

NACE News



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NACE REPORT

Brian C. Roberts, NACE Executive Director, Washington, DC



It's been three months since I officially joined the staff of NACE as your new Executive Director and it has been an eventful period, and that doesn't include the earthquake and hurricanes. As I am settling in to this new life, I have begun to realize the tremendous network of partners that we have at NACE.

Never have I worked in an organization with so many extensions and coalitions. This is both a blessing and a challenge but in the end, it will remain our strength.

Among the many meetings and gatherings I have attended since I began, the Boston meeting of the National Local Technical Assistance Program Association (NLTAPA) was especially noteworthy. I am not a stranger to LTAPs. In the early 1990's I was first introduced to LTAPs when as an FHWA employee,

I taught a workshop for the Arizona LTAP. Later as a consultant I began teaching for the Maryland LTAP in 1995 which continued for 17 years. I also taught for Hawaii and exhibited at two of NLTAPA conferences. But to attend this year representing NACE was quite an honor for me.

As you might expect, I found our partnership with NLTAPA built on a solid foundation. I was reacquainted with old friends and made many new friends. I felt an immediate strong bond with this sister organization. We truly serve the same audience and we "walk the same streets." They are an important partner and I look forward to working with NLTAPA as we navigate our future.

Which leads me to our challenge – How to best benefit from such a large and diverse group of partners, both here in DC and throughout the US and Canada. Clearly there is strength in numbers but it runs deeper than that. I immediately began to think of Stephen Covey's book on Seven Habits. There was something in his writing that hit home. If you have read the book, you may remember the discussion on Interdependency. This was

perhaps not a new concept but an enlightening way of looking at it.

Covey discusses three levels of existence. We begin as dependent individuals requiring care and guidance. Unfortunately, some people stay dependent through their lives both personally and professionally. We strive to be independent – to be capable of taking care of ourselves and performing our duties at work with little or no guidance. We want to be self sufficient. For many, that is ultimately where we end up. But, according to Covey, that should not be the ultimate goal. Instead we must take the next step and strive for Interdependency.

So what is Interdependency? According to Covey, it is the "paradigm under which we cooperate to achieve something that cannot be achieved independently." Simply put, we can realize much greater success when we **effectively work together**. Numbers are important – as an organization striving to influence policy and legislation, the more people on our side, the better chance of success. However, building effective coalitions and working as

See "NACE Report" continued page 3.

SAFETEA-LU EXTENSION AND REAUTHORIZATION UPDATE

SAFETEA-LU Extension - On September 13, the House of Representatives passed a six-month extension of the current transportation law, SAFETEA-LU. On September 16, the Senate also passed a six month extension of SAFETEA-LU which was signed into law the following day. The bill will authorize SAFETEA-LU through March 31, 2012 at current spending levels (\$39 Billion for Highways). The current extension would have expired on Sept. 30.

Reauthorization - The current House bill outline would have extend the transportation program for six years at funding levels of \$230 billion or an average of \$38.3 billion/year. This is based on the amount of tax revenue expected to be earned by the Highway Trust Fund over the six year period of the proposed bill (FY 2012-2017) as projected by the Congressional Budget Office in its latest projections: \$204.2 billion in the Highway Account and \$30.2 billion in the Transit Account. However, very recently Chairman Mica announced that the House leadership has given him direction to try to find an additional \$90-\$100 billion in new revenue so that the House bill could be increased to approximately \$335 billion over six years, which would hold the program at current funding levels. That being said, no increase in the federal gas tax would be considered. The Senate bill outline would extend the program for two years (FY 2012-13) at a funding level of \$109 billion or an average of \$54.5 billion/year which is roughly the current level of spending. Since the Highway Trust Fund is expected to receive not more than \$75.5 billion in tax revenue over the next two years, the Committee proposed to partially fund the shortfall by drawing down the entire unspent balance of the Trust Fund left over at the end of FY 2011. This will leave approximately \$12.3 billion unfunded.

The general belief is that this six month extension will not be enough time to reconcile the differences between the House and Senate views for a new Highway bill, but time will tell and perhaps a more well funded House bill increases the likelihood of enactment. Clearly, the later we get in 2012 and election season, the more challenging passing a bill becomes.

FEDERAL SIGN MANDATE PROPOSED TO BE ELIMINATED

By Robert J. Fogel, Senior Legislative Director, NACo (reprinted with permission)

The US Department of Transportation announced on August 30 that it is proposing to eliminate dozens of burdensome regulations on traffic signs that are likely to save counties millions of dollars. Of specific interest to NACo members are federal requirements that certain signs be replaced by specific dates to meet minimum retroreflectivity requirements. Many county officials and county engineers, including representatives of the National Association of County Engineers (NACE), had expressed concerns about the compliance dates because of current economic conditions and the view that this was an unfunded mandate. Comments on this proposed rule are due on or before October 31, 2011.

Compliance dates have been eliminated. Rather, USDOT proposes that local and state governments replace the signs when they wear out. Overall forty-six deadlines, including timetables for minimum reflectivity, are proposed to be scrapped. "A specific deadline for replacing street signs makes no sense and would have cost communities across America millions of dollars in unnecessary expenses," said USDOT Secretary Ray LaHood..

Three requirements for retroreflectivity were published in 2009. The first requires every local and state agency to establish an assessment or management method for implementing retroreflectivity standards. This requirement remains but is postponed until two years from the effective date of the revised regulations. The two date certain requirements for minimum reflectivity, January 22, 2015 and January 22, 2018, are eliminated and replaced by a requirement to replace these signs when they reach the end of their useful service life, which local and state agencies will determine based on their particular climates and environment.

One standard that is maintained, unrelated to reflectivity, is the requirement that sign posts on roads that are posted at 50 MPH or more meet a crashworthy standard or be replaced by January 2013. No action was taken on a pending federal rulemaking on minimum reflectivity standards for pavement markings, a item that has also been of concern to county officials. The comment period for that rulemaking has closed, USDOT is evaluating the comments and presumably at some point a rule will be proposed.

To review the entire proposed rule, go to the Federal Register for August 31, 2011 at gpoaccess.gov.

VISIT LEXINGTON, KENTUCKY FOR NACE 2012!

Lexington Convention and Visitors Bureau

As you might expect in the Horse Capital of the World, we have horses! But in Lexington's Bluegrass Region, there are hundreds of exciting things to see and experience. Here's our Top 10 list to get you started (see <http://www.visitlex.com/whattodo/topten.php> for the full listing with web links):

- 1) See over 50 breeds of horses at the Kentucky Horse Park. [The NACE Tuesday evening event will be held there.]
- 2) Try your luck at Keeneland Race Course during a race meet, or tour the grounds year round (open for racing Friday April 6, 2012).
- 3) Meet our four-footed celebrities in their own homes on a Horse Farm Tour.
- 4) Indulge in delightful Dining at world-class, independently owned restaurants.
- 5) Visit four period Historic Homes of the area's most famous citizens.
- 6) Wander through the restored Shaker Village at Pleasant Hill, the largest in the world.
- 7) Discover world-class Shopping in the heart of the Bluegrass.
- 8) Celebrate the living history of Kentucky Bourbon at four historic distilleries: The Woodford Reserve Distillery, Buffalo Trace, Four Roses and Wild Turkey. These aren't just "visitor experiences"! These are real working distilleries.
- 9) Explore the scenic beauty of horse farm country with the Bluegrass Country Driving Tour*. Call 1-800-845-3959 and we'll mail you our most popular map.
- 10) Enjoy shops, galleries, restaurants and historic sights in Downtown Lexington.

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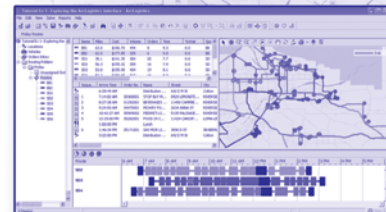
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NACE WELCOMES NEW OFFICE MANAGER



Connie Radoulovitch started as Office Manager in early August and is excited to be working with the member database. After twenty-two years doing accounting with American Forests this is a refreshing change of pace and loaded with challenges that are new to him. "Who says you can't teach an old dog new tricks?" he claims, but then again fifty-nine isn't so old, is it? Connie's attention to detail should serve NACE well and we hope to keep on top of the changes in our membership information. "Let's make sure we have your correct email address. That's the ticket!" Connie is married with two girls, collies - they're a great breed. When he isn't working he is obsessed with music and recordings, everything from Dean Martin to Mozart, from Hank Williams to Miles Davis, from The Velvet Underground to Throbbing Gristle, you name it. Please join us in welcoming Connie to the NACE staff!

TIME TO NOMINATE OFFICERS FOR 2012-2013 BALLOT

The NACE Nominating Committee is accepting nominations for 2012-2013 NACE officers. The positions of President-elect, Secretary-Treasurer, and Regional Vice Presidents for the South Central and Northeast regions will be on the ballot next year. Nominations should be sent to the Nominations Committee Chair, Phil Demery by November 30, 2011. You may nominate yourself. A short biography (Word/text) and photograph (jpg file) should be included. Nominations and or questions should be directed to Phil Demery at (707) 565-3584 or email: pdemery@sonoma-county.org.

IT'S TIME TO NOMINATE DESERVING "ENGINEER OF THE YEAR" OR "PROGRAM/PROJECT MANAGER OF THE YEAR"

Each year the NACE Awards Committee requests nominations of individuals for the "Urban Engineer of the Year", "Rural Engineer of the Year" and "Program/Project Manager of the Year" awards. The rules and criterion can be found by visiting the NACE website, www.countyengineers.org, under Programs and Committee. In addition, each NACE Board member has copies of the forms. We encourage each NACE state affiliate organization to submit their nominations (5 copies) **by December 31, 2011** to Ken Stone, Director of Asset Management and Sustainability, 207 4th Avenue, N., Kelso, WA 98626-4189. For more information contact Ken at (360) 577-3011; email: stonek@co.cowlitz.wa.us

Visit the NACE website at: www.countyengineers.org



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"NACE Report" continued from page 1.

team is the ultimate goal.

Consider, as an example, the many groups/committees NACE works with on safety issues: FHWA, AASHTO, NLTAPA, NACo, ATSSA, AAA and many others. There are literally over a dozen committees or subcommittees where we participate. It is both remarkable and encouraging that safety has drawn the attention it deserves. But imagine if each component truly worked interdependently – not just lots of committees doing great things (which they do) – but instead, developing an understanding and recognition of your individual role and responsibility in the accomplishing a greater goal. Working to achieve something each committee cannot achieve independently.

We can apply this concept to our own organization. At NACE we have members, staff, an Executive Committee, a Board of Directors, Affiliates and numerous committees. Collectively we are a pool of incredible talent. But again, the challenge and reward will be working interdependently - strategically aligning our individual (independent) roles and talents to accomplish bigger things. This requires understanding, communication and a vision for that goal but it begins with the recognition that each of us play an important part of a much greater goal that we cannot achieve independently. I look forward to working with the many people and groups bringing us together for the greater goal that will strengthen NACE as "The Voice of County Road Officials."

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RIGHT-SIZING DOES NOT FIT LOUISIANA PARISHES

By Dennis Woodward, Director of Public Works/Engineer, Rapides Parish Police Jury, LA

Louisiana, like most other states, does not have adequate funding to support its transportation system. The last report I saw showed over 12 billion dollars in proposed state road projects that could not be funded. In order to reduce the burden on the State Transportation System the Louisiana Department of Transportation and Development has proposed a concept they call "Right-Sizing".

The LDOTD reports that based on 2006 highway statistics the State maintains 16,687 miles of the 60,927 miles of public roads in Louisiana. Based on these statistics LDOTD maintains 27.39% of the publicly maintained roads in Louisiana which would make Louisiana the 41st highest in percentage of state roadway ownership out of the 50 states. According to the LDOTD the national average is 19.37% of publicly maintained roads are maintained by state departments of transportation.

Right-Sizing would transfer approximately 5,000 miles of roads in Louisiana from state maintenance to local maintenance over a seven year period. This would put Louisiana near the national average percentage for roads maintained by the state departments of transportation. About one-half of the roads proposed for transfer are functionally classified as local roads. The LDOTD proposes to only transfer roads in fair or better condition and to increase the amount of funding that local governments receive from the state gasoline tax to offset the cost to local governments. LDOTD proposes to reduce operating cost and staffing if their plan is approved. A formal

plan is scheduled to be presented to the Louisiana Legislature in the spring of 2012 and the LDOTD hopes to begin transferring roads by the summer of 2013.

So far most local governments have been lukewarm to the right-sizing concept. They do not see how the State will provide enough funding for the local governments to maintain these roads if the State does not have the funds to maintain them now. LDOTD says that their plan will give the local governments more control over the prioritization of projects and funding allocation and the ability to regulate a larger portion of the local road network. Most parishes view the proposal as another unfunded mandate.

EVERY DAY COUNTS!

By Jon Rice, Managing Director, Kent County Road Commission, MI and NACE North East Regional VP

The Every Day Counts (EDC) initiative has provided County Engineers and Managers with a great opportunity to renew or develop a positive working relationship with your state FHWA Administrative staff. In Michigan, the interaction between the Kent County Road Commission and FHWA has always been positive, but with the EDC initiative, we have been able to build new relationships with the District Administrator, and Assistant DA. Local agencies have historically relied on their state DOT to be their conduit to FHWA. And yes, this relationship will continue to be the primary working relationship between County agencies, State DOTs and FHWA. But with EDC, FHWA has provided County Engineers a new opportunity to share what we do and what we have experienced with our FHWA

Administrators. In Kent County, Michigan we recently completed the first two Safety Edge projects constructed in Michigan. Both projects were coordinated with the MiDOT, FHWA, and Michigan LTAP. On the first project, FHWA arranged for an on site open house and media event to take place to showcase the Safety Edge installation and safety benefits it provides. It was a great day for agency relationship building, especially between the Kent County Road Commission and FHWA. As a result our positive experience with the safety edge projects, we continued discussions with FHWA on other EDC technical projects. We found out that Michigan had not scheduled a cold weather paving project using warm mix technology. After reviewing our remaining projects for the season, it was determined that we could utilize warm mix on one of our paving projects scheduled to be placed in late October or early November. FHWA and MiDOT welcomed the opportunity and offered to help us with the warm mix testing procedures that we needed assistance with. Now we are meeting with both agencies to discuss the potential of expanding the use of categorical exclusions on future projects and the expanded use of Pavement Preservation treatments with Federal funding.

If you are involved in the EDC initiative, you have a great opportunity to help all NACE member agencies create an improved working relationship with FHWA. If you are not presently engaged in the EDC initiative- find out more about it from your state DOT or directly from your division office of FHWA- or by reading your NACE Newsletter and Bi-weekly updates.

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NACo ANNUAL CONFERENCE

By George T. Webb, County Engineer, Palm Beach County, FL

The 2011 NACo annual conference was held July 15-19 in Portland, Oregon. As your newly appointed representative to the NACo Board of Directors, I attended several Board meetings and was able to have conversations with several of the members of NACo's executive committee about strengthening the relationship between NACE and NACo.

The conference attendance was down 4% from the 2010 annual conference. This was similar to the 3% attendance decline that occurred at the March 2011 Legislative Conference.

During the next several months, NACo will be looking at the 2010 census figures to determine if an adjustment in County dues may be warranted. The current dues structure is based on 1995 census population figures. One of the criteria that will have to be evaluated is the potential dramatic increase in dues for an individual county that has grown significantly over the past 15 years.

The NACo agenda had two sessions involving NACE members. Jon Oshel (County Road Program Manager with the Association of Oregon Counties) moderated a discussion regarding how Oregon has formalized a revenue sharing arrangement between the Counties and the State on how federal transportation dollars are to be distributed. Presenters during the session included a mayor, the Chair of the Oregon Transportation Commission, and an economist from the Oregon Department of Transportation. The second session involved the issue of retroreflectivity. Jim

Ellison, former Pierce County, Washington, County Traffic Engineer and long time NACE member, was one of two presenters addressing the current and new retroreflectivity standards promulgated by the FHWA for signs and road markings. Unfortunately, both sessions were scheduled at the same time on the same day! I can tell that one of my next duties is to work with Brian to see if NACo can do a better job of scheduling transportation related sessions so as to not conflict with each other.

One of our other members, Dan Fedderly, the executive director of the Wisconsin Highway Association, serves as the Chair of the Highway/Highway Safety Subcommittee for NACo. Dan plays an active role in the overall Transportation Committee, working with the current Chairman, Leo Bowman from Benton County Washington, on many issues that NACE has prioritized.

There was little on the NACo Board of Director's agenda that pertained directly to NACE. One item of interest is that NACo will be supporting a Dental Discount Card Program, having just completed a one year pilot program. The Board voted to make the Program available to all member counties. The Discount Prescription Program was also discussed. It appears that other programs are competing with the NACo vendor (CVS Caremark) and some counties have switched to the competing programs. In some instances, those competing programs provide revenue directly to the county, based on the program's use in the county. Caremark does not provide any revenue sharing.

However, one of the more interesting discussions involved the unintended conse-

quence of achieving 100% membership. One of the Corporate Partners (CVS Caremark) paid for membership for all the nation's counties that were not paid NACo members for the 2010-2011 year. That involved paying dues for over 700 counties, parishes and boroughs. However, in doing that, it triggered an adjustment to the NACo Board of Director membership. The Bylaws state that the top 12 membership states will each receive an additional Board seat. With all the new members counted, three states in the 2010 top 12 dropped off – Washington, Minnesota and Wisconsin. The representatives from those states were not happy! However, the Board voted to make a one-time adjustment in Board membership to allow an additional representative from each of the three states to be part of the Board of Directors until April 2012.

The main focus of my term as your director will be to involve NACE in more of NACo's programs and policies. I am fortunate to work Todd Bonlarron, Palm Beach County's Legislative Affairs Director. Todd is also a current member of the NACo Board, representing the National Association of County Intergovernmental Relation Officials (NACIRO), as I represent NACE on the NACo Board. I am already using his contacts with the NACo leadership, having him introduce me and set the stage for continued discussions. One of my fellow members of the Transportation Committee is Joe Bryan. Joe and I have sat together at many of the Committee meetings over the last few years. He is a new member of the NACo leadership, having just been elected to a two year term as the South Region representative to the Executive Committee. I am also fortunate that the Large Urban Counties Caucus (LUCC) is coming to my county in late October. The NACo executive committee is supposed to be attending and it should provide some opportunities for additional discussions. As I am quickly learning, one needs to play by the old adage "It's not what you know, but who you know" and throw in the additional phrase, "and it's how well you know them".

Please contact me if you have any thoughts or suggestions on how we can raise the NACE profile. Possible session topics for the next NACo meeting, areas that you might want to be involved in that are NACo priorities, etc. are some of the things that come to mind. I can best be reached at gwebb@pbcgov.org.

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RETIREMENT CONGRATULATIONS TO BOB MEISTER!

After nearly 20 years of service to Minnehaha County, Bob Meister has announced his retirement and his last day will be September 30th. Bob has been a NACE member for 27 years serving as the co-chair for the NACE 1998 conference held in Rapid City, SD and was the long time representative as FHWA local road coordinator. He has served as the long time Secretary-Treasurer for the NACE state affiliate, South Dakota Association of County Highway Superintendents. NACE joins the staff at Minnehaha County in congratulating Bob on a job well done and wishing him well in his retirement. Bob, you will be missed! (and hard to replace, see below for job opening announcement).

JOB OPENING FOR HIGHWAY SUPERINTENDENT IN SOUTH DAKOTA

Minnehaha County in Sioux Falls, SD invites applications for a Highway Superintendent to direct the planning, design, construction, and maintenance programs for County highways, roads, and bridges. The Superintendent will prepare and monitor the annual budget; develop and implement policies and procedures; manage staff; review bids and proposals to make recommendations to the County Commission; develop and implement long-range plans; and coordinate activities of the County highway divisions including administration, construction and maintenance, traffic control, and equipment maintenance. **\$2,804.93 - \$3,020.54 bi-weekly DOQ.** *Appointment above the hiring range is dependent on qualifications and experience.* **Minimum Quals:** Bachelor's in civil engineering or related field and 5+ yrs experience in civil engineering, highway administration, or comparable field. Broad knowledge of the standard practices of civil engineering and the construction industry as it applies to road and bridge construction and maintenance. **Preferred Quals:** Previous supervisory and budget management experience. Individuals interested in applying should complete the online application and attach a cover letter and resume. A competitive benefits package is offered including health insurance, life insurance, vacation time, sick leave, and retirement. For a full list of qualifications and to apply visit: <http://jobs.minnehahacounty.org>. **Position deadlines October 23, 2011 at 5pm.** EO/AA Employer. Contact HR with questions at 605-367-4337.

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August-September 2011 Issue

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