



National Association County Engineers

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NACE UPDATE

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members
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(Note: Sources of information include the AASHTO Journal, NACo staff, Senate and House publications, the Federal Highway Administration, and other association news journals)

RISC Submits Letter to Big Eight

The Roadway Infrastructure Safety Coalition (RISC), of which NACE is a founding member, submitted a letter to the eight most powerful transportation leaders in Congress. The letter described RISC's goals for the transportation bill currently being crafted in the House and Senate. Recipients of the letter included: House Transportation and Infrastructure Committee Chairman James Oberstar, Ranking Member John Mica, Subcommittee Chairman Peter DeFazio, Ranking Member John Duncan, Senate Environment and Public Works Committee Chairman Barbara Boxer, Ranking Member James Inhofe, Subcommittee Chairman Max Baucus, and Ranking Member George Voinovich.

It is vitally important for NACE and its allies to communicate its priorities and wishes to influential congressional leaders so that these ideas are considered when the authorization bill is being drafted. [Click here](#) to read the full letter to the Big 8.

RISC is currently comprised of the American Highway Users Alliance (The Highway Users), American Society of Civil Engineers (ASCE), ATSSA, National Association of Counties (NACo), National Association of County Engineers (NACE), and the National Association of Development Organizations (NADO).

Highway Trust Fund Likely to Run Short of Cash This Summer

States can expect to see a slowdown of federal highway reimbursements as soon as late July or early August as the Highway Trust Fund balance again dwindles toward possible insolvency. Will Kempton, California Department of Transportation director and chairman of AASHTO's Standing Committee on Finance and Administration told fellow AASHTO board members that the trust fund situation remains grim. "Receipts are showing a dip compared to what [the Congressional Budget Office] had predicted just a few months ago," Kempton said. "Receipts are running about 90 percent of the amount coming in this time last year. On the other hand, outlays are running at 105 percent of the amount going out last year." Kempton said if Congress does not act to again shore up the trust fund or pass a multiyear surface transportation authorization bill containing significant revenue increases, state transportation departments will again face the prospect of massive cutbacks in federal aid going into the next fiscal year. Based on current receipts, AASHTO projects that the Highway Trust Fund can only support an \$8.7 billion federal-aid highway program for Fiscal Year 2010 if Congress doesn't act to increase

transportation taxes or funnels more General Fund money into the trust fund. This fiscal year, the federal-aid highway program was \$41 billion. It is estimated that a \$14 to \$15 billion transfer from the General Fund would be needed this year to sustain projects and to provide funding for the FY 2010.

EPA Proposes Modifications to Transportation Conformity Rules

The U.S. Environmental Protection Agency is proposing several new tests to determine whether transportation projects are consistent with air-quality standards for particulate matter as well as detailing when “hotspot” analyses need to be conducted, according to a notice published in the May 15 *Federal Register*. Updating the transportation conformity requirements will make them consistent with revisions EPA made in 2006 to air-quality standards for fine and coarse particulate matter, the agency notes. Transportation conformity is a Clean Air Act requirement under which state and local transportation departments must ensure that federally funded highway and transit projects are consistent with state implementation plans to control air pollution. Conformity ensures that transportation projects will not cause or contribute to new air-quality violations, worsen existing violations, or delay of attainment for the standards related to pollutants such as ozone, particulate matter, carbon monoxide, and nitrogen dioxide. More information about transportation conformity, including text of the proposed regulation changes and a fact sheet, is available on EPA’s website at <http://www.epa.gov/otaq/stateresources/transconf/conf-regs.htm> Comments on the proposal are due June 15.

NACE Immediate Past President Sue Miller featured in Public Works Magazine Article

NACE Past President Sue Miller has made the front page and is featured in an article, “Road Warriors”, in the May issue of Public Works Magazine. Click on the below to view the article. This article link from PUBLIC WORKS Online (<http://www.pwmag.com/>) To view this article click on the following link <http://www.pwmag.com/industry-news.asp?articleID=970110>

Work Zone Considerations for Recovery Act Projects

It has been estimated that freeway work zones account for nearly 24 percent on non-recurring delay and 10 percent of overall delay. The number of people killed in work zones remains significant (835 in 2007). Safety and mobility impacts from work zones will likely be magnified with the infusion of a large number of new projects under the American Recovery and Reinvestment Act. Appropriate planning, coordination, sequencing and scheduling of projects will be critical in order to minimize conflicts and delays, and to maintain an acceptable level of mobility and safety during construction. [Click here](#) for online resources that provide information and guidance on specific aspects of work zone safety. (*From the FHWA Safety Compass, January*)

State DOT Leaders Focus on Safety

A 4½-hour safety leadership forum was held during AASHTO’s Spring Meeting in Bedford Springs, PA, on May 17. It is the fourth time state transportation department chief executive officers and other high-level staff members have participated in such a forum sponsored by AASHTO in cooperation with the National Cooperative Highway Research Program. One speaker, Joseph Toole, FHWA’s associate administrator for safety, noted that state DOTs must continue partnering with local governments when it comes to reducing traffic crashes and deaths.

More than 50 percent of fatal crashes occur on local roads, Toole pointed out. He also urged state DOTs to make full use of federal traffic safety funds, noting some programs have large unobligated balances. “For our national highway safety program, there are only 52 percent of those funds obligated across the country,” Toole said. “For the high risk rural roads program, it’s only 25 percent. ... There are ways states can invest in strong safety programs and make good investment choices. I ask you: Please go back to your states, look at where your balances are, and see what you can do toward using those funds for safety.”

Guide Specification for Minimum Retro Levels to Access ARRA Dollars is On-Line

FHWA Retroreflectivity Team Leader Greg Schertz has developed a guide specification to assist local agencies trying to access American Recovery and Reinvestment Act (ARRA) funding to replace signs. For more information, contact Greg Schertz at (720) 963-3764 or by e-mail at Greg.Schertz@fhwa.dot.gov.

NACE member discount available for UW-Madison continuing engineering education courses

NACE members are eligible for a \$100 discount off the regular registration fee for any public works courses offered through the University of Wisconsin-Madison Department of Engineering Professional Development (EPD).

Topics covered in public works courses include streets, roads, highways, bridges, stormwater, traffic, geotechnical and soils. Courses are offered at locations throughout the United States, in addition to Madison, Wisconsin.

To take advantage of this NACE member discount or to view a complete list of upcoming courses and locations, visit our website at: <http://epd.engr.wisc.edu/partnerwithNACE>.

EPD is one of the nation’s largest university-based providers of continuing engineering education. In addition, EPD offers course topics of interest to non-engineers, architects and other technical professionals.

Note: all University of Wisconsin continuing education classes are approved for Continuing Education Units (CEU’s), Professional Development Hours (PDH) and APA/AICP CM continuing education credits.

For more information contact Howard Rosen, Program Director, directly BEFORE you register. He can be reached at: 608-262-4341 or rosen@engr.wisc.edu

7th International Bridge Engineering Conference: Improving Reliability and Safety - Restoration, Renewal, and Replacement

TRB is sponsoring the 7th International Bridge Engineering Conference: Improving Reliability and Safety - Restoration, Renewal, and Replacement on December 1-3, 2010, in San Antonio, Texas. The conference is designed to increase the body of knowledge and literature aimed at solving engineering and management issues unique to highway infrastructure such as bridges, culverts and tunnels; and to foster direct communication on research results and innovative practices among engineers, researchers, and administrators. Interested individuals or groups are

encouraged to submit abstracts to be considered for presentation at the conference by July 1, 2009. [\[More\]](#)

Federal Funding Available (SAFETEA-LU and ARRA) for Training

Section 5204(e) of SAFETEA-LU provides authority for states to use funds from five primary core programs to support training, education and workforce development. Each state has a state-specific method of accessing the funds that are available. [Click here](#) to be transported to a SAFETEA-LU Q&A page that specifically addresses guidance for the "Use of Federal Aid State Core Program Funds for Training, Education and Workforce Development SAFETEA-LU Section 5204(e)." Thirty one states have tapped into SAFETEA-LU's 5204(e) for training.

At the recent Pavement Preservation Expert Task Group meeting (PPETG) Jim Sorenson, FHWA, informed the members that ARRA funds are available as a qualified use for "just in time training" of employees. Example he gave was if your agency was awarding a concrete paving project and your agency was not trained on inspection of concrete- that the State DOT can approve ARRA funds to be used for training of employees. Apparently there is a set aside for this purpose.

Registration is now open! Low Cost Safety Improvements: A Blended Approach (FHWA-NHI-380083)

Live Web-Conference Training

Consists of self-study material and three Web conferences:

June 15th, 1-3 pm Eastern

June 17th, 1-3 pm Eastern

June 19th, 1-3 pm Eastern

\$125 per participant

Training Details:

The Low Cost Safety Improvements Blended Approach course helps to equip the target audience with the knowledge and skills needed to analyze crash data, identify crash patterns, and select appropriate "low cost" countermeasures. Upon completion of this course, participants will be able to identify appropriate (i.e., cost effective) engineering countermeasures by using the Six-Step Crash Mitigation Process (CMP).

Upon completion of this training participants will be able to:

- Identify appropriate engineering countermeasures from crash patterns.
- Select appropriate countermeasures for:
 - Roadside hazards based upon deficiencies in operations or design.
 - Deficiencies in signage, roadway markings, and lighting.
 - Deficiencies in operation/design of highway intersections.

Target Audience:

This course is intended for individuals responsible for identifying, recommending, selecting, installing and/or maintaining appropriate low cost countermeasures to help reduce the number of

crashes.

What Customers Have Said About FHWA-NHI-380083:

- "The course was very satisfactory. It reinforced what I do in my job and also provided me with a few more tools."
- "It was interesting to see what other agencies were using in implementing various safety measures to address their high accident locations in different parts of the country."
- "The instructor was very effective. (He) got people to share experiences and got concepts across with practical examples."

Registration

Enrollment is now available via the NHI Web site. Click [here](#) to register. Participants will receive further instruction via e-mail upon enrollment. For questions, contact the Local Coordinator, Kiris Powell at (703) 235-0539 or kiris.powell@dot.gov.

Roadside Safety Analysis Program Survey

The National Cooperative Highway Research Program (NCHRP) is updating the Roadside Safety Analysis Program (RSAP). This program is documented in NCHRP Report 492 and has been distributed with the Roadside Design Guide since the 2002 edition. It is used to evaluate the safety and cost/benefit of roadside designs.

We are surveying Highway Designers and Researchers to gather opinions and information regarding its current usage and upgrading the user interface and default data tables. Please take a few minutes to provide your feedback regarding this free tool. If you have never used RSAP or never heard of it, your input is also valuable. The survey is available at http://www.surveymonkey.com/s.aspx?sm=IPtRdv2Z9LOaL4OOgEiC0Q_3d_3d

Crash Prediction Model Web Conferencing Event Scheduled

You are invited to participate a scheduled Crash Prediction Module (CPM) web conferencing event to support the upcoming Highway Safety Manual on **Tuesday, July 14, 2009**.

Web Conference Details –

Crash Prediction Module for Highway Safety Manual Part C - Predictive Methods

Tuesday, July 14, 2009

Start time: 11:00 am (EDT)

End time: 12:30 pm (EDT)

Registration -

Meeting URL, teleconferencing number and additional instruction will be sent to you after registration. [Please register here by July 13](#) (Registration URL: Link to Register:

https://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webConfID=17306)

General Information -

Crash Prediction Module (CPM) is one of the six existing modules available from FHWA's Interactive Highway Safety Design Model (IHSDM). This web conference will introduce and focus on the expanded CPM functionality to investigate expected safety performance for **two-lane rural highways, multi-lane rural highways, and urban and sub-urban arterials**. This newly added feature will provide the faithful implementation of upcoming Highway Safety Manual Part C – Predictive Methods. For more information of Highway Safety Manual, please go to: www.highwaysafetymanual.org. For more information of IHSDM please go to: IHSDM Wiki: <http://www.ihsdm.org/wiki/Welcome>

Flood Control District Engineer

Mohave County, one of the fastest growing counties in the United States, is located in Northwestern Arizona near Las Vegas, Nevada, bordered by the Colorado River, desert lakes and home of the western most end of the Grand Canyon; looking to hire a Professional Engineer to manage and administer its Flood Control Division. Will report to the Development Services Director, perform studies to analyze, formulate and design flood control and drainage infrastructure projects, also review projects for compliance with regulations, economical benefit and other technical matters. Annual salary is \$67,683.20 to \$107,556.80 DOQ. Knowledge in the principles of administration, supervision, training and evaluation of personnel, as well as having outstanding budgetary, financial planning, goal setting, and organizational skills. Ability to demonstrate effective, diplomatic resolution of problems associated with engineering and floodplain management, and to respond to changing situations. Successful candidate must be registered as a Professional Engineer in the State of Arizona or have the ability to obtain professional registration within six months of his/her appointment, and have five (5) years of increasingly responsible experience in professional civil engineering and management, or an equivalent combination of experience, education and training which provides the desired knowledge, skills and abilities. Applications may be obtained by contacting the Mohave County Human Resources Department, P.O. Box 7000, Kingman, Arizona, 86402-7000, (928) 753-0736 or www.co.mohave.az.us Job Number 14182