

PRESIDENT'S REPORT

Chris Bauserman, P.E. & P.S., County Engineer, Delaware County, OH

Last week I participated in the first podcast recording for our LOCAL ROADS MATTER campaign. This campaign was initiated to educate and remind our state and federal legislators as well as our transportation coalition partners of the importance of our nation's local road system. My podcast was an overview of the issues facing local transportation officials (will be added to the website soon). In coming months, other podcasts with NACE members are planned on topics including safety, Federal-aid streamlining, pavement preservation and bridge programs. As these podcasts are posted along with other campaign materials, I hope you'll take the opportunity to share this important information. Although it appears that the authorization of a new Federal transportation bill is still a year or more away, now is the time for us to lay the ground work and make sure our voice is heard.

Last month, I had the opportunity to visit the Colorado Association of Road Superintendents and Engineers at their conference in Colorado Springs. It was a short visit in a truly beautiful location where I had the opportunity to meet some wonderful members of our NACE family. Our association is blessed with

wonderful state affiliates and the Colorado folks are no exception. The CARSE meeting, held in conjunction with their county commissioners, featured a keynote speech from Colorado Governor Bill Ritter. In the midst of what he called Colorado's "most challenging budget year ever", he talked about how declining revenues and the requirement to deliver a balanced budget would require a "spread the pain and share the burden" approach. I'm sure this dialogue sounds familiar as similar statements are made in States all across the country.

I was interested to hear about a recently approved legislative effort in Colorado called FASTER (Funding Advancement for Surface Transportation & Economic Recovery). This program, using increased vehicle registration fees and permit fees, is expected to invest \$250 million annually in transportation projects. The initial \$100 million will be put to work on projects to upgrade deficient bridges. The remaining \$150 million will be invested each year in roadway safety and divided among the state, counties and municipalities. During a lively question and answer period, the Governor defended the job creation and safety benefits

of FASTER and spoke directly to the important role transportation infrastructure investment will play in Colorado's economic recovery.

He also showed great insight into some of the issues that are at the forefront of our NACE platform, explaining "Gas tax is no longer an accurate measure of the impact a vehicle has on road and bridge maintenance. We have to change the way we fund transportation." If I didn't know better, I would have thought he was reading right from our NACE script. It was good to hear a prominent leader speak so passionately about issues that are important to us as local transportation officials.

Earlier this month I read where Governor Ritter announced that he would not be seeking re-election to a second term. I don't know anything about Colorado's political climate or what candidates are lining up to run for his office. Whatever the outcome, I hope Colorado and every state across our nation will have leaders that are educated and passionate about transportation issues. And I hope they will understand that LOCAL ROADS MATTER. [See Local Roads Matter website: <http://countyengineers.org/LRM/index.html>]

FREE WEBINAR -- DEVELOPING A ROAD SAFETY PROGRAM -- SAVING LIVES IN YOUR COUNTY NOW! -- TOMORROW THURSDAY, JANUARY 28, 2 TO 3:30 P.M. EST

The enormous cost – human and financial – of road accidents continues to devastate families and counties. This free webinar demonstrates how you can develop a road safety program using a systematic process designed to result in savings of both lives and cost. Learn about resources and support services from the Center for Excellence in Road Safety and NACo's Rural Road Safety Peer Exchange Program. Co-sponsored by the Federal Highway Administration, the National Association of County Engineers and NACo. To register, click [here](#). For more information, please contact [Cindy Wasser](mailto:Cindy.Wasser@dot.gov) at 202.942.4274.

LAST CHANCE -- EARLY BIRD DISCOUNT ENDS THIS FRIDAY -- REGISTER/PAY NOW!

The discounted delegate early bird registration will end **this Friday, January 29, 2010** - don't miss this opportunity to save a little money... Register and pay your conference registration fees in full by this Friday to be eligible. Acceptable forms of payment, dated by the deadline, are purchase order, check, or credit card. Please note, only submitting registration by the deadline is not enough to take the Early Bird discount. For additional information, please contact the NACE office at 202-393-5041 or nace@naco.org.

NACE 2010 conference information is available on the NACE website: www.countyengineers.org (under NACE Events).

- **Delegate & Guests** can register on-line (with option to pay by credit card) at:

http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/delegateapp.cfm

- **Exhibitors** can register on-line: http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/exhibitapp.cfm

In addition to on-line registration and PDF files of brochures, see information on conference overview, travel, hotel, golf outing and more! Please note, registration for the optional Cowboy Stadium tour on Tuesday April 27 will be open by mid-February so check back for more info!

FEDERAL HIGHWAY & TRANSIT PROGRAMS EXTENDED THROUGH FEBRUARY

President Barack Obama signed into law in late December a Department of Defense appropriations bill that includes an extension of highway and transit authorization through February — the fourth short-term extension since the 2005 transportation law known as “SAFETEA-LU” expired Sept. 30, 2009.

The 67-day extension (contained in HR 3326) became Public Law 111-118 on Dec. 21 following Obama’s signature and the Senate’s Dec. 19 vote of 88-10 to adopt the measure. Congress tacked the transportation authorization extension onto the defense measure because the House and Senate were again unable to reach agreement on a longer-term measure. SAFETEA-LU’s second extension expired Dec. 18; a continuing resolution through Dec. 23 kept federal highway and transit programs operating over the weekend until Obama signed the defense measure. This is the longest SAFETEA-LU extension to date. The first extension covered the month of October, the second was good for 48 days and the third lasted only five days.

Before adjourning for the year, the House of Representatives passed a job-creation bill (HR 2847) that contains a provision extending highway and transit authorization through Sept. 30, 2010, the end of the federal fiscal year. This measure would restore the highway program’s baseline funding level for FY 2010 from \$30 billion to \$41.546 billion, which would make up for the billion dollars per month lost thus far under the short-term extensions. The bill also would provide a \$19.5 billion infusion to the Highway Trust Fund. (see Dec. 18 AASHTO Journal story). The Senate did not act on the job-creation bill before it adjourned for the year Dec. 24.

CONGRESS EXTENDS NATIONAL FLOOD INSURANCE PROGRAM, FEMA REVEALS RISK MAP STRATEGY FOR FY 2010

When President Obama signed the “Department of Defense Appropriations Act of 2010” (H.R. 3326) into law it extended the National Flood Insurance Program (NFIP) until February 28. For some time, Congress, the Executive Branch and stakeholders have been debating how to revise the NFIP – either through legislation, rulemaking or a combination of the two. Although a two month extension has been granted to initiate change, it is anticipated that another extension might be needed to buy additional time. Risk MAP, FEMA’s Flood Map Modernization Program, was allocated \$220 million for FY 2010.

With extensive revisions of the NFIP on the horizon, the Federal Emergency Management Agency (FEMA) is forging ahead with a FY 2010 National Outreach Strategy for Risk MAP that raises risk awareness and understanding, motivates citizens to protect themselves from flood risk and encourages communities to take the lead in protecting their constituents. Moreover, by strengthening its partnership with State, local and tribal governments, and other federal agencies, FEMA intends to improve flood maps’ digital platform by capturing elevation and watershed data to produce more credible Risk MAP products—therefore providing a foundation for enhanced mitigation planning. FEMA anticipates that the National Outreach Strategy will further the agency’s goal to modernize 80 percent of the nation’s flood maps by FY 2014. For additional information on the NFIP, go to: <http://www.fema.gov/hazard/flood/info.shtm>.

Supporting the transportation industry with a full line of innovative products and a commitment to service and customer satisfaction.

3M

Traffic Control Materials Division

3M Center, Building 225-5S-08

P.O. Box 33225

St. Paul, Minnesota 55133-3225

800-553-1380

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

NEW MUTCD RELEASED

The US Department of Transportation has released a comprehensive update to the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD’s 2009 edition features many new and updated requirements, ranging from changes in highway signs and bike lanes to the color of high-visibility garments worn by road workers. For an overview of the new rules and recommendations, visit <http://mutcd.fhwa.dot.gov>. You can download for free.

The MUTCD is the national standard for all traffic control devices, including traffic signs, pavement markings, signals and any other devices used to regulate, warn or guide traffic. It has been administered by the Federal Highway Administration (FHWA) since 1971. This is the first comprehensive update to the manual since 2003.

Among new provisions in the MUTCD:

- * Replacing highway signs with brighter, larger and more legible ones that are easier to understand at freeway speeds. States will begin using the newer signs as existing ones wear out.

- * Adding different lane markings for lanes that do not continue beyond an intersection or interchange to give drivers more warning that they need to move out of the lane if they don’t intend to turn.

- * Expanding the use of flashing yellow arrow signals at some intersections to give a clearer indication that drivers can turn left after yielding to any opposing traffic.

- * Changing the formula used to calculate crosswalk times to give walkers more time.

- * Identifying electronic toll collection lanes with purple signs - the first time purple has been sanctioned for use on highway signs.

- * Adding overhead lane-use control signs to reduce confusion among drivers in unfamiliar multi-lane roadways.

By requiring better pavement markings which can increase bike lane safety, and extending walk times for pedestrians at crosswalks, the updated MUTCD furthers the “complete streets” concept - an effort long championed by FHWA to ensure roads accommodate all types of travel, not just automobiles.

AMERICAN AIRLINES DISCOUNT ON AIR TRAVEL TO FT. WORTH

American Airlines and NACE have partnered to offer NACE 2010 attendees a discount for travel to Fort Worth, Texas valid April 22-May 3, 2010. You can receive a 5% discount off the lowest applicable published air fare. To make a discount reservation, please call our Meeting Services Desk at 1-800-433-1790 from anywhere in the United States or Canada, or go to www.AA.com and refer to your Promotion Code **3740AA**.

A NEW FP2 FOR CHANGING TIMES

By Jim Moulthrop, FP2

Big changes are occurring at the Foundation for Pavement Preservation (FP2). As a result of a strategic planning session held in Atlanta in October 2008, and several planning task force meetings that followed in January and March 2009, FP2 has established new goals for the future of pavement preservation.

In May, the board of directors decided that the status of the foundation — a public charity — would not permit us to fulfill a new key goal of advocating for preservation policies with Congress in the highway reauthorization bill. The result was the formation of a new entity, FP2, Inc., a non-profit trade organization that allows advocacy. FP2, Inc. will now have the ability to deliver far more to its supporters, without the restrictions of being a charity. We have already met with great acceptance, and current commitments for 2010 are more than double the financial support than in recent years.

Our mission now is to advocate national policies, promotional activities and research programs that advance pavement preservation. The current Foundation for Pavement Preservation has sufficient funds to continue to participate in trade shows and provide financial support to the National Center for Pavement Preservation, as it has since the beginning of the center. It's anticipated that these funds will expire at the end of 2009 and at that time the old foundation will be dissolved. IRS rules do not permit funds from the current foundation to be transferred to the new FP2, Inc.

FP2, Inc., has retained a firm in Washington, D.C. to assist us in getting the preservation message to members of Congress, so that whatever legislation emerges in the form of a new transportation bill will contain the appropriate language to further our cause.

In order to accomplish these goals, the officers of the new organization chose Jim Moulthrop to be the new executive director to replace the retiring Gerry Eller, who so ably guided the Foundation for Pavement Preservation for the past several years.

DALLAS COWBOYS STADIUM

American Society of Civil Engineers magazine *Civil Engineering* has a great feature article on the construction of the Super Span of the Dallas Cowboys new stadium. We have set up tours on Tuesday afternoon of NACE 2010 conference. More information about sign-up will be available in mid-February. To view the article go to the following link.

http://pubs.asce.org/magazines/CEMag/2010/Issue_01-10/article1.htm

MICHIGAN COUNTY ROADS

By Mark A. Craft, P.E., Engineer-Manager, Gratiot County Road Commission (MI) and NACE Secretary-Treasurer

Michigan's county road system includes more than 90,000 miles of roads and 5,600 bridges. It is the fourth largest local road system in the nation.

Each of Michigan's 83 counties is served by a county road agency called a "county road commission". County road commissions are not a direct part of the general county government (except for one county).

Road commissions have three or five member boards that are either appointed by the County Board of Commissioners or elected by the voters. Both appointed and elected road commissioners serve six-year terms. Road commissions hold regular board meetings at least once per month.

County road commissions are very diverse and have a variety of responsibilities including: road and bridge construction; repair and maintenance; winter maintenance, including snow removal and salting; preventative maintenance; roadside maintenance; and gravel road maintenance.

Sixty-four county road agencies (77% of all road commissions) contract with the Michigan Department of Transportation (MDOT) to perform maintenance and snow removal on the state and federal designated roads in their counties. These counties are reimbursed by MDOT for the cost of providing these services.

The primary source of revenue to county road agencies comes from the Michigan Transportation Fund (MTF). All state fuel taxes, vehicle registration fees and other transportation related fees are deposited into the MTF and distributed according to formulas established by law. The funding available to county road agencies is distributed to the 83 counties using formulas, which weights the following characteristics: the number of vehicle registrations per county, population, road mileage, urban congestion and historical snowfall.

Federal transportation funds are distributed by formula as well. Approximately 75% of federal transportation funding is allocated to the Michigan Department of Transportation, leaving 25% to be distributed among 83 county road commissions and 533 cities and villages.

Although road commissions do not have taxing authority, county boards can raise revenue dedicated to road funding with voter approval. Seventeen counties in Michigan have county-wide road millages. Many town-

ships help provide funds for local roads. Some townships also have voter-approved road millages to help provide funds for local roads.

The largest source of income to the MTF has been the state gasoline tax (19 cents per gallon, and 15 cents per gallon for diesel). A combination of more fuel efficient vehicles and motorist changing driving habits and purchasing less fuel have reduced the fuel taxes collected.

The MTF is generating less revenue now than it was in 2001. Road commissions have responded by increasing efficiencies and cutting budgets in areas with the least possible impact to motorists.

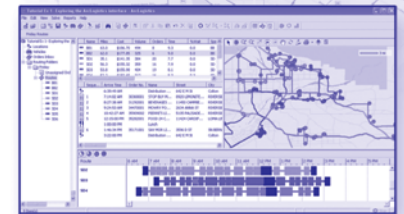
The majority of road agencies have been forced to make deep cuts including; layoffs; not replacing needed equipment and working with equipment beyond its service life; and reduced construction and maintenance.

As the funding levels continue to decline, the overall road conditions are rapidly deteriorating. By the end of 2010, approximately 50% of county road commissions will have turned some paved roads back to gravel.

Most road commissions in Michigan have reached a point where there is nothing left to cut that will not negatively impact the level of services provided.

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.

ASSET MANAGEMENT PAPER WINS TRANSPORTATION RESEARCH BOARD AWARD

By Jennifer Donovan, Director of Public Relations, Michigan Tech

Terry McNinch, director of Michigan's Local Technical Assistance Program (LTAP), and Tim Colling, assistant director of LTAP, have received the Charley V. Wootan Award, presented annually by the Transportation Research Board (TRB) of the National Research Council (NRC) for the outstanding paper in the field of policy and organization. The award was presented at the Thomas B. Deen Distinguished Lecture and TRB Awards Ceremony at the Transportation Research Board's annual meeting, January 10-14, 2010, in Washington, DC. Michigan LTAP is based at Michigan Technological University.

The Charley V. Wootan Award was established to honor the director of the Texas Transportation Institute at Texas A&M University. Active in TRB for many years, he served as chairman of the TRB Executive Committee and held the positions of group and council chair in the Technical Activities Division.

McNinch and Colling's prizewinning paper is "Making Asset Management Work: Innovative Components for Successful Implementation by Local Agencies in Michigan." [Two of the agencies highlighted in the paper were NACE counties—Roscommon and Emmet.]

Sue McNeil, chair of the TRB Asset Management Committee and a professor at the University of Delaware, applauded the selection. "I am delighted that Terry and Tim are being recognized for their work promoting asset management, particularly for local agencies. In addition to their award winning paper, they have conducted workshops, worked one-on-one with agencies, spoken at conferences and meetings, and provided technical support to local agencies. This particular paper not only documents the experience in Michigan, but identifies the benefits experienced by 'early adopters.' It is of value to both researchers and practitioners. I look forward to seeing many more papers from Terry and Tim."

Over the past three years working with its partners, Michigan LTAP has hosted 120 training events related to applying the concepts of asset management to transportation infrastructure. More than 4,000 people have participated, 70 percent of them from county road commissions, cities and villages.

McNinch said that although he and Colling will receive the award, "It's really about the people who help make it all happen. Our entire staff works hard making Michigan LTAP trainings top notch and RoadSoft as good as it is," he noted. "They all deserve a lot of credit."

Colling added: "Recognition also goes out to the county road commissions and cities that are grabbing hold of these concepts and making good things happen. Adopting these transportation asset management is quite a big leap for many road commissions and cities. It's a completely different way of looking at the road business, which is sometimes a hard sell. These agencies deserve a lot of credit for what they have done too."

Cited in the award-winning paper as a local agency case example is the City of Manistee, Michigan (population 6,600). City managers recognized that the 49 miles of city streets were in fair condition but would soon deteriorate to poor if something wasn't done. The managers attended an asset management workshop in fall 2007. In January 2008, the city's elected officials attending training. In April, pavement condition data were collected using the *RoadSoft*® Laptop Data Collector (LDC). In June, the managers were using *RoadSoft*'s asset management analysis features to build pavement maintenance strategies and optimized budgets. By August, they were able to present to the city council an efficient and effective maintenance strategy for preservation of city streets.

RoadSoft is an integrated roadway asset management system designed to address the specific needs of counties, cities and villages. A geographic information system interface helps agencies manage their roads, signs, culverts, driveways, bridges, guardrails, pavement markings sidewalks, traffic counts and traffic crashes. It is currently in use by more than 370 local agencies in Michigan, other local agencies throughout the U.S., and most recently in a World Bank funded project by a state Department of Transportation in Brazil. Developed over the past 15 years by the staff of the Technology Development Group of the Michigan Tech Transportation Institute, *RoadSoft* is now available worldwide under a non-profit license.

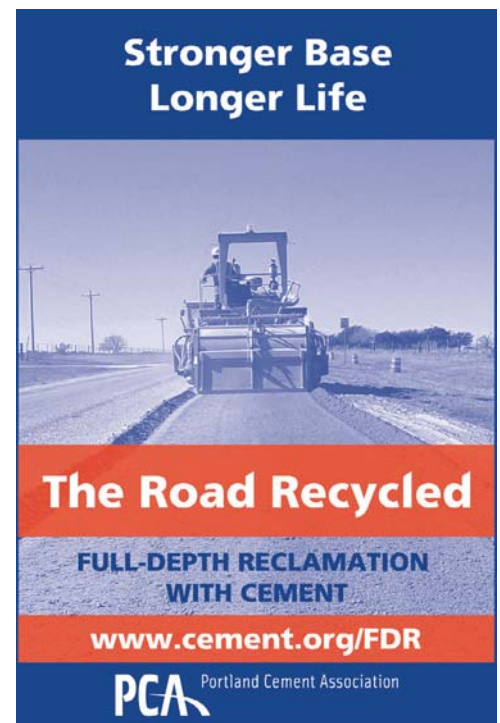
As shown in the award-winning paper, successful implementation of transportation asset management by counties, cities and villages is critical when transportation resources are limited and dwindling every month—the current situation in Michigan. Carmine Palombo, director of transportation programs at the Southeast Michigan Council of Governments, and chair of the Michigan Transportation Asset Management Council (TAMC), congratulated McNinch and Colling for their efforts in promoting asset management. "The Michigan Asset Management Council congratulates Terry and Tim on being selected by the TRB as recipients of this year's Wootan award," Palombo said. "It's just another example of their efforts to promote the gospel of asset management throughout

Michigan. It is through their efforts and the work of other dedicated professionals throughout the state that the concepts of asset management are getting into the hands of local agencies, thereby improving roadway management in the face of scarce resources. We look forward to continuing our partnership with them."

Steven A. Warren, deputy director of the Kent County Road Commissions and member of the TAMC, also recognized the pair's outstanding efforts. "Because of their sincere appreciation and understanding of the challenges local transportation agencies face, Terry and Tim are able to provide valuable assistance to these agencies as they strive to implement asset management," Warren said.

Michigan Technological University (mtu.edu) is a leading public research university developing new technologies and preparing students to create the future for a prosperous and sustainable world. Michigan Tech offers more than 130 undergraduate and graduate degree programs in engineering; forest resources; computing; technology; business; economics; natural, physical and environmental sciences; arts; humanities; and social sciences.

Have you registered yet?
NACE 2010 Fort Worth, Texas
April 25-29, 2010
See information and
on-line registration at
NACE website:
www.countyengineers.org



**Stronger Base
Longer Life**

The Road Recycled

**FULL-DEPTH RECLAMATION
WITH CEMENT**

www.cement.org/FDR

PCA Portland Cement Association

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

SAFETY EDGES ON PAVEMENTS – NEW Q & A

FHWA has recently made several updates to the safety edge web page in response to many questions they have received. You can now find answers to some frequently asked questions, links to research documents on pavement edge drop-offs, and a sample specification. http://safety.fhwa.dot.gov/roadway_dept/pavement/safedge/

STATES OBLIGATE 91 PERCENT OF RECOVERY FUNDS

States have obligated \$23.3 billion in highway funding under the American Recovery and Reinvestment Act as of Jan. 15, roughly 91 percent of available money, according to the Federal Highway Administration. FHWA reports that of the 10,663 projects obligated, 1,681 have been completed and 6,893 are under contract. The report states that \$25.6 billion was made available to the states, not including the funds for federal lands projects. Under the requirements of the recovery act, state and local governments must have obligated their entire highway funding by March 2. Those that do not must return unused recovery funds to the federal government for redistribution to other states.

IT'S TIME TO REGISTER! NACE 2010 CONFERENCE LINKS

NACE 2010 conference information is now available on the NACE website: www.countyengineers.org (under NACE Events). Delegate & Guests can register on-line: http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/delegateapp.cfm Exhibitors can register on-line: http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/exhibitapp.cfm In addition to on-line registration and PDF files of brochures, see information on conference overview, travel, hotel, golf outing and more!

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

January 2010 Issue

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