



National Association County Engineers

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NACE UPDATE

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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)

Local Roads Matter Campaign Launched

The National Association of County Engineers (NACE) has launched its “Local Roads Matter” campaign to highlight the importance of “Local Roads” to our nation’s transportation system. Over 75% of the roads and bridges in the United States are under local jurisdiction, but national and state transportation funding policies starve them of the resources necessary to maintain a state of good repair and meeting growing mobility needs. The surface transportation authorization provides us with the opportunity to act on these critical issues. NACE President Chris Bauserman, County Engineer, Delaware County Ohio added that “Across the nation, it is difficult for those responsible for the local road system to have a voice at the state level to ensure money is targeted for investment at the local level is actually spent at the local level.”

The consequences of this shortsightedness range from an appalling highway safety record to a pervasive negative impact on local and regional economies. A new and more enlightened federal, state, and local partnership is needed to restore the balance to highway investments and achieve important economic, environmental and safety goals. A needs assessment brochure is available at the following link [NACE Needs Assessment brochure.](#)

Local Roads do matter. The time is now to address fundamental issues of fairness and equity in the distribution of federal highway funds if we are to stimulate and preserve local economies and address a safety problem of troubling dimensions. Valerie Brown, President-elect of the National Association of Counties and member of the Sonoma County, California Board of Supervisors adds “The NACE Local Roads Matter Campaign supports our efforts at NACo to “Restore the Partnership” between the Federal government and America’s counties. County roads are the backbone of rural America and as such a renewed national focus is required to protect the users and preserve these vital public assets.”

To visit the NACE Local Roads Matter Campaign site visit
<http://countyengineers...org/LRM/index.html>

Blue Print for Next Surface Transportation Authorization Released

House Transportation and Infrastructure (T&I) Committee Chairman James Oberstar (D-MN) releases a white paper on plans for the next federal surface transportation authorization at a news conference in Washington, DC.

The 100-page blueprint outlines the bill's policies and principles and does not include funding levels or financing provisions, which will be drafted by the House Ways and Means Committee. Oberstar says he supports an authorization totaling between \$400 billion and \$450 billion.

A bill is expected to be introduced next week and considered without financing provisions by the T&I Committee's Highways and Transit Subcommittee. From there, the bill is expected to be considered by the T&I Committee after the July 4th recess, which ends July 6th, and brought to the House floor before the start of the month-long August recess. The Ways and Means Committee intends to hold hearings on financing issues in the coming weeks.

The Senate Environment and Public Works Committee, the lead Committee in the Senate, is working on its bill. Three other Senate Committees have jurisdiction: Finance Committee; Commerce, Science and Transportation Committee; and Banking, Housing and Urban Affairs Committee. The Senate is expected to proceed after the House. The Administration has been working on its principles but has not released them. The current authorization, the \$286.4 billion SAFETEA-LU, expires September 30.

Representatives Push to Include Environmental Performance Measures in Authorization Bill

With the prospect that House Transportation and Infrastructure Committee leaders will release their blueprint for the next six-year surface transportation authorization legislation as soon as next week, numerous members are stepping up their efforts to ensure that strict environmental protection provisions are included in the draft language. A group of 61 House Democrats wrote the T&I Committee leadership last week to urge them to address energy security and climate change in the authorization bill, which could top 800 pages. "Energy security and climate change are inextricably linked with transportation," according to the letter dated June 3. "We cannot solve either problem without addressing them in transportation policy." The letter contends that funding public transportation and integrating transportation into community planning – two of President Barack Obama's policy goals – could reduce harmful emissions. Three of the letter's signers introduced legislation (HR 2724) June 4 that would set six broad goals for the transportation sector and 10 performance targets to measure progress toward achieving those targets. Reps. Rush Holt, D-IN, Russ Carnahan, D-MO, and Jay Inslee, D-WA, proposed the measure titled the "National Transportation Objectives Act." They seek to have this bill folded into the greater authorization legislation.

The six goals would be in the areas of energy efficiency and security, environmental protection, economic competitiveness, safety and public health, system conditions and connectivity, and equal access for urban and rural areas. To reach those goals, the bill proposes the following 10 performance targets:

1. Reduce vehicle miles traveled 16 percent over the next 20 years
2. Triple the use of walking, biking, and public transportation over the next 20 years
3. Lower transportation-generated carbon dioxide levels by 40 percent over the next 20 years
4. Reduce traffic delays by 10 percent over the next 20 years

5. Boost rail and intermodal freight transportation 20 percent over the next 20 years
6. Ensure that no one is exposed to at-risk levels of air pollution
7. Reduce traffic crashes 50 percent to improve public safety and lower congestion costs
8. Increase by 20 percent the share of major highway, transit, bicycling, and pedestrian infrastructure in a good state of repair
9. Lower the average household's housing and transportation costs 25 percent
10. Increase by half the number of essential destinations accessible by public transportation within 30 minutes or by walking within 15 minutes for low-income residents, senior citizens and the disabled.

Some transportation advocacy groups are concerned about including potentially unrealistic environmental goals in the authorization measure and other legislation. The American Association of State Highway and Transportation Officials has joined other organizations in opposing language in the House climate-change bill that would shift transportation planning authority from the U.S. Department of Transportation to the U.S. Environmental Protection Agency. The association has rejected calls to reduce the total number of vehicle miles traveled over the coming decades as unreasonable in the face of a growing population and an economy that is expected to rebound. AASHTO has instead examined in its recent "Bottom Line" report scenarios curtailing the annual growth in vehicle miles traveled to 1.0 to 1.4 percent. It has also supported aggressive strategies for decarbonizing the vehicle fleet, which would result in a reduction in the amount of greenhouse-gas emissions caused by the transportation sector.

Concern Mounts over Highway Trust Fund Solvency

Senator Barbara Boxer, Chair of the Senate Environment and Public Works Committee, raised concerns about the potential shortfall looming by August in the Highway Trust Fund. Meanwhile eight Senate transportation leaders have requested meetings with White House officials to address the Highway Trust Fund crisis. At the confirmation hearing for the Federal Highway Administrator nominee Victor Mendez, Boxer cited the Highway Trust Fund shortfall as an immediate concern for the next Administrator of FHWA. Boxer noted that the DOT and other Obama Administration officials have reported that the Highway Trust Fund is estimated to have insufficient cash by August of this year to make good on prior commitments. She said that an additional \$5 to 7 billion will be needed to keep the Highway Trust Fund solvent through the end of fiscal year 2009. She noted that Administration officials have estimated that as much as \$18 billion is needed overall to pay immediate cash needs if the overall program is to be maintained at current funding levels through the end of fiscal year 2010. Boxer said, "The need to maintain a sustainable funding source for our critical infrastructure must be a central focus of our efforts. Investment in transportation creates jobs and is crucial to our long term prosperity." She added, "additional revenue will be needed to merely maintain existing programs. And much more revenue will be needed if Congress wants to provide additional resources to states struggling to improve existing infrastructure." Meanwhile, Boxer and Ranking Minority Member James Inhofe joined with the leaders of other Senate transportation committees in a letter to President Barack Obama asking for a meeting to discuss solutions to the short and long term transportation funding crises.

LaHood Says Trust Fund Fix "Must be paid for"

Testifying before the House Transportation Appropriations Subcommittee, Secretary of Transportation Ray LaHood continued the Administration's opposition to a gas tax increase and also stated that the Administration will soon have a proposal to fix the expected shortfall in the Highway Trust Fund. LaHood stated that an overarching concern about surface transportation is the status of the Highway Trust Fund. "I want to assure you that we will soon have a plan to address the potential Trust Fund shortfall this summer. We believe very strongly that any Trust Fund fix must be paid for. We also believe that any solution must be tied to reform of the current highway program to make it more performance-based and accountable, such as improving safety and improving the livability of our communities – two priorities for me."

National Transportation Policy Project Releases Authorization Recommendations

The Bipartisan Policy Center's National Transportation Policy Project released Tuesday a framework for comprehensive reform of the federal surface transportation funding system, becoming the latest in a growing stack of reports to call for transforming policy in the next six-year authorization bill. NTPP's plan, "Performance Driven: A New Vision for U.S. Transportation Policy," proposes restructuring federal programs, updating the criteria for formulas, and creating a performance-based system that directly ties transportation spending to broader national goals. These goals include economic growth, connectivity, accessibility, safety, energy security, and environmental protection. States would be measured on how greatly they improve access, lower congestion and petroleum consumption, reduce carbon-dioxide emissions, and decrease fatalities and injuries. "Currently transportation funding is distributed on a politically driven basis with little analysis of benefits and no accountability for results," according to the policy project, which is a bipartisan group of 26 members formed in February 2008 and chaired by four former elected officials: Dennis Archer, previous mayor of Detroit; and Sherwood Boehlert, Slade Gordon, and Martin Sabo, who served in Congress. "Existing programs do little to target federal support for transportation programs to further economic growth or link to jobs and productivity." The report calls for a complete restructuring of federal transportation funding programs from 108 current areas to six core funding categories that would be mode neutral. Three categories would be formula grant programs for maintaining and enhancing connectivity, sustaining core assets, and essential access. A fourth program would award performance bonuses to states who best achieve the goals. The other two programs would focus on directing money toward new infrastructure construction. The 136-page report and the 20-page executive summary are available at www.bpcntpp.org

Final Rule for Worker Visibility

On November 24, 2008, the Interim Final Rule revising the Worker Visibility rule (23CFR 634) was issued to create an exemption for the firefighting community. This interim Final rule allowed firefighters or other emergency responders working within the right-of-way of a Federal-aid highway and engaged in emergency operations that directly expose them to flame, fire, heat, and/or hazardous materials to wear retroreflective turn-out gear that is specified and regulated by other organizations, such as the National Fire Protection Association. The FHWA decided to issue this interim final rule to address safety concerns raised by fire fighting community. Three comments were submitted to the Interim Final Rule. Those have been addressed and it was issued as a Final Rule on June 15, 2009. Attached is a copy of the rule language for your information.

ATSSA Announces Safety Training Availability

NACE has had a long standing partnership with ATSSA. The below training is now available. As you may be aware ATSSA has been administering a FHWA Work Zone Safety Training Grant for the past 3 years. This grant allows ATSSA to present the high quality training programs at \$25 for public officials and \$50 for everyone else.

The course listing includes:

- Traffic Control Technician
- Traffic Control Supervisor
- Flagger – Train the Train
- Nighttime Traffic Control
- Law Enforcement Training
- Utility Traffic Control
- Incident Traffic Control for Responder
- Traffic Control Design Specialist
- Maintenance and Short Duration Activities
- Urban Work Zone Design
- Work Zone Strategies
- Work Zone Traffic Impact Analysis

All course descriptions and executive overviews of these courses are available at www.atssa.com. They would like to bring any or all of these courses to your state. If interested they need only 10 people per course to schedule it. Contact Donna Clark and let her know when and where and which course you'd like and they will schedule it for you. If you have any questions, please do not hesitate to contact Donna at donna.clark@atssa.com or 877-642-4637.

2010 Concrete Bridge Conference – Call for Abstracts

The National Concrete Bridge Council has announced the Call for Abstracts for the 2010 Concrete Bridge Conference. The theme of the conference is “Achieving Safe, Smart, and Sustainable Bridges” and will be held in Phoenix Arizona from February 24 – 26, 2010. Abstracts are due on July 15, 2009. Visit the conference website for more information <http://www.nationalconcretebridge.org/cbc/>

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

Influence of Roadway Surface Discontinuities on Safety

TRB's Transportation Research Circular E-C134: Influence of Roadway Surface Discontinuities on Safety is an update to a 1983 report of the same title. Issues addressed in this updated state-of-the-art report include hydroplaning, holes and bumps, edge conditions, and positive effects of road surface discontinuities. [\[More\]](#)

Traffic Signal Operations and Maintenance Staffing Guidelines

The Federal Highway Administration has released a report that explores a method to estimate the staffing and resource needs required to effectively operate and maintain traffic signal systems. [\[More\]](#)

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

Performance Based Contracting for Maintenance

TRB's National Cooperative Highway Research Program (NCHRP) Synthesis 389: Performance-Based Contracting for Maintenance explores experience with performance-based maintenance

contracting in places where it has been adopted, including such issues as whether it has the potential to reduce costs and improve maintenance levels of service. [\[More\]](#)

Guidance for Transportation Project Management

TRB's National Cooperative Highway Research Program (NCHRP) Web-Only Document 137: Guidance for Transportation Project Management explores tools designed to potentially enhance an agencies' transportation project

Guidelines for Guardrail Implementation

TRB's National Cooperative Highway Research Program (NCHRP) Report 638: Guidelines for Guardrail Implementation explores guidance on selecting the appropriate barrier performance level for the installation of longitudinal barriers. [\[More\]](#)

The following appendices to NCHRP Report 638 are only available online.

- [Appendix A, Guardrail Use Guidelines for Benefit/Cost = 2](#)
- [Appendix B, Guardrail Use Guidelines for Benefit/Cost = 3](#)
- [Appendix C, Guardrail Use Guidelines for Benefit/Cost = 4](#)
- [Appendix D, Guardrail Use Guidelines for Benefit/Cost = 1](#)