



National Association County Engineers

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The Voice of County Road Officials

NACE UPDATE

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members
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Obituary:

It is with great sadness that we report the death on September 28th of Charles "Ed" Wiles, NACE Past President and former Executive Director. Our condolences and prayers go out to Marlyn Wiles and all family members. A memorial for Ed will be presented in our next NACE News.

Congress Continues USDOT Funding Through Dec. 3

(AASHTO News): On the last day of Fiscal Year 2010, Congress sent President Barack Obama legislation Thursday to fund the federal government temporarily during the first part of Fiscal Year 2011 that begins today.

Most federal agencies, including the U.S. Department of Transportation, will have their FY 2010 funding levels continued until Dec. 3. The Senate approved the measure, [HR 3081](#), by a vote of [69-30](#) Wednesday evening. The House of Representatives followed suit early Thursday, passing the bill [228-194](#). Both chambers then adjourned until Nov. 15, two weeks after the Nov. 2 midterm elections.

The House and Senate will be in lame-duck session Nov. 15-19, break for Thanksgiving, and then return Nov. 29 for an undetermined period of time. Congress will have numerous issues to address during the lame duck including completing appropriations for Fiscal Year 2011 and passing a surface transportation reauthorization measure. A continuing resolution supplying government funding for the first part of FY 2011 was made necessary by the fact that Congress has passed none of the 12 annual appropriations measures this year.

Kienitz: Administration Won't Unveil Its Proposal Until February

(AASHTO News)

The Obama administration plans to release detailed proposals for a surface transportation reauthorization bill and national infrastructure bank with the Fiscal Year 2012 budget in February 2011, a top U.S. Department of Transportation official told reporters last week after a Senate hearing.

Roy Kienitz, undersecretary for policy at USDOT, said the administration plans to use the six-year surface transportation legislation as the vehicle for authorizing a national infrastructure bank, BNA reported.

The White House has favored a bank starting with a mission to fund transportation projects, and eventually broadening to cover other areas of infrastructure. President Barack Obama has asked Congress

to authorize an infrastructure bank or fund during his last two annual budget submissions, but neither the House nor Senate has acted to approve the request.

During a Labor Day speech in Milwaukee, the president laid out a plan to jumpstart job creation with a \$50 billion investment in highway, bridge, transit, high-speed rail, and aviation infrastructure that would be added to the first year of a six-year surface transportation reauthorization bill. Obama's plan includes creating an infrastructure bank to leverage federal dollars and encourage private investment to complete projects that don't always qualify for existing federal funding programs.

Kienitz made his comments Tuesday after a Senate Banking, Housing, and Urban Affairs Committee hearing on infrastructure funding. The last multiyear surface transportation authorization law known as "SAFETEA-LU" expired Sept. 30, 2009. Congress temporarily extended the law until Dec. 31.

TRIP Report: Rough Roads Cost Average Urban Motorist \$402 Annually

Nearly a quarter of the nation's major metropolitan roads have pavements in poor condition that result in rough rides, costing drivers extra vehicle maintenance and repair costs totaling hundreds of dollars per year, the nonprofit transportation research organization TRIP concluded in a report released last week.

While the share of those roads in poor condition fell slightly from 26% in 2007 to 24% in 2008, "potential deficits in state budgets, the completion of federal transportation stimulus projects, and the failure of Congress to approve a long-term federal surface transportation program may lead to worsening urban pavement conditions," according to the "Hold the Wheel Steady: America's Roughest Rides and Strategies to Make Our Roads Smoother" report issued by TRIP.

"America needs a multiyear surface transportation bill as soon as possible," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. "State departments of transportation cannot invest in long-term projects unless they know the federal funds are going to be there. A sound highway and transit bill will lead to a sustainable recovery and help to solve many of the problems outlined in TRIP's report."

The average urban driver pays \$402 per year in additional vehicle operating costs due to traveling on rough roads, TRIP determined. The report lists the top 20 urban regions where motorists pay the highest vehicle operating costs because of pavements in poor condition.

Through 2025, America faces a shortfall of \$189 billion in the cost to maintain urban roads in their current condition and a gap of \$375 billion in funds to significantly improve those roads, TRIP concludes. State-level transportation funding has been especially hard-hit by the ongoing fiscal challenges nationwide. There was a reduction of approximately \$74 billion in overall state spending in Fiscal Year 2010, according to the report, and the National Governors Association is projecting total state budget shortfalls for 2010 and 2011 of more than \$127 billion.

"With state and local governments facing looming budget deficits and without a long-term federal transportation program in place, road conditions are projected to get even worse in the future," said Will Wilkins, TRIP's executive director. "Repairing rough urban roads could ease the burden on drivers and provide a smoother ride while creating jobs and boosting the economy."

TRIP's 29-page report is available at bit.ly/TRIP-Wheel.

Every Day Counts – Status

The Federal Highway Administration is undertaking the Every Day Counts initiative to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment. EDC is organized around three pillars. One is an internal effort to make FHWA a greener Agency and reduce our carbon footprint. The other two are directly related to our work as stewards of America's highway system:

1) Accelerating Technology and Innovation Deployment

- Adaptive Signal Control
- GRS-IBS
- Pre-Fabricated Bridge
- Safety Edge
- Warm-Mix Asphalt

2) Shortening Project Delivery

- Accelerated Project Delivery Methods
- Shortening Project Delivery Toolkit

Please see the EDC website for complete details.

<http://www.fhwa.dot.gov/everydaycounts/index.cfm>

Local Road Safety Domestic Scan Report

This report is now available on line at the following link:

http://safety.fhwa.dot.gov/local_rural/training/fhwasal0027/

This report documents the local road safety practices of seven states, the results of a domestic scan conducted in Fall 2009. Federal Highway Administration conducted the Local Road Safety Domestic Scan to identify and document noteworthy practices in planning, programming and implementation used by State and local agencies to improve local roadway safety. The objective is to share identified noteworthy practices in funding, coordination, and technical assistance with States and local agencies. By sharing information, States will gain insights on how to launch a local road safety program; or identify practices that will improve an established program.

These practices are presented in six common themes that encompass a variety of similar practices that are used successfully in most or all of the seven States to improve local road safety – Data Collection and Analysis, Local Project Identification, Local Project Administration, Funding, Training and Technical Assistance, and Outreach and Partnerships.

The report describes processes, methods, and techniques the scan states have employed to effectively improve the safety of their local road network. These include: roadway safety training requirement of county engineers to be eligible for federal funds in Alabama; Georgia's funding of off-system (local) coordinator positions to provide technical assistance to local practitioners; Illinois utilizing HSIP funds to collect and geo-locate crash data on local roads; Michigan providing technical assistance to local agencies through the Local Safety Initiative program; Minnesota developing county-level road safety plans to create funding targets for local agencies; New Jersey overall coordination with regional planning agencies to administer the local safety program; and Washington State' multidisciplinary Corridor Safety Program.

EPA Stormwater Transportation Questionnaire Conference Call – October 5, 2010

Registration has opened for the October 5, 2010 conference call on the Transportation-Related MS4 Questionnaire. The call will be held from 1:00pm - 4:00pm EST. Please visit the following site to register. http://cfpub.epa.gov/npdes/courses.cfm?program_id=6&outreach_id=556&o_type=1 EPA also recently prepared a fact sheet to provide additional information on the questionnaire. Please visit the following site for additional information http://www.epa.gov/npdes/pubs/icr_factsheet_questionnaire.pdf

Majority of Motorists Feel Less Safe Due to Distracted Driving

Eighty-eight Percent Rated Texting or E-mailing a Very Serious Threat, Ranking Higher than the Threat of Drunk Driving

Fifty-two percent of drivers said they feel less safe on the roads now than they did five years ago, according to the third-annual *2010 Traffic Safety Culture Index* released recently by the [AAA Foundation for Traffic Safety](#). The leading reason cited by American drivers was distracted driving, with 88 percent of motorists rating drivers who text and email as a very serious threat to their safety.

“As mobile technology evolves at a breakneck pace, more and more people rightly fear and recognize that distracted driving – texting, e-mails, phone calls and more – is a growing threat on the road. But, unfortunately, this new data confirms the “Do as I say, not as I do” attitude is prevalent throughout much of the driving public,” said AAA Foundation President and CEO [Peter Kissinger](#).

The study showed that the majority of drivers (62 percent) feel that talking on a cell phone is a very serious threat to safety, but they do not always behave accordingly or believe that others share these views. In fact, nearly 70 percent of those surveyed admitted to talking on their phones and 24 percent said they read or sent text messages or emails while driving in the previous month. To help change the current culture of complacency, the AAA Foundation and AAA are holding their second annual [Heads Up Driving Week](#), from September 26-October 2, to encourage drivers to drive distraction-free.

“Unlike the social stigma surrounding drinking and driving, driving while texting, emailing or talking on the phone aren’t perceived as egregious behaviors despite overwhelming scientific evidence of the serious crash risk these behaviors pose,” said Kissinger. “This year’s *Traffic Safety Culture Index* helps identify crucial disconnects between public perceptions and behaviors, an important step in helping the public understand the true risks of their actions.”

Traffic safety touches Americans’ lives with serious consequences. Half of survey respondents report having been involved in a serious crash, having had a friend or relative injured or killed in a crash, or both. In an effort to spark the dialogue about improving our safety culture and working toward the goal of zero deaths on our nation’s highways, the AAA Foundation launched its third-annual survey of the driving public on a wide variety of issues.

Following are highlights from the *2010 Traffic Safety Culture Index*:

- Motorists rated distracted driving behaviors as some of the most serious threats to their safety, yet many admitted to distracted behaviors like talking on the cell phone or texting or e-mailing while driving
 - Nearly 90 percent identify texting or e-mailing while driving as a very serious threat and 80 percent would support a law banning it
 - Nine out of ten people personally consider texting or emailing while driving unacceptable and two-thirds indicated that they would lose some respect for a friend who they saw engaging in those activities while driving
 - **However**, nearly a quarter of all those surveyed said they had read or sent a text or e-mail while driving in the last month

- o Two-thirds report talking on a cell phone while driving as a very serious threat and nearly half would support a law banning use of any phone while driving
 - **However**, nearly 70 percent of all those surveyed admitted talking on phone while driving in the past month

“Motor vehicle crashes suddenly, prematurely and violently end the lives of tens of thousands of Americans each year – killing more of our children, teens and young adults than any other single cause,” continued Kissinger. “Using a phone while driving increases your risk of being in a crash fourfold due to the physical, visual and mental distractions. As a society, we no longer can let distraction kill.”

Livability in Transportation Guidebook Released

The Federal Highway Administration (FHWA) released a new guidebook, Livability in Transportation Guidebook, with best practice to implement livability principles in transportation. According to FHWA, the manual "is intended to be an overview on the importance of livability in transportation, to encourage transportation practitioners to think more broadly about project goals, enlist more partners, and develop more integrated solutions that support community livability."

To view the guidebook please visit:

<http://environment.transportation.org/pdf/sustainability/fhwalivability-in-transportation-guidebook.pdf>

Call for Papers

The International Roundabout Conference will provide a forum for the exchange of technical, policy, planning, and administrative information on all aspects of roundabouts. The conference will fully inform a large audience about the science and application of roundabouts.

www.TRB.org/Conferences/Roundabout2011.aspx

Transportation and Development Institute/American Society of Civil Engineers Green Streets and Highways Conference November 14-17, 2010, Denver, CO

The conference will feature leading-edge practices for planning, designing, and building sustainable roadways. More than 100 presentations in over 30 technical sessions will cover such topics as Sustainable Transportation Planning, Greening Interstate Highways, and Green Pavements: Innovation and Performance. The conference is cosponsored by the American Association of State Highway and Transportation Officials (AASHTO), U.S. Environmental Protection Agency, Institute of Transportation Engineers, and FHWA.

Contact: Jon Obenberger at FHWA, 202-366-2221 (email:

jon.obenberger@fhwa.dot.gov), or visit

<http://content.asce.org/conferences/greenstreets-highways2010/index.html>

Put the Brakes on Fatalities Day October 10

"Towards Zero Fatalities" is both a phrase and a goal that federal and state agencies and many organizations are promoting. Let's everyone support it and join in the effort to reduce deaths on our highways

October 10, 2010 is the tenth anniversary of the Put the Brakes on Fatalities Day program. During the second anniversary of the program, or in 2002, there were over 43,000 fatalities on our highways and

streets. This number has been relatively constant until 2007 when a down turn began and continued into 2008. For 2009 the projection is approximately 34,000, an average reduction from 118 to 93 fatalities per day.

The Put the Brakes on Fatalities Day program in the last ten years has promoted reducing all fatalities, very similar to the promotion of the "Great American Smoke Out" efforts to reduce smoking, that an initial fatality free day would be the seed leading---"Towards Zero Fatalities" on our roadways.

We want you to become an advocate of our 2010 theme "Don't be Driven to Distraction – Drive to Arrive" and join us in making a special commitment to reducing fatalities by becoming involved and changing your driving habits and encouraging others to do the same. **We must change our driving habits as evidenced by statistics that indicate nearly 34,000 traffic fatalities occur every year. That's about 93 fatalities every single day—one fatality every 15 minutes.**

You can participate!

If you are viewing this web site for the first time or scanning it for new material, this home page includes tabs for you to click on to find a toolkit, the two previous years' local events list, fact sheets, press information, safety tips, partners and various links. Use this information to initiate and create your own 2010 event or program. Get involved!

Obtain a [proclamation](#) that October 10th is Put the Brakes on Fatalities Day in your county or state! In addition, media information, PSA's, posters, brochures, logos and a sample PowerPoint presentation can also be found in the Toolkit.

The Transportation and Development Institute of the American Society of Civil Engineers (T&DI), who oversees this program, requests existing partners, other private corporations or public organizations who want to become more involved in financial sponsorships to fund events, develop PSA's, web site information or other activities to contact the T&DI call 703-295-6395 or visit the website by clicking below.

Put the Brakes on Fatalities



"Don't Be Driven to Distraction –
Drive to Arrive"

[Click to learn more](#)

Listen to NACE Past President Chris Bauserman Discuss Critical Issues in the New Authorization of the Surface Transportation Program! Visit Our Local Roads Matter website!

Chris E. Bauserman, NACE Past President & County Engineer, Delaware County OH discusses the important issues associated with the next transportation authorization in this important PODCAST. To view his presentation visit the NACE Local Roads Matter Campaign site <http://countyengineers...org/LRM/index.html> (click on Social Media Center).

ISSA/AI Webinars

o Introduction to Crack Treatments & Best Practices - October 19, 2010 (1.5 PDHs), 12 noon - 1:30 pm EDT

o Introduction to Slurry Seal & Microsurfacing & Best Practices - October 26, 2010 (2 PDHs), 12 noon - 2 pm EDT

o Introduction to Chip Seals & Best Practices - November 9, 2010 (2 PDHs), 12 noon - 2 pm EDT

\$85 each

Each session is broadcast live and will be recorded for playback later only to registrants.

Who Should Attend

These webinars are designed for technicians, engineers, facility and asset managers, planners, or others who need to enhance their knowledge of these topics. This includes contractors, consultants, engineers, federal agencies such as FAA, FHWA, and military as well as DOD contractors, state, city and county officials, Metropolitan Planning and similar officials and academia.

Instructors

Introduction to Crack Treatments & Best Practices - Bryan Darling, Crafc0, Inc. and Pat Peterson, Fahrner Asphalt Sealers

Introduction to Slurry Seals & Microsurfacing & Best Practices - Instructors: Barry Dunn, Viking Construction, Inc. and Pierre Peltier, Terry Asphalt Materials, Inc.

Introduction to Chip Seals & Best Practices - Instructors: Mark Ishee, Ergon Asphalt & Emulsions, Inc. and Bryan Horner, E.D. Etnyre & Co.

Fees & Registration

The registration fee is \$85. The fee includes downloads of presentation slides before each session and access to a recording of each session after it is completed. A question and answer will be included at the end of the session.

Early registration is recommended. Please log in 10 minutes before the session begins.

We would encourage you to visit <http://support.webex.com/support/system-requirements.html> to ensure your system is compatible with our webinar system before you register or as soon as possible afterward.

Group registration is encouraged.

[Click here for further details and registration.](#)

New from TRB

State of the Practice in Highway Access Management

http://www.trb.org/Main/Blurbs/State_of_the_Practice_in_Highway_Access_Management_164059.aspx

LTAP/TTAP Interchange



Gravel vs Hard Surface Roads: Going Back to the Stone Age?

This Edition: In this follow up interview to a Wall Street Journal article, John Habermann, IN LTAP and Ken Skorseth, SD LTAP clarify and give some correction on the "trend" of "Going Back to the Stone Age" with hard-surface roads, turning them in to gravel roads. A merging of dynamics -- an aging infrastructure and changes in traffic load.



Listen Now: Please [contact us](#) if you need help.

Resource Alert: The Clearinghouse has replenished stock of the *Gravel Roads: Maintenance and Design Manual and CD*. Contact [Sarah Crane](#) for more information.