



# Roadway Infrastructure Safety Coalition

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The Honorable Ray LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

AAA

American Highway Users  
Alliance

American Public Works  
Association

American Society of Civil  
Engineers

American Society of  
Highway Engineers

American Traffic Safety  
Services Association

National Association of  
Counties

National Association of  
County Engineers

National Association of  
Development Organizations

Dear Secretary LaHood,

On behalf of the Roadway Infrastructure Safety Coalition (RISC), we would like to express our support for Section 1112(b) of the new federal transportation bill - Moving Ahead for Progress in the 21st Century Act (MAP-21). RISC is one of America's only national coalitions focused on rural roadway safety infrastructure. This broad coalition includes road users, engineers, government officials, manufacturers and small business owners.

Section 1112(b) requires the U.S. Department of Transportation (DOT) to undertake a best practices study and to develop a best practices manual for projects on high-risk rural roads. As part of this requirement, DOT must survey the states and local governments in order to compile best practices from across the country as it relates to rural road safety infrastructure projects. Using this information, DOT will then create a manual of best practices for use by all levels of government - with the goal to assist in the use of cost-effective safety infrastructure measures that will save lives on this nation's roadways.

RISC thought it was unfortunate that the High Risk Rural Roads set aside was consolidated within the Highway Safety Improvement Program. The coalition believes this program was vital to addressing roadway safety infrastructure needs on rural roads. Section 1112(b), however, will provide a tool to direct focus on rural roads and provide examples of strategies that work.

With the consolidation of the High Risk Rural Roads program under MAP-21, it is critical to find ways to address the needs of rural America when it comes to roadway safety infrastructure. As you know, a person is 2 1/2 times more likely to die on a rural road than on an urban roadway. With this in mind, the best practices manual will give states and local governments the critical information they need to make effective and much-needed improvements to roads in rural areas.

We have enclosed two documents – both of which focus on cost-effective roadway safety projects and their cost-benefit ratios. We believe these can serve as additional resources to the DOT as you develop your survey questions and craft the best practices manual. As you undertake the requirements of MAP-21, please do not hesitate to reach out to RISC or individual coalition members if you have any questions or concerns. We applaud your commitment to safety and look forward to working with you on this and other safety issues.

Sincerely,

Roadway Infrastructure Safety Coalition