



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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**Congratulations to Ryan Lopossa, Cowlitz County (WA) Engineer on his election as the NACE Western Region Vice President**

The Western Region State Directors have elected Ryan Lopossa to become the next Western Region VP upon the retirement this Friday of current Western Region VP, Dale Wegner, Coconino County (AZ) Engineer. Congratulations to Ryan.

**House Appropriations Committee Agrees to Boost Highway Spending for FY 2011**

(AASHTO Journal)

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.

**State DOTs Voice Funding & Policy Goals During U.S. DOT Town Hall**

(AASHTO Journal)

Representatives from eight state transportation departments presented their needs for the next federal multiyear surface transportation reauthorization bill to the U.S. Department of Transportation leadership as part of a public forum held at DOT headquarters in Washington. Massachusetts Transportation Secretary Jeffrey Mullan also participated in the town hall, as did representatives from the California, Oklahoma, Tennessee, and Wisconsin DOTs. These state leaders expressed to U.S. DOT that this next bill is essential to overhauling a transportation system that is severely underfunded. They said the legislation should provide adequate sources of revenue to pay for replacing or repairing deteriorating and congested roads, bridges, and transit systems across the country. "We have an opportunity to address the future through this next bill," Virginia's Tyeryar said. "We have figured out how to navigate today's transportation issues, but we need to solve the issues coming in six or seven years. That's what the reauthorization bill needs to do." With the 2005 transportation authorization

bill known as "SAFETEA-LU" having now been extended five times for short periods of time (the latest of which expires Dec. 31), development of major transportation projects has slowed due to uncertainty about the future of the funding. Lawmakers have not moved a long-term reauthorization because of unresolved questions over how to pay for a greater level of infrastructure investment.

*Panel Debates How to Fund Transportation in Current Economic Climate*

With no increase in the federal gas tax (18.4 cents per gallon) or diesel tax (24.4 cents per gallon) appearing likely in the near future due to political concerns, finding ways to fund future surface transportation projects becomes much more difficult, experts said during another panel discussion.

Highway funding has always been independent of the federal government's General Fund, with revenues from the gas and diesel taxes deposited into the Highway Trust Fund to be used strictly for highway and transit projects. But as vehicles' average fuel efficiency improves and high unemployment reduces driving, fuel sales -- and thus tax revenue collected for the trust fund -- have fallen. Also, the fuel taxes have not been raised to adjust for inflation since 1993.

"We are at a crossroads of transportation funding," said Jack Basso, director of program finance and management at the American Association of State Highway and Transportation Officials. "The federal government has had to transfer money to the Highway Trust Fund to meet basic maintenance needs. States are also beginning to dip into general funds for transportation projects. If no new cash is found, current levels of federal transportation funding will be cut in half in Fiscal Year 2012."

The panel addressed questions regarding what to do about this serious problem facing the transportation industry in the near future, and how to prioritize necessary transportation projects if no additional revenue is approved. Some solutions put forward were to lift the federal prohibition on tolling interstate highways or finding a creative way to institute a gas-tax hike that the public would support.

"Recently, many major bridge projects have been constructed using tolls or public/private partnerships," said AASHTO Executive Director John Horsley. "It's going to be hard to raise the gas tax, so we anticipate more tolls and PPPs in the future. We need more flexibility in federal law for states to encourage more of these ventures."

A recent study suggests that while raising the gas tax is generally opposed by the American public, support can be increased if a hike is phased in over several years and if the proceeds would be dedicated to projects that improve the environment.

"We live in a country where people judge what's in it for them, so we need to put together a coalition that helps people understand what's in it for them," said William Millar, president of the American Public Transportation Association. "We need to create a program that responds to what people actually want."

The federal government needs to make a serious investment in surface transportation to get funding levels back to where they need to be to adequately address the nation's numerous transportation infrastructure deficiencies, advocates told U.S. DOT leaders.

"Federal transportation investments are already at 40% of what is really needed," Basso said. "This shortfall impacts jobs and economic competitiveness. Unless the president and Congress can agree on a way to keep the Highway Trust Fund solvent by the end of 2011, we could lose as many as 1 million jobs."

### Porcari Acknowledges Shared Frustration Over Delayed Bill

During another session Wednesday, U.S. DOT leaders addressed the forum's participants and fielded questions about a wide range of transportation issues and concerns.

The session was moderated by Deputy Transportation Secretary John Porcari. Also present were the heads or representatives from most of the major federal transportation modal agencies. (Transportation Secretary Ray LaHood was originally scheduled to participate, but had to cancel after being called out of town at the last minute, Porcari said.)

U.S. DOT representatives provided little new information about development of the Obama administration's reauthorization principles. They reassured stakeholders that they are working hard to understand what the states and industry feel are the most important aspects of what the next transportation bill should include.

Undersecretary for Policy Roy Kienitz explained that U.S. DOT has determined the greatest goals for reauthorization are those linked to the American public's health and welfare, as well as the country's economic competitiveness.

While many attendees expressed frustration that a multiyear reauthorization is still pending, Federal Highway Administrator Victor Mendez noted his agency is not waiting to make improvements to how it does business. Mendez cited FHWA's "Every Day Counts" initiative to expedite project delivery. "My challenge on the highway side is to cut delivery time by 50%," Mendez said during Wednesday's town hall. "Highway projects currently take 13 years and that's too long, so we are looking at ways to fix that."

### **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.

### **ISSA Announces Webinar Series Partnership with Asphalt Institute**

ISSA and the Asphalt Institute are partnering to develop and present a series of webinars early this Fall. Topics will include:

**Introduction to Slurry Seal & Micro surfacing coupled with Best Practices**  
*September 21 - Tentative*

## **Introduction to Chip Seals coupled with Best Practices**

*October 5 - Tentative*

## **Introduction to Crack Treatments coupled with Best Practices**

*October 19 – Tentative*

Using generic presentations from the Slurry Systems Workshop as a starting point, committees are now refining abstracts and supporting information to make these webinars a strong new tool in the ISSA Tool Box. All online instructors will be recognized industry experts from ISSA Member Companies. The ever-popular ISSA Slurry Systems Workshop, long a mainstay in the dissemination of expert hands on information on slurry and micro surfacing (and recently expanded to cover chip seal and crack treating) will continue in January 2011 in Orlando. The ISSA Board, though, has recognized a greater thirst for information than can be provided in a 4-day workshop. Considering the worldwide demand combined with ever-tightening travel restrictions and budgets, ISSA will take the next step in bringing its knowledge to the pavement preservation public with this webinar series. Meanwhile, the Asphalt Institute has established itself as a leader in the dissemination of information on asphalt-based subjects, most recently through the use of online technology. ISSA is proud of this partnership and looks forward to bringing its message to the public arena using the webinar vehicle. Complete details, including advance registration and more specific detail regarding subject matter and speakers will be available and distributed by email in late August.

## **Roads to Ruin: Towns Rip Up the Pavements**

This is an interesting article prepared for the Wall Street Journal on this effort which is underway in many counties nationwide.

<http://online.wsj.com/article/SB10001424052748704913304575370950363737746.html>

## **2010 Public Release of Interactive Highway Safety Design Model (IHSDM)**

The **2010 Public Release of Interactive Highway Safety Design Model (IHSDM) - HSM Predictive Method** to support the recent AASHTO's publication of Highway Safety Manual (HSM) Part C - Predictive Method is now available for free downloading at [www.ihsdm.org](http://www.ihsdm.org). Please find the attached "IHSDM Resource List" for a summary of IHSDM-related resources.

The IHSDM is a suite of software analysis tools for evaluating safety and operational effects of geometric design decisions. This 2010 Public Release includes six evaluation modules, namely – Crash Prediction, Policy Review, Design Consistency, Intersection Review, Traffic Analysis and Driver/Vehicle Modules. The updated Crash Prediction Module (CPM) serves as a faithful implementation of HSM's Part C – Predictive Methods for two-lane rural highways (HSM - Chapter 10), multi-lane rural highways (HSM - Chapter 11) and urban and sub-urban arterials (HSM - Chapter 12). For more information on the Highway Safety Manual, please go to: [www.highwaysafetymanual.org](http://www.highwaysafetymanual.org). The other IHSDM evaluation modules are applicable to rural two-lane highways.

Please be advised that this 2010 Public Release shall replace all previous IHSDM versions including the 2009 Beta Release of CPM and the past 2008 Public Release. For existing registered IHSDM users, please use your IHSDM username and previously assigned password to access and download this update. For new users, please look for "download registration" at [www.ihsdm.org](http://www.ihsdm.org).

Following lists additional useful reference and contact information for your future reference:

- For additional IHSDM program information / case studies / reports - IHSDM Wiki: <http://www.ihsdm.org/wiki/Welcome>
- IHSDM Technical Support: [IHSDM.Support@fhwa.dot.gov](mailto:IHSDM.Support@fhwa.dot.gov); (202)-493-3407
- Recording of our past "New 2010 IHSDM and Highway Safety Manual, Part C - Predictive Methods" webinar on 5/19/2010: <http://fhwa.na3.acrobat.com/p94614888>
- IHSDM Training Course: FHWA-NHI-380071 in NHI catalog at <http://nhi.fhwa.dot.gov>

### **Please 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>

### **Federal Highway Administration Proposes Revision of Rules to Make Roadway Markings Brighter**

To further improve roadway safety by making pavement markings brighter and easier to see, Federal Highway Administrator Victor Mendez has proposed to establish the first-ever standards for maintaining the reflectivity of centerlines, lane lines and edge lines on all roads used by the public. Full release and link to comments page: <http://www.fhwa.dot.gov/pressroom/fhwa1008.htm>

All NACE members are encouraged to review and comment on these proposed regulations which are due on August 20, 2010. Since these regulations propose significant requirements for county roads with regards to pavement markings with no funding identified we remain concerned that they constitute an unfunded mandate on local government. A future NACE action alert will be sent.

### **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).

### **International Road Federation (IRF) Workshop on Performance Based Contracts & Evaluating Asset Condition**

To be held on September 8-10, 2010 - Austin, Texas. The workshop will feature a group of distinguished speakers such as:

- David Casteel - Assistant Executive Director for Field and District Operations, Texas Department of Transportation
- Daniel Castrigano - Chief Engineer and Deputy Executive Director, Ohio Turnpike Commission
- Kirk T. Steudle - Director, Michigan Department of Transportation
- Doug Wiperman - Contract Innovations Specialist, Ministry of Transportation Ontario, CA
- And many more

You can also view the program at: <http://www.irfnews.org/news-events/event-detail/irf-workshop-on-performance-based-contracts-evaluating-asset-codition/>

**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. [\[More\]](#)

**90th TRB Annual Meeting, January 23-27, 2011**

**CALL FOR PAPERS**

***Low Volume Roads Committee Call for Papers***

**"Recycled Materials for Transportation Infrastructure"**

**<http://pressamp.trb.org/CallForPapers/CFPDetail.asp?cid=1209>**

**"Safety, Geometric Design and Traffic Issues Unique to Low-Volume Roads"**

**<http://pressamp.trb.org/CallForPapers/CFPDetail.asp?cid=1172>**

**New NCHRP Synthesis Projects Seeking Panel Members**

The Transportation Research Board (TRB) has announced new synthesis topics to be done by the National Cooperative Highway Research Program (NCHRP) under Project 20-05, Synthesis of Information Related to Highway Practice in the next year or two.

If you are interested in being considered an expert panel member for any of these projects, please let NACE know. Travel and per diem is paid for under the project. Specific project information can be viewed by clicking on the links. The topics are as follows:

**20-05/Topic 42-01 [Practices and Guidelines for the Incorporation and Use of Geotechnical Information in Design-Build Projects](#)**

**20-05/Topic 42-02 [The Use and Application of the Census Bureau's Public Use Microdata Sample \(PUMS\) by States and Metropolitan Planning Organizations](#)**

**20-05/Topic 42-03 [Practice and Procedures for Site-Specific Evaluation of Earthquake Ground Motions](#)**

**20-05/Topic 42-04 [Recent Geometric Design Research for Improved Safety, Operations, and Maintenance](#)**

**20-05/Topic 42-05 [Long-term Performance of Mechanically Stabilized Earth \(MSE\) Walls](#)**

**20-05/Topic 42-06 [Performance-based Highway Maintenance and Operations Management](#)**

**20-05/Topic 42-07 [Waterproofing Membranes for Concrete Bridge Decks](#)**

**20-05/Topic 42-08 [Significant findings from Advanced Pavement Testing](#)**

**20-05/Topic 42-09 [Low Cost Solutions for Stabilization and Erosion Control](#)**

20-05/Topic 42-10 [Extent of Highway Capacity Manual Use in Planning](#)

20-05/Topic 42-11 [City Ordinances to Support Pedestrian Safety](#)

20-05/Topic 42-12 [Successful Programs to Manage Traffic Sign Retroreflectivity](#)

### **Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways**

The U.S. Federal Highway Administration has released a summary report that examines the differences between pedestrian and bicycle crashes in urban and rural settings in North Carolina. The report also examines problem areas, such as specific crash types and crash locations, on rural highways that are of potentially high priority for safety treatment or treatment development. [\[More\]](#)

### **Modern Roundabouts: A Safer Choice**

The U.S. Federal Highway Administration has released a video that explores the potential operational and safety benefits that communities might achieve from installing modern roundabout intersections. The video may be downloaded or viewed on the web. A transcript of the video is also available online. [\[More\]](#)

### **Feasibility Study of Mobile Scanning Technology for Fast Damage Detection of Rural Bridge Using Wireless Sensors**

The Upper Great Plains Transportation Institute at North Dakota State University has released a report that explores the feasibility of using wireless sensors as a means to detect damage to rural bridges. [\[More\]](#)

### **The Crash Modification Factors Clearinghouse has released the first edition of its e-newsletter, CMF Update.**

To view the Summer 2010 edition, please visit

[http://www.cmfclearinghouse.org/enewsletter/001\\_summer2010.html](http://www.cmfclearinghouse.org/enewsletter/001_summer2010.html)

To subscribe to the e-newsletter, please visit [http://www.cmfclearinghouse.org/newsletter\\_signup.cfm](http://www.cmfclearinghouse.org/newsletter_signup.cfm).

The Crash Modification Factors (CMF) Clearinghouse was established to provide transportation professionals with a regularly updated, online repository of CMFs, a mechanism for sharing newly developed CMFs, and educational information on the proper application of CMFs. The purpose of the CMF Clearinghouse is to compile all documented CMFs in a central location. The CMF Clearinghouse provides a searchable database that can be easily queried to identify CMFs to meet user's needs.

### **2010 Traffic Incident Management Handbook**

The U.S. Federal Highway Administration's Office of Operations has released the 2010 version of a handbook that explores advances in traffic incident management (TIM) programs and practices, and highlights the latest innovations in TIM tools and technologies. A [web-version of the handbook](#) is also available. [\[More\]](#)