56	Ron Walker	Missouri State Highway Patrol	ron.walker@mshp.dps.mo.gov
57	Earl Hardy	NHTSA	earl.hardy@dot.gov
58			
59			
60			