

National Association of Regional Councils



2006 NARC Policy Brief

NARC policies are developed yearly from consultations with and information provided by the association's working groups, committees and its membership. The policies provide a context for NARC's national agenda on significant national and legislative issues. Each policy brief includes a rationale for NARC's position on topics relevant and important to America's regional councils and metropolitan planning organizations, metro and rural, large and small.

Safety

Issue: Safety

Background: Safety has and will be NARC's number one priority for transportation – in policy and in programs. Whether it's rural road, metropolitan highway, or transit safety we will continue to work on adequate funding, data sources, and coordination to lessen the 42,000 yearly deaths and injuries in our transportation system. Through the Safety Conscious Planning Working Group and other partnerships we will continue to promote safety as an integral part of transportation planning.

NARC will also be working with our members on how to implement new safety plans required under SAFETEA-LU.

Policy Recommendations:

- Continue to work with FHWA and FTA in Safety Conscious Planning.
- Continue to promote integrating safety in all aspects of transportation planning.
- Continue to explore safety partnerships.
- Work on implementing the following SAFETEA-LU Programs (see attached guidance):
- Highway Safety Improvement Program (HSIP)- The program authorizes a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- High Risk Rural Roads- Each State's apportionment of HSIP funds is subject to a set-aside for construction and operational improvements on high-risk rural roads. The set-aside will total \$90M nationally and be applied proportionally to the States' HSIP apportionments.
- Strategic Highway Safety Plan- By October 1, 2007, each State must have a strategic highway safety plan that identifies and analyzes safety problems and opportunities in order to use HSIP funds for new eligible activities under 23 USC 148. The plan is required to include a crash data system that can perform problem identification and countermeasure analysis

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