

PRESIDENT'S REPORT

Phillip M. Demery, P.E., Transportation and Public Works Director, Sonoma County, CA

As a California County, we are grateful for the American Recovery and Reinvestment Act of 2009 (ARRA) revenues that we have received for needed Pavement Preservation projects. As a NACE family, we are well aware of the fact that Counties in many states received very little and in some instances no ARRA monies at all. Implementing our ARRA projects has proven to be a challenging experience.

By definition the ARRA projects were to be "shovel-ready", able to be awarded within a short period of time. In California, this was code for projects that had already been programmed with completed NEPA documents or projects that qualified as NEPA categorical exclusions with no right-of-way acquisition requirements. In our County, we proposed chip seal projects and bridge deck seal projects, all within the current pavement/concrete prism of the road and all qualifying as categorical exclusions within NEPA. It took our State DOT over 8 months to review and to grant funding approval for our "shovel-ready" projects. During this review process our staff provided over 7000 pages of supporting documents (hydraulic studies, flood analyses, historic bridge research, etc.) required by the State DOT.

Once we were granted ARRA funding approval, we were hit with a sudden dose of

reality. Over the past two years of budget reductions we had lost 25% of our workforce. As difficult as it was allocating the necessary resources during the review process, it became even more difficult finding the resources to provide advanced prep work, materials testing and inspection services. Furthermore, the two years spent communicating our service reductions and budget impacts to the public have seemed disingenuous given the proliferation of County road work as a result of ARRA funding.

The motivation behind ARRA was to provide jobs and stimulate the economy. The new federal money has attracted hungry contractors throughout the country. We received many competitive bids from contractors anxious to get back to work. Many of the contractors submitting bids we had never worked with before. We have had to spend an excessive amount of time monitoring and inspecting the work of our low bid contractor for the ARRA work, tying up resources we could ill afford. However, without our diligence we no doubt would have been left with a very poor work product.

In retrospect, our biggest mistake was assuming that "shovel-ready" projects would translate to a very quick review given the type of projects to be funded. As stated earlier, we are grateful for receiving ARRA funding, how-

ever frustrated in the acknowledgement that our 8 month process was in fact expedited compared to the normal review times associated with federal project delivery. The FHWA and State DOTs need to recognize that their process inefficiencies and risk aversion equates to costly and time-consuming delivery of federal projects. By streamlining process, not only would our total project costs be lowered but more importantly job growth would be accelerated.

Streamlining continues to be a national issue and a NACE focus. Recently the NACE Board of Directors approved suggested legislative language changes to the next transportation authorization bill to improve the efficiency of implementation of the federal-aid program by local government. Suggested language changes/additions include:

- o "Within one year after the enactment of this legislation, each State Transportation Agency shall create an Office of Local Assistance to assist local transportation agencies with the development of federal-aid projects and shall publish a local government assistance manual for federal-aid projects."

- o "FHWA shall provide a Guidance Document to State DOT's within one year of enactment of this legislation outlining the Federal desire and intent to streamline the processing

See "President's Report" continued page 6.

RYAN LOPOSSA, COWLITZ COUNTY (WA) ENGINEER TO BE NACE WESTERN REGION VICE PRESIDENT



The State Directors in the Western Region have elected Ryan Lopossa to become the next Western Region V.P. upon retirement of Dale Wegner, Coconino County (AZ) Engineer July 30. Best Wishes to Dale and Congratulations to Ryan!

Ryan has been with Cowlitz County, Washington for over ten years, having served as a Program Development Engineer, Engineering Manager and most recently as the County Engineer and Deputy Director for the County's Department of Public Works. Prior to coming

to Cowlitz County, Ryan served as a Senior Engineer in Clark County, and as an Engineer with Skagit County.

As Cowlitz County Engineer, Ryan works with a staff of 92 employees to implement a \$22 million budget for the design, construction and maintenance of the County's road, bridge and storm water infrastructure. The Department also manages a municipal solid waste program, several small domestic water and sewer systems and is responsible for maintenance of the County's motor pool and construction fleet. One of the Department's proudest achievements in recent years was the completion of the Lexington Bridge, a \$16 million project that spans the Cowlitz River,

providing a critical link between the community of Lexington and Interstate 5. The success of this project was acknowledged when the Cowlitz County was selected as the recipient of the 2008 Award of Excellence from the Washington State Department of Transportation and the Federal Highway Administration (FHWA).

Ryan has been a member of NACE since 2005. He has served as the Washington State Director and as a member of the NACE Legislative Committee. In 2007, Ryan represented NACE on a FHWA Technical Oversight Working Group assigned to update the FHWA guide on Roadside Safety. Ryan has been a

See "Lopossa" continued page 2.

HOUSE APPROPRIATIONS COMMITTEE AGREES TO BOOST HIGHWAY SPENDING FOR FY 2011

Disagreements between the two houses of Congress over additional funding for the Federal Highway Administration appears to be on the horizon after appropriations committees in both chambers approved Fiscal Year 2011 spending bills last week containing different amounts.

The House bill provides \$45 billion, a funding boost of \$4 billion above President Barack Obama's budget request for federal-aid highway projects for the fiscal year beginning Oct. 1 (\$3 billion more than was allocated to FHWA this fiscal year).

The Senate Appropriations Committee, however, chose to fund highways at \$42 billion. That is \$1 billion more than the president requested, but \$3 billion less than the House version. The Senate chose to provide more funding to other programs, including the TIGER discretionary grant program, which the Senate bill would fund at \$800 million next fiscal year versus \$400 million in the House version. TIGER received \$600 million this fiscal year. (AASHTO Journal)

"Lopossa" continued from page 1.

member of WASCE since 2000 and on the WSACE Executive Committee since 2005.

Ryan is very active in his community having been a member of Rotary International, coaching youth in the local Cal Ripken Little League and has been involved in numerous community service projects. He enjoys fishing, outdoor sports and of course, long stretches of open road (County only, of course) on his Harley Davidson.

PARTICIPATE IN THIS TIMBER ABUTMENT REPAIR/REHAB PROJECT & SURVEY

A new research project – Timber Abutment Piling and Back Wall Rehab and Repair – has been funded by the Iowa Highway Research Board and the Iowa Department of Transportation. The primary objective of this research is to identify several techniques/materials that are effective in rehabilitation/strengthening various timber substructure elements. You are invited to participate in this survey being conducted by the Iowa Research Bureau. **Deadline for responses is August 15, 2010.** <http://www.surveymonkey.com/s/GYW2CC2>

REPORT CORRELATES INCREASE IN SAFETY FUNDING TO REDUCTION IN FATALITIES

On June 30, the Roadway Safety Foundation (RSF) issued a press release highlighting the findings from the ATSSA commissioned study by SAIC on the Highway Safety Improvement Program (HSIP). The study shows the direct relationship between obligated funds from the HSIP and a drastic reduction in roadway fatalities.

To view the study: http://www.atssa.com/galleries/default-file/HSIP%20Obli_7-09-10.pdf

To view the RSF's press release: <http://www.roadwaysafety.org/reduction-in-fatalities/>

RISC SENDS LETTER TO SENATE EPW COMMITTEE

On June 29, the Roadway Infrastructure Safety Coalition (RISC), of which NACE is a founding member, sent a letter to the Senate Environment and Public Works Committee (EPW) asking that language be included in the next transportation authorization that would establish a process to get funds down to local government entities to meet minimum requirements for signs and pavement markings to meet federal guidelines for levels of retroreflectivity. View letter:

<http://www.atssa.com/galleries/default-file/RISC%20Letter%20to%20EPW%20on%20HSIP%20FINAL.pdf>

TRB WEBINAR: ASPHALT EMULSIONS PART 2: SURFACE TREATMENTS AND RECYCLING (COLD IN-PLACE RECYCLING AND FULL DEPTH RECLAMATION)

TRB will be conducting a web briefing or "webinar" on Tuesday, August 10, from 2:00 p.m. to 3:30 p.m. EDT that will explore main applications of asphalt emulsions and grades that can be used for each application. Participants must register at least 24 hours prior to the start of the webinar, space is limited, and there is a fee for non-TRB Sponsor employees. See More:

http://www.trb.org/Main/Blurbs/TRB_Webinar_Aspphalt_Emulsions_Part_2_Surface_Treat_163626.aspx

To Register: <https://www1.gotomeeting.com/register/682863897>

STATE TRANSPORTATION STATISTICS 2009

The U.S. Department of Transportation's Bureau of Transportation Statistics, a part of the Research and Innovative Technology Administration, has released the latest version of its annual reference guide to transportation data by state. The guide includes 112 tables of state data on infrastructure, safety, freight transportation, passenger travel, registered vehicles and vehicle-miles traveled, economy and finance, and energy and environment plus, a U.S. fast facts page. http://www.trb.org/Main/Blurbs/State_Transportation_Statistics_2009_163744.aspx

Wheeler



Bridge Kits

These are steel beams prefabricated into modules for a recent county bridge project. Preassembling the beams provided for accelerated construction.

Work with Wheeler to speed up your next bridge project.

Member

800-328-3986
www.wheeler-con.com
info@wheeler-con.com



FREE


Pavement Maintenance Products & Equipment CATALOG

THE SealMaster® CATALOG

Over 100 full color pages of pavement maintenance products including:

- Pavement Sealants
- Crack Fillers
- Patching Materials
- Traffic Paints
- Road Maintenance Equipment
- Tools & More!

To receive your FREE CATALOG, visit sealmaster.net a premier web site featuring the industry's most comprehensive listing of products, equipment, tools, and services.



Call today! (800) 395-7325



LET'S WORK.

Every day you work hard to build a better future - and there's so much work to get done. Let Volvo be with you every step of the way.

MORE CARE. BUILT IN.
Visit volvoce.com/na

VOLVO CONSTRUCTION EQUIPMENT



NLTAPA NATIONAL PROGRAM ACHIEVEMENT AWARD



Shown left-right: Greg Nadeau, FHWA Deputy Administrator, Marie Walsh, 2010 recipient, Director Louisiana LTAP/T2, and Dan Cady, then NLTAPA President, Nebraska LTAP.

The National Program Achievement Award is given by NLTAPA to individual(s) in recognition of his/her/their dedication, leadership, and effectiveness in promoting the goals and purposes of the national Local and Tribal Technical Assistance Programs. Congratulations to Marie, it is very well deserved! Among many other priorities, she is actively involved with the NACE state affiliate, Louisiana Parish Engineers & Supervisors Association.

The award was presented at the NLTAPA conference held July 12-15, 2010 in Oklahoma City, OK. Note there were two award recipients in 2009, Lisa Harris (KS LTAP) who received her award at the 2009 conference in Pittsburgh and Gene Wilson (WY LTAP) who was not present so he was presented his 2009 award in Oklahoma City. NACE Assistant Executive Director, Bonnie West, attended the conference and presented in the Partnership session with FHWA, AASHTO and APWA.



Asphalt Emulsion Technologies Workshop

A hands-on, interactive learning experience to enhance knowledge of emulsion properties and applications.

Sheraton Fallsview - Niagara
Niagara Falls, Ontario Canada
November 2 - 3, 2010

For complete details and registration information, visit www.aema.org

Asphalt Emulsion Manufacturers Association
#3 Church Circle - PMB 250
Annapolis, Maryland 21401
410-267-0023

FROST BOILS VS. ROAD CLOSURES

By Brian Keierleber, P.E., County Engineer, Buchanan County, IA and NACE State Director

This past winter in Iowa I experienced the worst frostboil problems that I have ever seen. In visiting with other Iowa County Engineers it appears to have been statewide. We would have frostboils ½ mile long. It is almost July and some are still pumping and refusing to leave.

The recent events of this spring and the frostboils across the state have gotten me thinking and bring concerns of closing roads to a new light. At the NACE Conference in Ft. Worth I listened to Ken Skorseth, the Program Manager, South Dakota LTAP, SDSU Brookings S.Dak. His presentation was on gravel roads management and I would have loved to hear him speak in more depth on these issues. He showed pictures of a paved road that was annihilated this spring in a one week timeframe when the frost went out and the trucks continued. They converted it back to gravel. He went on to comment that we think that we are saving money by converting some of the roads back to gravel and we know that it may cost us more in the long run to maintain open as rock. Here in Iowa we have seen studies from ISU that indicate at 200 AADT the road becomes more economical to maintain as a paved road. Some of us may argue with the AADT but we all know that at some time the road becomes more economical to maintain as a paved road.

This may be true with closing roads also. I remember years ago while I was wearing green clothes in the Army and studying Terrain Analysis maps (NO GO maps) of Germany where the number of passes of certain classes of vehicles were listed. In essence X number of trucks could cross this terrain before they would break through. The farm boy in me has experienced this phenomenon. The same situation is true when dealing with frostboils. The road will handle a certain number of passes before it breaks through. Then we have a major challenge in front of us, and we begin feeding the rock monster that devours truckload after truckload of rock. The concept to close roads to save money may be counter productive. By doing that we will limit access and force more traffic onto certain routes. When conditions develop as they did this spring we may find that no other access exists and we must keep the road open, regardless of costs. Little Rock Monsters are less expensive to feed than big ones that want to be served rock with a dozer. As agriculture develops and locally areas intensify with confinement centers and plants we are faced with more of these issues. It looks as a good issue to study, but I am not sure where to start. Forecast where the frostboils will develop then we can work on preventing them. The real question is at what point does it cost more to the county when we close a road? It generally will always cost the local residents and farmers.

The politicians generally are concerned about surviving the next election and any problem that can be delayed is a problem solved to them. As Engineers responsible for the roads we never want to get caught where we must get the road open no matter what the costs are or livestock will die or milk will spoil. The flexibility that alternative routes present is a luxury. I really do not know how to quantify the costs or savings. Tell me what the future presents and I can give a more accurate response. In the mean time do I cut the snow removal budget or the rock budget? New equipment is practically non-existent. Army Manual TM5-330 has an excellent description of the phenomenon of frostboils and frost heaving.

EPA ANNOUNCES LAUNCHING OF DISCUSSION FORUM ON NPDES ELECTRONIC REPORTING RULEMAKING

EPA has announced the launch of a discussion forum on the National Pollutant Discharge Elimination System (NPDES) Electronic Reporting Rule. In general terms, this rulemaking is looking at the information NPDES permittees are already submitting, and considering which of that information should be submitted electronically to the states and EPA. Through the discussion forum you can comment on a variety of topics related to electronic NPDES reporting.

The discussion forum can be found on a new public website at:

<http://www.regulations.gov/exchange/topic/npdes>

The discussion forum allows states and stakeholders - and any other interested party - to log-on to comment on the rule BEFORE it is even proposed. Traditionally, very few stakeholders get an opportunity to be heard until after a proposed rule has been published in the Federal Register. In this case, comments received through the discussion forum might have an impact on what is proposed. EPA believes this discussion forum will improve the transparency of the rule development process, and will allow an open dialog and exchange of information between EPA and all interested parties.

ROADS TO RUIN: TOWNS RIP UP THE PAVEMENT

Asphalt Is Replaced By Cheaper Gravel; 'Back to Stone Age' (Wall Street Journal, July 17, 2010)
<http://online.wsj.com/article/SB10001424052748704913304575370950363737746.html>

TIME FOR A CHANGE?

By *Richie Beyer, P.E., County Engineer, Elmore County, AL and NACE Secretary-Treasurer*

As public servants, engineers and managers, we consistently deal with change. Whether it's new elected officials or new regulations, our professional worlds are constantly evolving landscapes.

This thought reminded me of how a simple phrase, 3R's, had transitioned throughout my life with so many meanings. Take for example when we started in elementary school, where the 3R's seem to dominate our early education. We learned reading, writing, and arithmetic. Once completing school and beginning a career as an engineer and public servant, 3R meant something different as I immersed myself into learning all I could about Resurfacing, Restoration and Rehabilitation of the road network I was charged with maintaining. Over the last few years, the 3R's have once again reinvented themselves in the form of Recovery, Rescissions, and Reauthorization; all topics affecting us on a daily basis.

NACE reminds me of the 3R's. It has different meanings to each member as they progress in their career; over 1900 careers currently. Not only does NACE change and evolve in meaning to each member of the organization as they progress in their career, but it has evolved and adapted to the changing landscape of the road professional. NACE means something different to me now than when I started as an Engineer fifteen years ago. From attending meetings at my infancy with NACE for the technical content to the present where I am want to have positive effects on policy and content of federal/ state programs.

The leadership of NACE changes year in and year out as officers move through the ranks and ascend to the honor of president of our organization. I was honored to be placed in a leadership role of NACE back in April. At that same time, our excellent Executive Director announced to the masses that he was set to retire. One of the constants that NACE has relied on over the past few decades will be changing within the next year. Regardless the change, the central theme of NACE has remained constant while the issues morph and shift over time.

So let me pose this question: Where do you stand in the landscape of NACE? Are you one of the 300 to 400 members that we see each year at our annual conference, are you one of the 1900 plus members whom we seldom see or hear, or are you one of those that volunteer your time and talents for the betterment of NACE, your colleagues and the community you represent? Is it time for a change in your own experience with NACE and time to get more involved? New or old doesn't matter when it comes to getting involved. What matters is the desire to work for the betterment of all members of the Association and along the way gain invaluable knowledge for yourself and the communities you represent. So how about it: Is it time for a change?

Mark your calendar: NACE 2011 in Minneapolis! [April 17-21, 2011](#)

Sign Management that makes sense for local road agencies

"Working for a rural county with limited resources, I appreciate the power and simplicity of the RoadSoft sign module. Without it, I would not be able to keep up with the inspection and maintenance of our 3200 road signs."

Harold Truman, Superintendent
Alcona County Road Commission – Michigan
RoadSoft user since 1995

RoadSoft
Since 1992

Center for Technology & Training
Michigan Tech Transportation Institute

www.RoadSoft.org



ASPHALT: AGE 13

ISN'T THIRTEEN A LITTLE EARLY FOR RETIREMENT?

Get the facts about a better option: **Concrete**

PCA
Portland Cement Association

think
harder.
concrete™
www.think-harder.org

FIRES TO FLOODING

By *Dale Wegner, P.E., County Engineer, Coconino County, AZ and NACE Western Region V.P.*

Earlier this year Coconino County went through a tough budget year with additional cuts in funding from the State of Arizona. But there were a few bright signs with gas tax revenues starting to raise above last year's levels and home prices and sales starting to rebound. The County was then hit with three fire events with the first fire near Parks burning more than 30,000 acres of mostly National Forest. The second fire was called the Hardy Fire and was very close to my neighborhood with a warning to be ready to evacuate in 15 minutes and evacuations of a Hotel and nearby neighborhood. This fire was hit hard with air tankers and helicopters and was kept at 800 acres.

The third fire was called the Shultz Fire and as I was watching a small smoke plume from the Hardy Fire pass over my house I turned and saw a large smoke plume on the east side of the San Francisco Peaks that resembled a thunder storm. This fire burned more than 15,000 acres on steep slopes just west of old subdivisions in the County. All three fires were caused by campers that left camp fires unattended. These fires did not have an immediate financial impact on the County.

Every July and August the winds shift in Arizona, called the Monsoon, and bring in tropical moisture from Mexico. With the large area burned by the Shultz Fire upstream of several county subdivisions we knew that flooding was going to happen when the rains came with the Monsoon. We have had only three rain events so far and they have flooded several subdivisions that had trouble handling the pre-fire Stormwater. With a fire the runoff can increase up to 10 times the pre-fire flows and brings a debris flow with the Stormwater.

The County Public Works Dept. has been working non-stop for three weeks dealing with the flooding issues. Some houses built in the old drainage ways have been severely impacted by the flooding. All of the ditches and culverts were plugged with debris with the first rain event. There is now a County Incident Management Team, a State Incident Management Team and a Federal Incident Management Team all working on these flooding events. Coordination efforts have not been the best but everyone is trying to help.

I am retiring at the end of July and had hoped to get a few more projects completed before I leave the County. But with all of my staff's time consumed by the flooding events some of these projects will be put off till next year. I have enjoyed being a County Engineer for almost 24 years and the friends I have made through NACE. I wish you all the best hope to see you in Minnesota next April.

THE POLITICS OF ROAD FUNDING IN MICHIGAN - ROAD FUNDING IN THE ERA OF TERM LIMITS

By Luke D. Houlton, P.E., Engineer-Manager, Cheboygan County Road Commission, MI and NACE State Director

Michigan is not just the birthplace of the mass-produced automobile, its county road agencies were at the forefront of the modern road building industry.

Now, regrettably, the same counties once responsible for the first mile of concrete road, the first center line painter and the first snow plow are returning paved roads to gravel because they lack the revenues to properly fix them.

Term limits exacerbated an already difficult political climate in Michigan. In 1997, Michigan residents frustrated with the condition of our roads dubbed former Gov. John Engler, "Pothole John". The politically savvy Republican governor convinced Republicans in the Legislature to back a gas tax increase of 4 cents on the dollar, and in 1998 Republicans took control of both legislative chambers and retained control of the executive office.

1998 also gave rise to term limits.

Today, Michigan is recognized as having some of the worst roads in the nation and state transportation revenues are not sufficient to match available federal funding.

In 2007 the Transportation Funding Task Force (TF2) –approved by the Legislature and appointed by the governor– was created to review the adequacy of transportation funding, consider strategies for maximizing return on investment, and evaluate alternative future road funding.

In November 2008, the TF2 issued a re-

port recommending that Michigan double transportation funding to maintain and improve the infrastructure at a "good" level (good, better, best). The task force concluded, "The one choice we cannot afford is to do nothing."

Despite the consistent efforts of the Michigan Transportation Team, a bipartisan coalition of business, labor, local government, associations and citizens with the common goal of improving Michigan's transportation infrastructure, the Legislature has failed to act on the TF2 recommendations.

Over the last year, national attention has been drawn to the plight of Michigan's state and local road agencies by Fox News, USA Today, the History Channel and others. More than 80 editorials have run statewide in support of increased transportation investment.

So, why haven't legislators tackled road funding? The answer can be summed up in two words- term limits!

The 2010 elections will once again change the political landscape in Michigan as most of the current lawmakers are jockeying for their next position.

Thirty-four House seats are open due to term limits, and another 14 are open because incumbent lawmakers are seeking Senate seats. Twenty-nine of the 38 Senate seats are open due to term limits. Each of these open Senate races has at least one current or former House member running for the seat. In addition, the governor is term limited. The Democratic Speaker of the House is running for Governor, and the Republican Senate Majority Leader is running for Attorney General.

One thing is clear: Michigan's crumbling roads and bridges cannot continue to wait for

the next election cycle.

From 2007 to 2008, while the TF2 was formulating recommendations for legislative action, 41 percent of Michigan's federal aid-eligible road system rated in fair condition, with a PASER rating of "5," fell to poor condition requiring a more costly repair or reconstruction. Another 25 percent was repaired, and 34 percent remained unchanged. By failing to act on the TF2 recommendations, another 41 percent of roads with a PASER rating of "5" will fall to poor condition over the next year. {Source- Michigan Transportation Asset Management Council}

Legislators have many creative reasons for not addressing Michigan's transportation crisis, but no matter what the excuse it ultimately comes back to the need to get re-elected- the nonstop cycle of term limits. Lawmakers have consistently put their re-election concerns above the need for a state of the art transportation network necessary to revitalize the State's ailing economy.

Today, as strong anti-tax sentiments abound, the future of Michigan's transportation infrastructure and its frail economy are caught in the perpetual battle of term limits. State legislators have not voted on an increase to transportation funding since term limits took effect and it is clear a vote will not take place until after the November election- if then.

We want to hear from you!

Send us your comments about an article or news to share.

Email us at: nace@naco.org

GIS Improves the Productivity and Efficiency of Your Government Fleet Operations



Call 1-888-288-1386 today to find out how you can improve your fleet efficiency.

Visit www.esri.com/fleet.



Copyright © 2009 ESRI. All rights reserved. The ESRI globe logo, ESRI, ArcLogistics, and www.esri.com are trademarks, or registered trademarks, or service marks of ESRI in the United States, the European Community, or certain other jurisdictions. Other companies and products mentioned herein may be trademarks of their respective trademark owners.



From Diamond Grade sheeting that meets ASTM Type XI to pavement markings with 2.4 index elements for true wet reflectivity, 3M technology makes the difference.

To learn more about how 3M can help you achieve your safety goals, visit www.3M.com/tss.



Building Safer Roads Is Everyone's Responsibility

A better constructed highway can tackle the life threatening problem of vehicles veering off the road once their tires accidentally begin to ride on the edge of the pavement.



Our patent pending equipment is economical and can fit on all existing machinery.

Please call us at 518-280-6090

www.AdvantEdgePaving.com

"President's Report" continued from page 1.

of Categorically Excluded projects as a means of expediting the delivery and minimizing the costs in implementing these projects which have been deemed to have insignificant impacts to the environment."

o "Any federal aid highway pavement preservation or rehabilitation, bridge replacement or rehabilitation, safety, sidewalk, bicycle and pedestrian project in the existing right-of-way and not requiring any additional real estate acquisition and under \$1 million dollars in total value only have to comply with State and Local regulations"

o "All federal permitting agencies shall have sixty days to determine if a permit will be required for a federal aid highway, bridge, safety, sidewalk, bicycle and pedestrian project that is designated as a categorical exclusion, is in the existing right-of-way and does not require any additional real estate acquisition. If it is determined by a federal agency that a permit is required, such federal agency shall have an additional sixty days to issue a permit."

o "Non-NHS projects and low-cost NHS projects.-Any State may request that the Secretary no longer review and approve plans, specifications, and estimates for any project (including any highway project on the National Highway System with an estimated construction cost of less than \$1,000,000 but excluding any other highway project on the National Highway System). After receiving any such notification, the Secretary shall undertake project review only as requested by the State." (From ISTEA Section 1016: Program Efficiencies)

As NACE officers, we will be advocating for these legislative changes in discussions with other transportation organizations, federal elected officials, and key transportation leaders. As County Engineers and local road professionals, you can assist by initiating discussion and sharing these recommended changes with your federal representatives and transportation officials. We believe that there is an opportunity for streamlining the federal project delivery process with the reauthorization. Let's make it happen.....

VISIT OUR LOCAL ROADS MATTER! CAMPAIGN

Gain a wealth of information on how critical our local roads are: <http://countyengineers.org/LRM/index.html>

VIDEO GUIDES

ACTION GUIDES

TRAINING GUIDES

Indicate Quantity		Indicate Quantity		Indicate Quantity	
Effective Snow Fences	\$15 _____	Organization	\$7 _____	Blading Aggregate Surfaces	\$5 _____
Plows of the Future	\$15 _____	Personnel	\$7 _____	Improving Traffic Maintenance	\$5 _____
Deicing Chemicals	\$15 _____	Financial Management	\$7 _____	Trainer's Guide	\$5 _____
Snow & Ice Control	\$15 _____	Maintenance Management	\$7 _____	How to Talk and Communicate at the Same Time	\$5 _____
Concrete Bridge Protection	\$15 _____	Administering Bridge Inspection	\$7 _____	Tips on Conserving Energy and the Environment	\$5 _____
Pavement Maint/Worker Safety	\$15 _____	Tort Liability	\$7 _____	Bridge Maintenance on Local Roads	\$5 _____
Staying Ahead of the Storm	\$15 _____	Road Programming	\$7 _____	Handbook on Training for Road Depts.	\$5 _____
Finding Better Ways	\$15 _____	Road Surface Management	\$7 _____	All Books.....	\$135 _____
Blading Unpaved Roads	\$20 _____	Roadway Safety	\$7 _____	(Action and Training Guides)	\$135 _____
Work Zone Safety	\$30 _____	Stormwater Management and Drainage	\$7 _____	Total Order Amount	\$ _____
Sign Maint. & Installation	\$15 _____	Subsurface Soils Exploration	\$7 _____	Processing Fee:	
Problems with Gravel Roads	\$15 _____	Bridge Rehab. on Local Roads	\$7 _____	(Orders \$30 or less)	\$3 _____
Chip Seal Applications	\$15 _____	Rural Transportation Planning	\$7 _____	(Orders over \$30 - \$70)	\$5 _____
Asphalt Roadway Rehab.	\$15 _____	Purchasing Authority	\$7 _____	(Orders over \$70)	\$10 _____
Asphalt Paving Inspection	\$15 _____	Impact of Land Development on County & Local Transportation System Planning	\$7 _____	Total Due	\$ _____
Preventive Maintenance; Protecting Our Pavement & Project Selection (2 video set)	\$30 _____	Solid Waste Management	\$7 _____	Payment Included	\$ _____
Using Snow Plows on Motorgraders	\$15 _____	Public Awareness & Support	\$7 _____	Balance Due	\$ _____
The Importance of Road Drainage	\$15 _____	Traffic Operations	\$7 _____		
All Videos	\$285 _____				

All prices listed reflect the NACE member discount, non-member prices slightly higher.

To Order: Send form with payment to NACE, 25 Mass. Ave, NW, Suite 580, Washington, DC 20001; fax (202) 393-2630 or e-mail: nace@naco.org.

Name: _____ Phone: _____

Organization: _____

Address: _____

City: _____ State: _____ Zip: _____



National Association of County Engineers

25 Mass Ave NW, Suite 580
Washington, DC 20001-1454
www.countyengineers.org
(202) 393-5041

July 2010 Issue

Please notify NACE if your email address changes at nace@naco.org