1. **Introductions**
   Attendees:
   - Michael Bryce, Graham County, AZ
   - Steve Fort, Hendry County, FL
   - William Cook, Orange County, FL
   - Brian Keierleber, Buchanan County, IA
   - Jim George, Dallas County, IA
   - Steven Strength, Orleans Parish, LA
   - David Hutchings, Jefferson County, MO
   - Matthew VanSlyke, Oneida County, NY
   - Rich Chamberlin, Trinity County, TX
   - Ejaz Khan, Clark County, WA
   - Chelsea Favero, Pinellas County, FL
   - Guy Kohlnhofer, Dodge County, MN
   - Mark Servi, Barron County, WI
   - Ricky Mitchell, Mobile County, AL
   - Dan Dahlke, St. Clair County, AL
   
   Brian Roberts, National Association of County Engineers
   Cindy Wasser, NACo
   James Davenport, NACo
   Bob Fogel, NACo

2. **Review of the Summary of the June 13, 2011 Conference Call.**

3. **Recent and/or Upcoming Activities of the NACo Rural Road Safety Project and the Peer Exchange Project** – James Davenport, NACo

   3.1. **Past Event** - Developing Solutions to Improve Road Safety on County Roads in the State of Alabama as part of the ACCA 2011 Annual Meeting on Thursday, August 18, 2011 10:00 am to 12:00 noon Perdido Beach Resort Orange Beach, AL.
      - Participants said that the forum was a good place to share common problems and discuss funding opportunities.

   3.2. **Upcoming Event** – Webinar, There’s a Killer on the Road – What can be done about Roadway Departure Crashes? Scheduled for November 3, 2011 at 2:00 eastern time.
      To register, visit [https://www2.gotomeeting.com/register/344411202](https://www2.gotomeeting.com/register/344411202)
4. **Latest Developments on Retro-reflectivity Standards on Signs and Pavement Markings** – Bob Fogel, NACo Senior Legislative Director

4.1 The US Department of Transportation announced on August 30 that it is proposing to eliminate dozens of regulations on traffic signs. The two date certain requirements for minimum reflectivity, January 22, 2015 and January 22, 2018, are eliminated and replaced by a requirement to replace these signs when they reach the end of their useful service life, which local and state agencies will determine based on their particular climates and environment. The mandate that requires every local and state agency to establish an assessment or management method for implementing retroreflectivity standards remains but is postponed until two years from the effective date of the revised regulations. Overall forty-six deadlines, including timetables for minimum reflectivity, are proposed to be scrapped.

Bob Fogel, NACo Senior Legislative Director, joined the call to further brief the network on the standards. There is currently an open comment period for both the proposed Retroreflectivity Sign and Pavement Markings rule. Individuals may provide feedback by October 30.

In Spring 2012, there will be a supplementary document released for Retroreflectivity Standards. A similar document for Pavement markings is underway.

Bob asked if anyone on the call has estimated the impact of these rules on their county? A couple callers responded, one indicating that he was looking at striping the heavily traveled roads in his county 2x/year, rather than doing ½ of the system annually. He estimates that his budget would quadruple—from $75,000 to $300,000. This rule is “making safety worse” by forcing counties to spend more money in one area at the expense of others.

Some counties may find ways to cut corners, such as only striping the center line, rather than edges which is not a very good option. In addition, impacts to the rule may also be climate-driven. Northeastern counties may experience additional costs due to the use of snowplows and abrasives. The use of a certain apoxy may reduce impacts to the markings reflectivity but, the apoxy only works when applied to pre-apoxy surfaces.

If you send comments to Congress about the impact of this rule, consider cc’ing Bob Fogel of NACo staff (bfogel@naco.org) and Brian Roberts of NACE (broberts@naco.org).

4.2 The impacts of Wetlands and Endangered Species regulations on county transportation projects was discussed. NACo has been working to maintain a good relationship with FHWA as well as the Army Corps of Engineers and EPA to address regulations that delay or add cost to county transportation projects.
4.3 The House Leadership is looking to secure another $100 billion for Highway Transit funding, which would increase available funding from $230b to $360b.

5. **Updates from FHWA** – Ben Gribbon, FHWA Office of Safety Programs (HSSP)

- An updated handout on Local and Rural Road Safety Resources is available including the new (January 2011) Local Rural Road Owners Manuals on: *Intersections, Roadway Departure, and Safety Information Analysis*.

- FHWA is researching how states are funding safety improvements on local roads – with HSIP, HRRRP, or other funds – and is looking for best practices and local experience with the same. The research will be completed in 2012.

- The FHWA Resource Center has developed Highway Safety Manual (HSM) “Lite” presentations. Hillary Isebrands, P.E. can provide more information.

- The new Roadside Design Guide 4th Edition is available from the American Association of State Highway and Transportation Officials (AASHTO), including roadside hardware information, and for the first time it is available as a web-based publication.

- With current authorizations set to expire in the next couple weeks (e.g. 9/30), the House on Tuesday 9/13 passed legislation that would authorize federal aviation and surface transportation programs for several more months.

- With regard to reauthorization of SAFETEA-LU, the key overall issues are potential program consolidation, performance-based programs, acceleration of project delivery, and of course funding. HSIP and SHSP are likely to remain the same, perhaps with a specific update cycle. HRRRP & Hwy Rail Crossing set-asides may see increased flexibility. Performance Management could require national goals & states to set performance targets.

- The Highway Safety Partners Venture (HSPV) met Thursday, September 15, 2011, and discussed the Decade of Action for Road Safety, safety data, Towards Zero Deaths (TZD), and legislative developments. The venture fosters communication between the federal sector, national associations, practitioners, and private sector groups representing the interests of national, State, and local stakeholders in traffic safety. National Association of County Engineers (NACE) is generally represented by the Executive Director.

- For more info see [http://safety.fhwa.dot.gov/local_rural/](http://safety.fhwa.dot.gov/local_rural/) or email Ben.Gribbon@dot.gov.

6. **Review Work to Engage State Associations and Elected Officials** – Cindy Wasser, NACo

In August, NACo distributed information about the Rural Road Safety project to all state association executive directors and requested that someone on their staff sign up
to receive NACo’s Rural Road Safety E-Bulletin and share announcements with county members. Since this outreach effort, over 10 new individuals have signed up to receive information from NACo. NACo staff will continue to explore ways to connect with county members through their state associations of counties.

7. **Discuss Strategies to Engage Elected Officials and the General Public in Road Safety** – James, Cindy and All
   7.1. Reformat NACo’s Road Safety Resource Center to attract people who may not normally be involved in road safety.
       -Initial changes have been made to reorganize materials.
       -Visit [http://www.naco.org/programs/csd/Pages/RuralRoadResourceCenter.aspx](http://www.naco.org/programs/csd/Pages/RuralRoadResourceCenter.aspx) to view changes.
   7.2. Draft case studies from counties who have been sued regarding traffic data. We were able to track down two cases involving counties being sued for transportation related issues, but they did not involve traffic data.
   7.3. Highlight funding opportunities for counties.
       -If you have any case studies of resources to share, please email Cindy or James.

8. **Report from Peer Exchange Participants** –
   8.1.1. Short Term Safety Goals
   8.1.2. Challenges
   8.1.3. Successes
   8.1.4. Next Steps

   **Brian Keierleber, Buchanan County, OH**
   -County recently finished a shoulder project. Brian recently visited with an Amish resident, who had positive reviews.
   -The county is moving forward with a roundabout project, which will be constructed next summer.
   -Ohio is streamlining the pass-through process for transportation funding, which will help the county in the future.

   **Dan Dahlke, St. Clair County, AL**
   Using HRRR funding for guard rail improvements. Work on shoulder and drop-off continues. The county put some funding requests in to the state for surface treatments.

9. **Open Discussion** – All
   9.1. State based resources and trainings – LTAP representatives and others
   9.2. Other Issues for discussion –
       9.2.1. Nine Road Safety Countermeasures
       9.2.2. Implementation of usRAP or other Prioritization Processes – History of using u.s.RAP or any other program for a prioritization process

10. **Other Business and Discussion**
11. **Set Date for Next Conference Call**
   The next conference call is scheduled for Tuesday, January 17 at 2 PM ET.