



National Association County Engineers

A.R. Giancola, P.E. Executive Director
25 Mass. Ave NW Suite 580, Washington, DC 20001
Phone: (202) 393-5041 Fax: (202) 393-2630
Email: nace@naco.org Web: www.countyengineers.org

NACE UPDATE

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members
September 8, 2009- Volume 09 Number 22

(Note: Sources of information include the AASHTO Journal, NACo staff, Senate and House publications, the Federal Highway Administration, and other association news journals)

NACE Alert! Action Needed: Urge Continuation of Off-System Bridge Program

Legislation to reauthorize the federal highway and transit programs has been put forward by the leadership of the House Transportation and Infrastructure Committee. Under this proposed legislation, the Off-System Bridge program would no longer exist due to the elimination of the Federal Bridge program. **A substantial portion of the off-system set aside goes to improving and replacing county-owned bridges. We strongly urge you to contact Members of the House Transportation and Infrastructure Committee and tell them to continue to provide for an Off-System Bridge program. We recommend you do this in-person with the Member or by calling their offices at (202) 225-3121 and asking to speak with the Transportation staff person.**

Background

NACo and NACE would like to see off-system bridge funding continue to be available through the reauthorization legislation and we believe there are ways to do so. This 15% set aside requirement for bridges not on the federal-aid system has been in place since 1978 and has been of substantial help to county governments. In FY09, about \$645 million of the \$4.3 billion federal bridge program must be spent on off-system bridges.

Talking Points

- These are the bridges that serve the agriculture, tourism, mining and logging industries.
- They carry thousands of school buses each day and are used by fire trucks and other emergency vehicles serving rural regions.
- A closed or weight-posted bridge can severely impact the economy of a rural community and affect the lives of the residents.
- School buses that must detour miles around an unsafe bridge and vehicles that are denied the most direct access to a community's agricultural processing plant hurt local economies, even more so in our current economic crisis.
- The off-system bridge programs works: According a recent U.S. Government Accountancy Office report on the Highway Bridge Program, "Improvements were most notable in bridges owned by **local agencies** and on **rural routes**, which may be attributable, in part, to the federal bridge program requirement—under HBP and some of its predecessor programs—

that states spend a minimum amount of their apportionment on non-Federal-aid highway bridges.”

Attached to this e-mail is a list of the member of the House T+I committee. If you have any questions, feel free to Bob Fogel at 202/942-4217 or Tony Giancola at 202/393-5041.

View NACE member and NACo Highway – Highway Safety Subcommittee Chair Dan Fedderly’s Presentation To Congressional Staff on Our Local Roads Matter website!

Dan Fedderly, Executive Director Wisconsin County Highway Association, Dunn County Supervisor and former Wisconsin County Highway Superintendent presented the “rural county” view in a briefing to Congressional Staffers for the National Association of Counties. To view his presentation visit the NACE Local Roads Matter Campaign site <http://countyengineers...org/LRM/index.html> or click on the Local Roads Matter button on the left side of this page. Then click on the Social Media Center.

Notice of FY2009 SAFETEA-LU Rescission

On August 25, the Federal Highway Administration notified states that \$8.7 billion of unobligated Federal- aid highway funds apportioned to States will be rescinded by September 30, 2009, as required by Section 10212 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Programs included in the rescission are: Interstate Maintenance; National Highway System; Highway Bridge Program; Highway Bridge Replacement and Rehabilitation Program; Congestion Mitigation and Air Quality Improvement Program; Surface Transportation Program (other than the Surface Transportation Program set-aside programs); Metropolitan Planning; Minimum Guarantee; Equity Bonus; Appalachian Development Highway System; Recreational Trails; Railway-Highway Crossings; Safe Routes to School; Coordinated Border Infrastructure; Highway Safety Improvement Program (and separately the set-aside for the High Risk Rural Roads Program).

In addition, each of the Surface Transportation Program set-aside programs as in effect on the day before and after the date of enactment of SAFETEA-LU are included: Railway-Highway Crossings, Protective Devices; Railway-Highway Crossings, Elimination of Hazards; Hazard Elimination Program; Optional Safety; Transportation Enhancements; Urbanized Areas with Population > 200,000; Areas with a Population ≤ 200,000; Mandatory Amount for Areas with a Population < 5,000; and Amounts Available for Use in Any Area of the State.

For more information, view the following documents:

- [Notice of Rescission of Unobligated Balances of Contract Authority on September 30, 2009](#)
- [Frequently Asked Questions Regarding the Rescission of Unobligated Balances of Contract Authority](#)
- [Illustration of Rescission Calculation Methodology](#)

Status Report ARRA

Vice President Biden outlined the Recovery Act funding that has been delivered to date and made the case that these funds have contributed to improving the economy. He said that, “if the first 200 days were about necessity, the next 200 will be about possibility” and a transformational economy, highlighting new investments in education, energy and technology. He also noted, as we have discussed before, that he views the transparency and accountability requirements of the Recovery act to be the start of a new way of doing business that will extended beyond the life of ARRA. Here are links to the resources provided

From The White House:

“Roadmap to Recovery: Day 200”

<http://www.whitehouse.gov/recovery/roadmap-200/>

From the Metropolitan Policy Program at Brookings (which focuses on 366 metropolitan areas):

Implementing ARRA: http://www.brookings.edu/metro/implementing_ARRA.aspx

Policy Brief - Implementing ARRA: Innovations in Design in Metro America:

http://www.brookings.edu/reports/2009/0723_american_recovery_reinvestment_act.aspx

House T&I Committee Releases New State Rankings for ARRA

The House Transportation and Infrastructure Committee has released its new rankings of states' American Recovery and Reinvestment Act (ARRA) highways and bridges spending. To view the entire list and see where your state stands, [click here](#).

NACE Members Approve Constitution and By-laws Amendments

With close to 25% of the voting members participating, two constitutional and one by-law amendments have been approved by the NACE voting membership. Key elements of the amendments expanded the ability to vote by electronic ballots, deleted the mandatory requirement of two candidates for Secretary-Treasurer, and expanded time to 90 days rather than 60 days to prepare and submit ballots to the voting membership. These changes have been updated on the NACE website.

Fatalities Down in 2008

NHTSA has released the 2008 FARS Data. There were only 720 fatalities in work zones in 2008 (comprised of drivers, pedestrians and workers). The National Work Zone Safety Information Clearinghouse has added work zone fatalities information to their site.

http://www.workzonesafety.org/crash_data/workzone_fatalities/2008

REMEMBER OCTOBER 10th is “PUT THE BRAKES ON FATALITIES DAY”

The annual campaign is gearing up. For the latest information on what you can do visit the PTBF day website at www.brakesonfatalities.org

Highway Safety and Asset Management Webinar – September 28, 2009

The Office of Safety and the Office of Asset Management are coordinating a joint webinar focusing on the innovative safety analysis tools and the role asset management can play in highway safety. Registration is not required for this webinar.

Webinar: Asset Management and Highway Safety

Monday, September 28, 1:30 - 3:00 EST

LINK TO JOIN THE WEB CONFERENCE

<http://fhwa.na3.acrobat.com/amhsdry/>

TELECONFERENCE NUMBER TO ACCESS AUDIO PORTION

800-988-0375

Pass Code: 53701

Agenda:

- Introduction and Welcome - Stephen Gaj, FHWA
- Introduction to Highway Safety and Asset Management - Mike Griffith, FHWA
- Safety Analyst and other measuring equipment - Ray Krammes, FHWA
- The Role of Asset Management in Highway Safety - One State's Perspective - Cassandra Isackson, MN DOT
- Discussion/Q&As
- Conclusions - Mike Griffith, FHWA

Report on Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections (FHWA-SA-09-020)

This is to announce the availability of a new document titled *Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections* that has been prepared for the Office of Safety and is now available on our website at

<http://safety.fhwa.dot.gov/intersection/resources/fhwasa09020/>. The report presents information on suggested effective low-cost intersection safety countermeasures that have been identified using research results and an intersection safety expert panel of Federal Highway Administration, state and local practitioners. These low-cost countermeasures can be applied to a large number of intersections with a high frequency of crashes using a systematic approach, with the net impact being significant reductions in statewide or area wide intersection crashes, serious injuries, and fatalities. This systematic approach has been a key component in the development of several state intersection safety implementation plans through technical assistance from our office.

The report covers low-cost enhancements at both signalized and stop-controlled intersections, identifying both a “basic package” and “supplemental countermeasures” that can be applied at both types of intersections. It also contains information on crash reduction factors (CRFs) for the identified countermeasures, a method to combine CRFs when applying multiple countermeasures, and a discussion of the systematic approach.

The information in the report can be used by both state and local transportation agencies in addressing intersection safety within their jurisdictions on a systematic basis. A single hard copy of the report has been sent to each Division Office, and more copies will be printed in the near future. For further information, please contact Ed Rice, FHWA Intersection Team Leader, at (202) 366-9064, or at ed.rice@dot.gov.

Wanted Winter Maintenance Salt Experts

This interesting poster is from Iowa DOT and is posted on the NLTAPA Winter Maintenance Training Resources page of our website,
<http://www.saltinstitute.org/content/download/4333/23556>.

General 3M Sign Grant Program

In January 2009, 3M announced the availability of a new grant program to help government agencies improve roadway safety through the use of higher performance retroreflective material on traffic signs. The grant subsidizes agency efforts to meet the FHWA Minimum Levels of Reflectivity mandate. "We continue to be pleased with the response to the grant program through the end of June. We have issued well over 500 grants representing nearly \$1.9 million to our customers," said Tom McGlynn, director of the highway safety business unit. Government agencies representing 45 different states have applied for grants, McGlynn noted. "A significant number of these grants are for our [Diamond Grade™ DG³ sheeting](#). I encourage all of our customers to visit our web site, www.3MSignGrants.com, and take the "Full Cube Challenge."

The 3M Sign Grant Program offers significant savings to agencies working toward "minimums" compliance. All agencies currently using ASTM Type I or II sheeting are eligible for a one-time grant for sign upgrades to 3M prismatic sheeting. Grants are available for roll goods or finished signs and must be redeemed within 90 days. Grant applications may be submitted through November 30, 2009.

Integrating Context Sensitive Solutions into Transportation Practice: Guide

This guide includes technical guidance supported by an integration framework to assist agencies in addressing the organizational changes needed to integrate Context Sensitive Solutions (CSS) principles into transportation planning, project delivery and operations. It also provides instructions for the application of an internal organizational self-assessment activity that can be tailored to the user's specific organization. The information in this guide focuses on identifying, prioritizing, coordinating, and managing CSS best practices so that integration efforts can be tailored for each user's specific organization. Available for free downloading at:
http://www.contextsensitivesolutions.org/content/reading/integrating_context_sensitive_s/resouces/Integrating_CSS_into_Transportation_Practice_Guide.pdf/

Executive Director Position Open

Position: Executive Director County Engineers Association of Ohio

Reports To: CEAO Board of Directors

General Summary:

Responsible for the administration and coordination of programs and activities of the County Engineers Association of Ohio (CEAO) in order to promote its goals and objectives and to direct the future of the association. CEAO is an incorporated, statewide association representing all of Ohio's County Engineers. The association's primary objective is to provide resources, assistance, training, professional leadership and a vehicle for interaction for county engineers and their staffs to assist them in providing better service to the public. CEAO has an annual operating budget of approximately \$1 million. There are currently four full-time staff members in addition to the Executive Director.

Duties and Responsibilities:

The Executive Director has responsibility for administration of all aspects of the CEAO. The Executive Director is also responsible for overseeing the CEAO's participation in member programs (NACE, NACO, OCCO, AASHTO, etc.).

Administration of CEAO:

- upholding all current policies and procedures
- making recommendations to the Board of Directors on proposed policies and procedures
- coordinating and structuring meetings of the Officers and Board of Directors
- planning, developing, and implementing all activities and programs
- budgeting and fiscal management
- hiring, supervising, and developing a staff of professional and administrative personnel
- coordinating legal efforts on behalf of the CEAO
- monitoring and reporting on political activities affecting CEAO members
- lobbying on behalf of CEAO at the state and federal levels in coordination with CEAO's legislative consultant
- negotiate with the Ohio Department of Transportation on annual contract to administer federal funding and overseeing the management of those funds
- overseeing the planning and administration of conferences
- coordinating and supervising development and implementation of Continuing Professional Development courses and other training programs
- cultivating relationships with vendors and organizations to benefit CEAO members
- coordinating CEAO Committees established by the CEAO President and attending Committee meetings
- traveling nationally to attend NACE Conference and other pertinent conferences. Traveling on a statewide basis for purpose of attending meetings and promotion of CEAO goals and objectives
- managing the property leases for the CEAO offices
- any additional operation(s) of the CEAO, as determined by the Board of Directors
- maintain contact with other state associations such as CCAO, governmental agencies, political leaders, members of the Ohio General Assembly and Ohio Congressional delegation, and fellow county engineers associations across the country

Skills, Education, & Experience

Required:

- bachelor's degree
- Certified Association Executive (CAE) by the American Society of Association Executives or willingness to obtain CAE
- knowledge or familiarity of counties or local governments in Ohio
- knowledge or familiarity of association management
- knowledge or familiarity of political lobbying activities in Ohio
- knowledge of basic computer usage and electronic communication
- effective people skills
- excellent oral and written skills

Preferred:

- knowledge or familiarity of civil engineering aspects
- familiarity with conference planning and management
- familiarity with principles of public relations
- at least two year's experience in management level position

Resumes should be submitted to: County Engineers Association of Ohio, 6500 Busch Boulevard, Suite 100, Columbus, Ohio 43229 Attention: Executive Director Search Committee

Resumes are due no later than close of business on **September 22, 2009**. Resumes received after that date will not be considered. Salary is negotiable and will be based on qualifications and past experience. CEAO is an equal opportunity employer.

AASHTO's New Transportation Website Targets Solutions to Reduce Greenhouse Gases

Smarter driving, better fuels and cars, and optimizing the efficiency and operation of our transportation systems are key strategies to reduce greenhouse gas (GHG) emissions from the transportation sector. These AASHTO recommendations are included in a new website, [Real Transportation Solutions for Greenhouse Gas Emissions](#), which includes best practices, state examples, research findings, and links to other climate change information sites. Autos and light-duty trucks contribute 16.5 percent of greenhouse gases in the United States; as a result, transportation solutions that are realistic and can be quickly implemented are critical. "This is a 40-year-mission, but every day counts," said AASHTO Executive Director John Horsley. "The stakes are too high to get this wrong and that's why we're hoping policy makers, journalists, and the general public will turn to this website for realistic solutions that will help us reach our goal."

Looking for SOP's for your Operations?

The New Hampshire LTAP Center has been collecting municipal public works standard operating procedures (SOPs) and policies It is online at the following link.

http://www.t2.unh.edu/policies/SOP_manual.pdf

Pavement Management 2009, Volume 2

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2094 includes 15 papers that explore full-scale and accelerated pavement testing, strength and deformation characteristics of pavement sections, pavement-vehicle interaction, and pavement friction and skid resistance. [\[More\]](#)

Traffic Safety: Roundabouts, Trucks, Older Drivers, and Traffic Law Enforcement 2009

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2096 includes 14 papers that explore roundabouts, truck lane restrictions, sleep apnea and driving performance, the effect of horizontal curvature on truck crashes, roadside tire debris, occupational road safety programs, and safety impacts of truck speed limiters. This TRR also examines the influence of driver safety programs on older drivers, traffic sign comprehension by an aging society, speed photo-radar enforcement effect on work zone speed, the impact of driving-while-intoxicated checkpoint enforcement techniques on traffic operations, and a legal approach to reduce red-running crashes. [\[More\]](#)

TechBrief: Safety Evaluation of Improved Curve Delineation

The Federal Highway Administration has released a TechBrief that examines the extent to which conspicuous signing and lane markings could reduce the frequency of curve-related crashes.

[\[More\]](#)

YouTube and DVD on the Dangers of Distracted Driving

The Utah Department of Transportation and the Utah Department of Public Safety have released a DVD that examines the dangers of distracted driving. The DVD features a teen whose text messaging while driving resulted in the death of two men and may be **viewed from a website**.

[\[More\]](#)

Additionally this YouTube video from Wales UK has gotten a lot of play.

<http://www.youtube.com/watch?v=5ttNgZDZrul&tag=contentMain;contentBody>

What Lies Beneath? Missouri DOT Video “Life Cycle of a Highway”

Why must we invest in rebuilding highways from the ground up? A [new video](#), *Life Cycle of a Highway*, produced by the Missouri Department of Transportation (MoDOT), vividly illustrates what happens below the surface of highways after 50 years of car and truck traffic have passed over them. Drivers can feel the bumps and potholes, but what they don't see is how rock and soil layers supporting the roadway crumble regardless of what is done to the surface. Eventually, the highway has to be completely rebuilt and the price tag grows the longer the work is delayed. MoDOT is making the video available to all states to use in communicating the need to reinvest in highways. Contact Shane.Peck@modot.mo.gov for more information.

House Transportation and Infrastructure Committee Roster

Name	Party	State	Rank
Rep. Altmire, Jason	Democrat	Pennsylvania	24
Rep. Arcuri, Michael	Democrat	New York	27
Rep. Baird, Brian	Democrat	Washington	15
Rep. Bishop, Tim	Democrat	New York	18
Rep. Boccieri, John	Democrat	Ohio	38
Rep. Boozman, John	Republican	Arkansas	15
Rep. Boswell, Leonard	Democrat	Iowa	13
Rep. Brown, Corrine	Democrat	Florida	7
Rep. Brown, Henry	Republican	South Carolina	10
Rep. Buchanan, Vern	Republican	Florida	25
Rep. Cao, Anh	Republican	Louisiana	28
Rep. Capito, Shelley	Republican	West Virginia	16
Rep. Capuano, Michael	Democrat	Massachusetts	17
Rep. Carnahan, Russ	Democrat	Missouri	20
Rep. Carney, Christopher	Democrat	Pennsylvania	29
Rep. Coble, Howard	Republican	North Carolina	4
Rep. Cohen, Steve	Democrat	Tennessee	32
Rep. Costello, Jerry	Democrat	Illinois	4
Rep. Cummings, Elijah	Democrat	Maryland	11
Rep. DeFazio, Peter	Democrat	Oregon	3
Rep. Dent, Charles	Republican	Pennsylvania	19
Rep. Diaz-Balart, Mario	Republican	Florida	18
Rep. Duncan, John	Republican	Tennessee	5
Rep. Edwards, Donna	Democrat	Maryland	35
Rep. Ehlers, Vernon	Republican	Michigan	6
Rep. Fallin, Mary	Republican	Oklahoma	24
Rep. Filner, Bob	Democrat	California	8
Rep. Gerlach, Jim	Republican	Pennsylvania	17
Rep. Graves, Sam	Republican	Missouri	13
Rep. Griffith, Parker	Democrat	Alabama	41
Rep. Guthrie, Brett	Republican	Kentucky	27
Rep. Hall, John	Democrat	New York	30
Rep. Hare, Phil	Democrat	Illinois	37
Rep. Hirono, Mazie	Democrat	Hawaii	23
Rep. Holden, Tim	Democrat	Pennsylvania	14
Rep. Johnson, Timothy	Republican	Illinois	11
Rep. Johnson, Eddie Bernice	Democrat	Texas	9

House Transportation and Infrastructure Committee Roster

Rep. Kagen, Steve	Democrat	Wisconsin	31
Rep. Larsen, Rick	Democrat	Washington	16
Rep. Latta, Robert	Republican	Ohio	26
Rep. Lipinski, Daniel	Democrat	Illinois	22
Rep. LoBiondo, Frank	Republican	New Jersey	7
Rep. Mack, Connie	Republican	Florida	20
Rep. Markey, Betsy	Democrat	Colorado	40
Rep. McMahon, Mike	Democrat	New York	42
Rep. Mica, John	Republican	Florida	Rnk. Mem.
Rep. Michaud, Michael	Democrat	Maine	19
Rep. Miller, Gary	Republican	California	9
Rep. Miller, Candice	Republican	Michigan	23
Rep. Mitchell, Harry	Democrat	Arizona	28
Rep. Moran, Jerry	Republican	Kansas	8
Rep. Nadler, Jerrold	Democrat	New York	6
Rep. Napolitano, Grace	Democrat	California	21
Del. Norton, Eleanor Holmes	Democrat	District of Columbia	5
Rep. Oberstar, James	Democrat	Minnesota	Chair
Rep. Olson, Pete	Republican	Texas	30
Rep. Ortiz, Solomon	Democrat	Texas	36
Rep. Perriello, Tom	Democrat	Virginia	43
Rep. Petri, Thomas	Republican	Wisconsin	3
Rep. Platts, Todd	Republican	Pennsylvania	12
Rep. Rahall, Nick	Democrat	West Virginia	2
Rep. Richardson, Laura	Democrat	California	33
Rep. Schauer, Mark	Democrat	Michigan	39
Rep. Schmidt, Jean	Republican	Ohio	22
Rep. Schock, Aaron	Republican	Illinois	29
Rep. Shuler, Heath	Democrat	North Carolina	26
Rep. Shuster, Bill	Republican	Pennsylvania	14
Rep. Sires, Albio	Democrat	New Jersey	34
Rep. Taylor, Gene	Democrat	Mississippi	10
Rep. Teague, Harry	Democrat	New Mexico	45
Rep. Titus, Dina	Democrat	Nevada	44
Rep. Walz, Tim	Democrat	Minnesota	25
Rep. Westmoreland, Lynn	Republican	Georgia	21
Rep. Young, Don	Republican	Alaska	2