

NACE News



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PRESIDENT'S REPORT

Mark A. Craft, P.E., Engineer-Manager, Gratiot County Road Commission, MI

In June, I had the opportunity to represent NACE at the Florida Association of County Engineers and Road Superintendents (FACERS) Annual Conference in Orlando, Florida. Their meeting was held in conjunction with the Florida Association of Counties, Annual Conference and Educational Exposition. There are approximately 17 million people that live in Florida and the state is comprised of 67 counties. The Florida Association of County Engineers and Road Superintendents is an affiliate of NACE with 22 members.

FACERS had representatives from the both the Federal Highway Administration and the Florida Department of Transportation participate in their sessions. It was great to see the cooperation between the various agencies, especially in the financial environment most road agencies are currently operating under today. The technical meetings were excellent and included sessions discussing, the Federal Highway Administrations Every Day Counts Initiative, as well as a variety of other issues most of us face in our own counties such as ADA compliance, NPDES, Railroad Crossings, Engineering, and Legal



L-R: Hector M. Bertran, P.E., FACERS President; Mark A. Craft, NACE President, George T. Webb, Florida Director; Ramon D. Gavarrete, NACE Southeast Region V.P., Martin C. Knopp, Federal Highway Administration, Division Administrator.

Issues. I would like to thank FACERS for inviting me to their conference and for making me feel welcome.

The NACE Board of Directors meeting was held on July 16th, in Portland, Oregon in conjunction with the National Association of Counties (NACo) Annual Conference. Discussions included upcoming peer to peer workshops, FHWA project delivery streamlining

efforts, legislative updates, pavement preservation and roadway safety working group updates. There were two state associations who have expressed an interest in hosting the NACE 2015 Annual Technical Conference - Florida and Ohio. The host state will be voted on and decided at the April 2012 NACE Board meeting. NACE's strategic plan priorities for this upcoming year were also discussed and approved by the board.

Some of NACE's priorities as the "Voice of County Road Officials" are to improve and expand communications with and between our members, and to grow our membership. NACE's Membership Committee Chairman Ramon Gavarrete (Highlands Co. FL), Southeast Region Vice President, unveiled a promotional video which the committee had been working on over the past year. Most of the video footage was taken in April at the Annual Conference held in Minneapolis. The video turned out great, and I'd like to commend them for a job well done. You can find a link to the video on the front page of NACE's website at: CountyEngineers.org [We will be sending copies to NACE State Affiliates for showing at meetings/conferences].

SURFACE TRANSPORTATION REAUTHORIZATION HEATS UP

By Robert Fogel, Senior Legislative Director, NACo (reprinted from County News)

Both Chairman Barbara Boxer (D-Calif.) of the Senate Environment and Public Works Committee and Chairman John Mica (R-Fla.) of the House Transportation and Infrastructure Committee provided updates earlier this month on where they are heading on the reauthorization of the surface transportation program.

Boxer confirmed that she is working on a two-year reauthorization that would total about \$109 billion for both highway and transit. Under this scenario, an additional \$12 billion in new revenue would need to be found to supplement what the Highway Trust Fund can support.

It is unclear whether Boxer has the full support of the Republican committee leadership. It is also unclear whether the Senate Finance Committee will agree with Boxer and find the necessary \$12 billion to fully fund her proposal. Originally, Boxer and the bipartisan leadership of her committee had proposed a six-year \$339 billion reauthorization that would have required about \$75 billion in new revenue, a figure that appeared to be politically unattainable in the current budget climate.

Meanwhile, Mica announced, at a two-hour briefing July 7, the outline of his \$230 billion six-year reauthorization bill. In explaining the size of his proposal, which would mean a 30 percent cut from current spending for highways and transit, Mica cited House rules limiting new Highway Trust Fund spending to the projected amount of revenue coming into the Trust Fund. His proposal would begin at about \$35 billion annually for highways and transit combined.

While no bill language was presented, he explained the need to stabilize the trust fund, which would ensure that the nation is not spending money it does not have. He stated his desire to include provisions that would leverage federal spending, such as TIFIA (the Transportation

See "Reauthorization" continued page 2.

"Reauthorization" continued from page 1.

Infrastructure Finance and Innovation Act) and state infrastructure banks. TIFIA would be increased from \$110 million to \$1 billion annually or \$6 billion over the life of the bill, and Mica claims that would leverage \$60 billion in low-interest loans over the life of the program.

States that have their own infrastructure banks would be allowed to increase from 10 percent to 15 percent the amount of federal funds they can direct to these banks. Mica outlined his interest in streamlining project delivery and the permitting process, which he believes would allow projects to get done more quickly and at a lower cost. Among reforms suggested are concurrent federal agency reviews and classifying projects in existing rights of way as categorical exclusions under NEPA (National Environmental Policy Act). The proposal would eliminate or consolidate more than 70 existing programs.

Few of these programs were identified in the Mica proposal, but though it was clear that the Enhancement Program would be eliminated, the states could continue to have the option of spending funds on enhancement-type projects. It appears as if the Surface Transportation Program and the Congestion Management and Air Quality Program would survive, but there was no mention of the Bridge Program.

There would be a focus on the National Highway System, which would get more than half of the highway funding and would be increased to 160,000 miles. Highway Safety would also be a priority and the Highway Safety Improvement Program would be continued. Like the highway program, transit funding would be reduced. However, the percentage of formula funds available for suburban and rural areas, and for programs that support transit services for the elderly and disabled, would be increased. Changes would also be made to encourage more private sector investment in transit.

Democratic members of the Transportation and Infrastructure Committee followed with their own briefing, which stated disappointment with the Mica proposal due to its underfunding of transportation infrastructure and its failure to create new jobs. Ranking Member Nick Rahall (D-W.Va.) indicated that he would support a two-year bill similar to the Boxer proposal. Similarly, Democratic leaders of the Senate Banking Committee, which has jurisdiction over transit programs, slammed the Mica proposal for its impact on transit service and on jobs, which they claim could lead to the loss of 141,000 transit-related jobs.

SHARED CHALLENGES

By Mark Servi, Highway Commissioner, Barron County, WI and NACE Secretary-Treasurer

I would like to begin by thanking you for giving me the opportunity to serve NACE as Secretary/Treasurer. The relationships formed and the information gathered from my involvement in NACE has paid dividends many times over. I strongly encourage you to take the time to get involved, both at the National and State level.

It amazes me that across this diverse Nation, we all share many common issues and challenges. At the NACE conference in Ft. Worth, Texas, I was on a panel that discussed the impacts of various industries on our high-

way systems. One of the topics was the impact of hydraulic fracturing processes and the impact of the many truckloads of material that travel the highway system to each well head. At the time I found it very interesting, but could not really relate to the impacts of high intensity trucking. Sure we deal with gravel pits, forest products, and farm land, but none reach the intensity which was detailed in the discussions.

So here we are 15 months later. Western Wisconsin is buzzing with two words: Frac Sand. The material used in hydraulic fracturing has been found in high quality reserves all around our area. Phones are ringing with mining companies and others seeking infor-

mation. Speaking to other Highway Commissioners in my area reveals that they too are seeing a great amount of their work effort directed to the issues surrounding the mining of frac sand. Several companies are looking to open mines here in Barron County, some of which will produce over 1,000,000 tons per year. The majority of this material will travel over county roads. This high intensity trucking will clearly impact our highways. One million tons annually equates to 40,000 loaded semis. With several mines under consideration and in the permitting process, the impacts are clear. Now I can relate to what my counterpart in Texas was saying!

See "Shared Challenges" continued page 3.



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USRAP MOVES BEYOND PILOTS

In late 2004, the AAA Foundation for Traffic Safety initiated, what eventually turned out to be an 8-state, 3-phase pilot to explore the benefits of the United States Road Assessment Program or usRAP. Modeled on programs already used in Europe and Australia, and being tested in over 70 countries, usRAP is designed to evaluate and benchmark the relative safety of roads using crash history data and roadway inventory data. FHWA, along with other key stakeholder groups, were represented on a technical advisory panel that has guided the program.

Having demonstrated how usRAP could complement and supplement existing safety management program in Iowa, Michigan, Florida, New Jersey, Illinois, Kentucky, New Mexico and Utah, usRAP is now ready to transition from pilots to an operational program. And, since the new Federal highway legislation being finalized on Capital Hill will more than likely include new emphasis on accountability and transparency, performance metrics and enhanced focus on rural road safety, Peter Kissinger, the AAA Foundation's President and CEO believes usRAP is well positioned: "We are eager to build upon the collaborations forged during the pilot and assist Federal, state and local road authorities refine safety programs that will move us towards a zero death vision."

In Utah, the state DOT will become the first official member of usRAP, and hopefully lead the way for other states to follow suit. As a "member" Utah safety engineers will be trained and certified to produce usRAP maps

so they can be integrated into state strategic highway safety plans. Initial emphasis will be on usRAP maps generated from analyses of historical fatal and serious injury crash data.

Meanwhile, usRAP is completing another project in Kane County, Illinois that will further demonstrate the utility of usRAP to county and local jurisdictions that often don't have adequate crash data necessary to complete more traditional analytical tools, such as FHWA's Safety Analyst. Using the usRAP Road Protection Score or RPS, usRAP can identify road segments with higher crash potential through analyses of road inventory data, specifically data on the absence or presence of design features that are strongly correlated with the risk of serious crashes. More importantly, RPS produces a "safety investment plan" that provides cost-effective options (road safety improvements) for road authorities to consider to lower the risks identified. The RPS protocol has been validated in studies in Europe, Australia and the U.S.

The Kane County project is supporting an Illinois DOT goal to develop a strategic highway safety plan for counties in the state. Since the majority of road deaths occur on rural roads, it is vital that these types of plans are developed and implemented to help move towards a zero death vision. Peter Kissinger notes that "We believe usRAP is uniquely qualified to fill this void and help state and local authorities place long overdue emphasis on rural road safety."

In addition, usRAP is partnering with NAVTEQ to take advantage of its state-of-the-art data collection vehicles, video logs and

other advanced technologies to speed the implementation of RPS across the country.

For more information about usRAP, please visit www.usrap.us. Anyone interested in exploring collaboration with usRAP should contact the Foundation at 202-638-5944. or usRAP@aaafoundation.org.

"Shared Challenges" continued from page 2.

Perhaps that is the greatest value in NACE membership. The resources that the collective NACE members offer are there for you to access. On the NACE website, at the bottom of the page, there is a box titled "NACE Alerts and List Service". This is where you can sign-up for the NACE members' list service enabling you can ask questions or present problems and get response from other County Road Officials who have seen similar issues. You will find we share many issues and there is a definite willingness to help solve problems. Because at the end of the day, that's what we all are – problem solvers, County Road Officials.

See the new NACE membership video on the website at:
www.countyengineers.org

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WORDS OF WISDOM

By George Johnson, Director, Transportation and Land Management Agency, Riverside County, CA and NACE Western Region Vice President

As County Engineers, Road Supervisors and Public Works Officials we continue to struggle with the ongoing effects of the Great Recession. The budget challenges are forcing all of us to do more with less, although the public expectation is higher than ever. While we work through these difficult economic times, it was worth celebrating our nation's Independence Day and recognizing how blessed we are to live in this great country. I hope you took the time to enjoy the 4th of July celebrations with your family and friends.

I want to bring to your attention a recent article from the Editor in Chief, Stephanie Johnston, of Public Works magazine, June 2011 edition. The title of the article is "How to make poor-man's pavement ... and other words of wisdom from county engineers." She begins her article by saying, "If I could, I'd attend the National Association of County Engineers conference every year. I've never seen such camaraderie or joyful pursuit of good, clean fun." The article continues by explaining how we build and maintain our nation's county roads, with very limited resources, while we strive to make our roads safer. In the closing paragraph she states, "If you're not a member, find a way to join." I urge you give the article a quick read, click on link below:

<http://pwmag.com/industry-news.asp?sectionID=760&articleID=1589601>

Those of us, who are involved and actively participate in NACE, clearly understand

the value of attending the annual NACE conference. We gain technical knowledge, help influence national transportation legislation, and work toward streamlining project delivery, but more importantly we develop relationships with other NACE members and forge lifelong friendships. These relationships provide me an extended personal and professional network of experts who I can reach out to and ask questions, knowing I will get experienced and thoughtful responses, which allow me to better serve my county. If you are not currently involved in NACE, I suggest you set aside some money in your budget and take the time to attend the annual conference next April. I believe you will find the time and money worth the investment.

In closing, I want to congratulate the Minnesota Association of County Engineers for hosting a great conference in Minneapolis. This year was especially memorable for me, as I was installed as the new NACE Western Region Vice President. The honor was one of the highlights of my professional career and I look forward to serving NACE in this capacity. We also celebrated the retirement of our longtime Executive Director, Tony Giancola, who has become synonymous with NACE over his tenure. I wish Tony and Alice all the best as they enter a new phase in their lives. Good luck to you, Alice. I also want to take the opportunity to welcome our new Executive Director, Brian Roberts, into the NACE family. Please join me in helping Brian feel welcome and provide him the support he needs to be successful as our NACE Executive Director.

TRB WEBINAR: SIX TOP ROAD SAFETY PAPERS FROM THE 2011 ANNUAL MEETING ON 8/3

TRB will conduct a web seminar or "webinar" on August 3, 2011, from 2:00 PM to 3:30 PM EDT that will feature brief presentations on six 2011 Annual Meeting papers nominated for the Patricia Waller Award for the best paper in road safety. Participants must register in advance of the webinar, and there is a fee for non-TRB Sponsor employees. Participants will not receive professional development hours (PDHs) for attending this session. For more information, see the following link (copy/paste into internet browser):

<http://www.trb.org/ElectronicSessions/Blurbs/TRBWebinarSixTopRoadSafetyPapersfromthe2011AnnualMeeting.aspx>

TRB WEBINAR: PRINCIPLES AND PRACTICES OF QUIETER PAVEMENTS ON 8/24

TRB will be conducting a web briefing or "webinar" on August 24, 2011, from 2:00 p.m.-4:00 p.m. EDT that will explore principles and practices of designing and constructing quieter pavements. Participants must register at least 24 hours prior to the start of the webinar and there is a fee for non-TRB Sponsor employees. Professional Development Hour (PDH) certificates will be provided for this webinar. For more information, see the following link (copy/paste into internet browser):

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NACE CORPORATE MEMBERS AT NACE 2011 IN MINNEAPOLIS, MINNESOTA

Corporate member plaques were presented at NACE 2011 in Minneapolis, MN by then President, Phil Demery and President-Elect, Mark Craft (see photos below). Plaques are also being sent to the following members who were not in attendance at NACE 2011: New members: International Grooving & Grinding Association and Five years: North America Traffic, Inc., Portland Cement Association and Transpo Industries. We appreciate the support of all our NACE Corporate Members. For more information about these companies including contact information and web links, see the NACE website at: www.countyengineers.org. Thanks again!

Photos by: Greg Jansen: www.snapzevents.com/photos/nace2011/



American Concrete Pavement Association
(15 years)



Ayres Associates (5 years)



Quest Constructions Data Network (5 years)



Rhomar Industries (15 years)

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- Team Lab. Chemical Corp.
- Tricon Precast, Ltd.
- Trinity Highway Products, LLC
- U.S. Bridge
- Volvo Construction Equipment
- Western Emulsions, Inc.
- Wheeler Lumber LLC

THANK YOU FOR A MEMORABLE NACE 2011 EVENT

Our special thank you to long time NACE corporate member, 3M for their hometown hospitality in Minneapolis, Minnesota. The 3M hosted event Tuesday evening at the Science Museum of Minnesota was wonderful! We were treated to a lovely dinner, special after hours access to the museum exhibits and delicious dessert as well as the always entertaining Johnny Holm band. A very special thank you to Marcia Lozier for coordinating the optional tour of the 3M Innovation Center and the evening event - it was a fantastic night for the NACE attendees. Thank you!

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THANK YOU! SEE YOU NEXT YEAR!

COMMENTS ON CRASH DATA GUIDELINES SOUGHT - TRAFFIC RECORDS FORUM AUGUST 3 IN CHARLOTTE, NC TO INCLUDE FREE WEBCAST FOR MMUCC WORKSHOP

A yearlong process for reviewing and revising the Model Minimum Uniform Crash Criteria (MMUCC) guideline on crash data collection has begun, and an amended copy of the guideline can be viewed at www.mmucc.us/content/proposed-data-element-changes.

Comments on the guideline can be submitted in three convenient methods: Online – in the Forum section of the website, www.mmucc.us; In person at the [Traffic Records Forum](#) on Wednesday, August 3 in Charlotte, NC from 1 p.m. to 5 p.m.; and Via a webcast of the MMUCC session on Wednesday, August 3 from 1 p.m. to 5 p.m. The webcast is free but participants must register.

For additional information about the Fo-

rum or the webcast please visit www.trafficrecordsforum.org.

The Governors Highway Safety Association (GHSA) is managing the update process with funding from the National Highway Traffic Safety Administration.

MMUCC is a voluntary Guideline that helps states determine what crash data to collect for a wide range of traffic safety planning applications. The 3rd Edition of MMUCC, adopted in 2008, is available at www.mmucc.us.

A MMUCC Expert Panel consisting of state and local law enforcement officials, state traffic records coordinators, state department of transportation representatives, state health

officials, members of the research community and officials from five federal agencies has been organized to oversee the update effort. The Expert Panel is particularly interested in capturing data for emerging issues (such as distracted driving crashes, crashes involving unconventional vehicles, not-on- traffic way incidents) and better defining serious injury crashes and speeding-related crashes.

The Panel is seeking comments with the goal of producing an improved 4th Edition of MMUCC early next year and is asking stakeholders to submit comments in either of the methods listing above. The intent is to make this resource the best it can be for safety stakeholders across the country.

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