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January 2015

President's Report

By Ramon Gavarrete, PE
Highlands County, Florida



As I've visited with many of you during this year, it has been interesting to hear that we all deal with similar challenges—funding for our agencies, permitting issues, rule changes, efforts to initiate or support legislation, and dealing with personnel conflicts. Plus, we all have to deal with public interactions and difficulties.

Whether you're employed by the private or public sector, similar guidelines can be utilized to ensure that the experience can be both positive and worthy of the time involved. One very important aspect is to make the individual feel that you understand and empathize with them. We must remind ourselves that each and every individual has a different personality, has come from a different background in life, and has an unknown level of education. We cannot just assume that

everyone can be dealt with in the same manner. Another important rule is to make sure that you do not bring your own personal views or opinions into the conversation. The safest action is to use factual information and data rather than merely hearsay.

Also, every issue should be dealt with equally. There is no one problem that is larger than another. There's a common misconception that one issue is typically larger or worse than another. In reality, every issue is just as large or important than the next. Lastly, people want to be treated with kindness and respect. If you are dealing with someone who is not reciprocating this, take a deep breath and remind yourself that it truly is better to "kill them with kindness."

Above and beyond the issues faced by individuals in the private sector, those who work in the public sector must be more cognizant of certain things—at the forefront being public perception. For example, a conflict of interest must never exist or be implied. Although it's difficult to keep personal feelings and thoughts out of things, we must do so. The public must always believe they've been treated fairly and respectfully. "Political Correctness" is a real thing and, as public servants, we must be cognizant of this on a daily basis.

I try to communicate the above thoughts regularly to my staff and observe them in my personal life as well. I want to thank Ms. Kelley Baker, a team player in my staff for her contributions to this article. By the way, Ms. Baker deals with the public on a daily basis and did also previously when she worked in the private sector.

Before signing off, I want to thank the Wisconsin County Highway Association (WCHA) for hosting my daughter, Natashia (20), and I at the 2014 WCHA Winter Road School the week of January 12. Some folks thought it was "funny" to have the Florida "guy" come to Wisconsin in January; but I must confess that it was a great week. We even enjoyed the cold weather! As President of NACE I have been fortunate to bring my son, Elijah (18), to Washington and now my daughter to Wisconsin. They both have something in common! Elijah tried to get me lost in the trails of Silverdale and forgot that dad is not a teenager while hiking! My daughter's idea was horseback riding at the Woodside Ranch in Mauston January! Needless to say, I have definitely enjoyed my year of service (by allowing for some "play" time!)

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Double the Attendees! Double the Fun!



We invite you to check out the [2015 Conference and Expo site](#) if you haven't yet.

The Florida Association of County Engineers and Road Superintendents (FACERS) promises you'll experience the best of Volusia County in the Sunshine State!

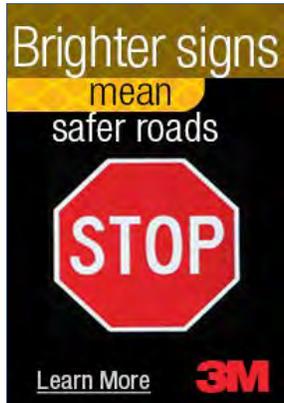
Registration is on the site and you can also reserve your room at the Daytona Beach Hilton Resort. You'll find about everything you need: the delegate and guest schedules, hotel and travel information, session topics, networking opportunities, things to do in Daytona and more.

Act now as the early bird discount for registration ends February 20. Also, NACE has a majority of Hilton rooms that are oceanfront or oceanview, but they're reserved on a first-come, first-served basis.

Feel free to contact us if you have any questions: nace@naco.org or 202-393-5041.

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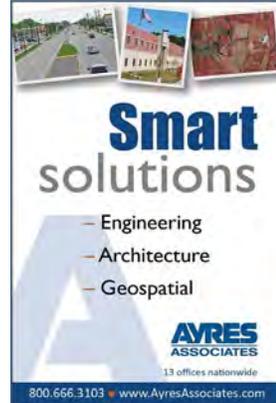


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April is National County Government Month



This year's theme:

Counties Moving America Forward: The Keys are Transportation and Infrastructure

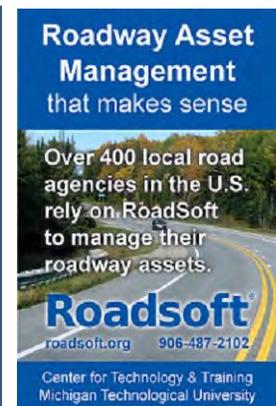
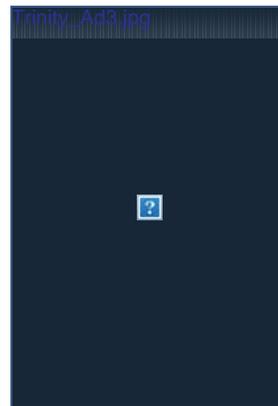
This is the focus of NACo President Riki Hokama's presidential initiative.

NCGM presents an opportunity to highlight key transportation projects like new bridges, roads, resurfacing projects or other infrastructure work. You can also highlight infrastructure projects which you fund.

Use other examples to show how your county plays a central role in your community and helps "move America forward." Counties participate in NCGM by hosting a variety of community outreach events and activities, including tours of county facilities, recognition ceremonies for volunteers and county employees, outreach on county services and programs, sponsoring student essay or art contests and adopting resolutions.

Start planning your NCGM activities today! To help with this, NACo has created a [NCGM Resource Site](#) that includes ideas and suggestions to raise awareness about the vital programs and services you provide to the residents of your county.

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New! Manual for High Risk Rural Roads' Safety Improvements

By: James Dahlem, FHWA Office of Safety

Horizontal Curves
Intersections (Signalized)
Intersections (Unsignalized)
Non-Motorized User
Pavement and Shoulder Resurfacing
Pavement Marking
Roadside
Signing
Vertical Curves
Other Treatments

State and local agencies face significant safety challenges on rural collectors and rural local roads, where the fatality rate is nearly 2.5 times as high as the urban fatality rate. According to NHTSA, in 2012 the rural fatality rate was 1.84 per 100 million vehicle miles traveled (VMT), while the urban fatality rate was 0.77 per 100 million VMT. However, the majority of rural roadways are owned by local agencies with limited funding and expertise to solve safety issues on these roadways.

The FHWA Office of Safety is committed to reducing crashes and saving lives on these high risk rural roads. As part of this effort, FHWA has released a new resource to assist State and local transportation agencies in selecting and comparing safety treatments: the Manual for Selecting Safety Improvements on High Risk Rural Roads.

This manual allows users to quickly identify and compare cost-effective proven infrastructure treatments to address crash problems on these rural roadways. Based on research into State, local, and tribal agencies' noteworthy practices, the manual provides ...

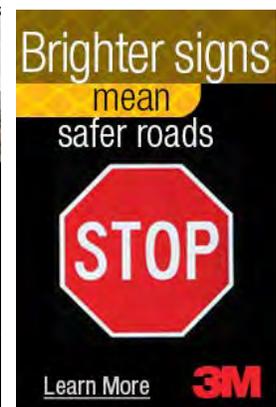
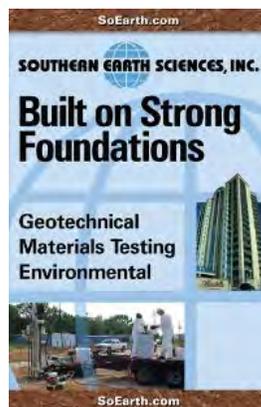
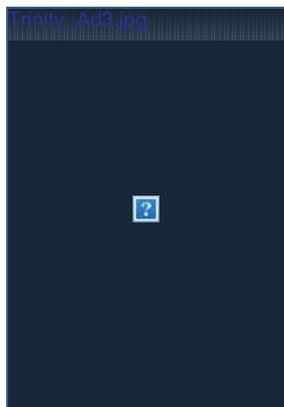
- * Where treatments may be most effectively used,
- * Information on each treatment's safety benefits,
- * Information on both initial costs and recurring maintenance costs, and
- * Benefit-cost ratio when used on specified functional classifications.

The manual is organized into categories by roadway feature and is color-coded throughout to aid in navigation. A matrix in each category section helps users narrow the possibilities based on criteria specific to an agency's needs and available resources. The manual also covers safety program management, potential funding sources and processes, and decision-making tools. A matrix at the beginning of each section provides a quick reference on the costs and benefits for each treatment to quickly identify a few potential countermeasures that can be compared in greater detail in the manual.

Color-coded and tabbed sections allow a user to quickly jump to the section of the manual that describes treatments for each of the roadway feature types.

View the [HRRR Safety Manual](#)

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Submit for the 2015 National Roadway Safety Awards



The biennial program is jointly sponsored to recognize exemplary roadway safety projects. Judges will evaluate nominations based on effectiveness, innovation, and efficient use of resources in 2 categories:

- Infrastructure and Operational Improvements
- Program Planning, Development, and Evaluation

View the applications and [further information](#).

Read about the 2013 National Roadway Safety Award [Winners](#).

The deadline for receipt of applications is May 15, 2015.

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Summits Launch Next Round of Highway Innovation



Fall summits gave nearly 1,200 people on the front lines of highway project delivery a forum to learn about the latest Every Day Counts innovations and network with colleagues who have used them. "I'd like to hear more. Let's talk during the break," one summit participant said to another who had just described his state's use of 3-D technology to the group.

The summits—held in Arizona, California, Kentucky, Maine, Missouri, North Carolina and Virginia—featured details on the 11 innovations the Federal Highway Administration will promote in 2015 and 2016 as part of EDC-3 and success stories from earlier rounds. "Over the first two rounds of EDC, we've deployed about two dozen innovations that we distilled from literally hundreds of ideas we got from people like you," FHWA Acting Administrator Gregory Nadeau told participants at the Arlington, Virginia, summit. "We're putting to work innovative technologies that are making our

roads safer, our air cleaner, and are helping state and local governments stretch every transportation dollar as far as possible."

Summit participants provided feedback on proposed strategies to implement EDC-3 innovations so the teams of experts FHWA has assembled to spearhead deployment could tailor their strategies to state needs. They also met in state caucuses to start planning which innovations to adopt in their highway programs.

The summits included live broadcasts of sessions on EDC-3 innovations through Web conference sessions, available to view online. The sessions generated more than 2,500 views during the summits.

Innovation essential

As competition for resources at the state and federal levels grows, innovation is essential to delivering high-quality transportation services, Bud Wright, executive director of the American Association of State Highway and Transportation Officials, said at the Virginia summit. "It's important for us to bring our A-game. And our A-game is not yesterday's program."

That's why innovation-focused programs such as Every Day Counts are important. Wright said. "It reminds us of that culture of innovation we're building, the ability to stretch resources, deliver projects more efficiently and provide a return on investment," he said. Every Day Counts "creates the desire to be better, faster and smarter," said Mike Hancock, Kentucky Transportation Cabinet secretary and AASHTO president, at the Louisville, Kentucky, summit. "There is so much we can do to improve processes."

Efficiency focus

Like those in the first two rounds, the EDC-3 innovations are designed to shorten the project delivery process, enhance safety, reduce congestion and improve environmental sustainability, FHWA Associate Administrator Jeff Lindley said. But "efficiency through technology and collaboration" is the theme this time. "The EDC-3 innovations are aimed at taking advantage of technology and electronic tools as well as improving the collaborative processes necessary to develop and deliver projects," Lindley said.

Since the initiative was launched in 2009, every state department of transportation has used two or more of the innovations promoted under EDC. Several have embraced dozens of innovations. "The work we're doing together is having an impact in every state and across the country," Nadeau said. "We're saving lives, saving money and saving time—exactly the kinds of results we said we'd deliver if we made innovation a standard industry practice."

Read about [State Success Stories](#).

Innovations-at-a-Glance

7 EDC-3 innovations focus on shortening project development and delivery:

Regional models of cooperation help state agencies and regional groups coordinate transportation planning across jurisdictional boundaries to cut project delivery times and traffic congestion.

Improving collaboration and quality environmental documentation and using the e-NEPA online tool allow agencies to share project documents required under the National Environmental Policy Act, reducing workloads while saving time and money.

Agencies can expand their use of 3-D engineered models by adding schedule and cost information to 3-D models and using data to optimize roadway inventory and asset management processes.

An electronic project document management system—or e-construction—replaces paper with technology tools to improve workflow and save time and money. It's also an AASHTO Innovation Initiative focus technology.

Geosynthetic reinforced soil integrated bridge systems, which use layers of compacted granular fill and sheets of geotextile reinforcement to provide support for a bridge, are cost-effective and easy to build.

Stakeholder partnering committees bring local, state and federal agency representatives together to streamline processes for administering local projects under the Federal-Aid Highway Program.

Improving transportation department and railroad coordination, also a Strategic Highway Research Program 2 priority, offers tools to help agencies and railroads streamline development of highway projects involving railroad rights-of-way.

4 innovations enhance mobility, safety and quality:

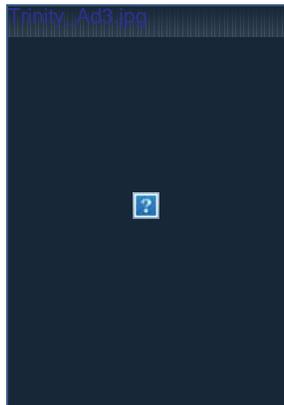
The smarter work zone effort focuses on construction project planning and traffic control techniques to minimize travel delays, ensure safety and save time.

Data-driven safety analysis uses new approaches to making safety investment decisions: predictive to estimate a road's safety performance and systemic to find and fix crash-related features throughout a roadway system.

Roadway reconfiguration, or a road diet, cuts crashes and improves mobility by converting a four-lane undivided highway to a three-lane road with two through lanes and a left-turn lane in the middle.

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EDC State Success Stories

State leaders shared how they're deploying innovation at the EDC-3 summits.

The District Department of Transportation has incorporated energy-saving warm-mix asphalt into its standard specifications and used the technology on Washington, D.C.'s, Pennsylvania Avenue before the 2013 presidential inaugural parade, District DOT Director Matthew Brown reported.

Twenty modern roundabouts have been built in Louisiana to enhance safety and traffic operations and another 50 are proposed, said Janice Williams, chief engineer of the Louisiana Department of Transportation and Development. Agency policy now stipulates that roundabouts and other innovative intersection designs be considered before any new traffic signal is installed.

The Maryland State Highway Administration first used alternative technical concepts in 2006 to provide innovative solutions on the Intercounty Connector project, said Jeffrey Folden, assistant chief of the Innovative Contracting Division. Now, ATCs are standard practice on all design-build projects and the agency is exploring their use on design-bid-build projects.

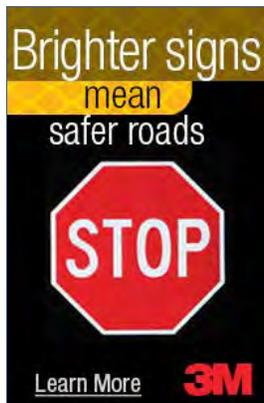
Accelerated bridge construction is part of the culture at the Utah Department of Transportation, which has used ABC techniques on more than 100 projects. "One way you know you've changed the culture is when no one knows about it anymore," said Randy Park, project development director. "On our first ABC project, we had a huge public turnout to see the bridge slide-in. On our last one, no one even knew it was happening."

Ten time-saving programmatic agreements are in place in Ohio and three more are in development, according to James Barna, Ohio Department of Transportation chief engineer. Using the agreements to streamline routine review processes is saving the agency one to two months per project.

The Kentucky Transportation Cabinet has installed high friction surface treatments to improve safety on curves on many rural roads, said Jason Siwula, innovation engineer. Wet weather crashes have dropped by 85 percent and overall crashes by 7 percent at those locations.

"EDC has allowed us to be flexible and innovative in our thinking," said Rene Garcia, Design Division director for the Texas Department of Transportation, which is using 18 innovations promoted during the first two EDC rounds. "It's laying the foundation for future projects. EDC has been a win-win situation for us all."

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High Friction Surface Treatment Starting to Take Hold on the Local System

By Lisa Harris, KU Transportation Center

High Friction Surface Treatment (HFST) is designed to treat short sections of road where there have been crashes due to skidding or there is a high risk for skidding. This new fact sheet will provide an update on HFST use in Kansas and in other states, including by some local governments, and examine why this can be an effective safety strategy for local agencies.

Why is HFST a good technology for local governments?

It's effective. HFST has proven effectiveness at curves, intersections, and grades with road departure and skidding problems. Crash reductions at some locations have been impressive. Bexar County, Texas, reported going from a crash every weekend to just a few crashes a year, after HFST installation on a curve.

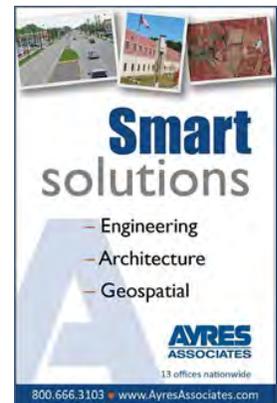
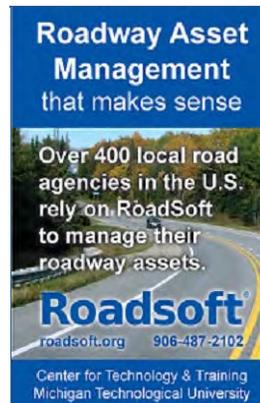
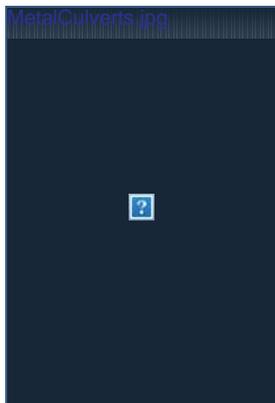
It can save you money. HFST is often considered for a location when other safety measures, such as increased signage, pavement markings and rumble strips, have not been successful in reducing crashes. Compared with re-engineering the curve, HFST is a much more economical next step. Treatments using calcined bauxite aggregate typically last 10 years or more.

Local crews can install it. HFST can be installed by a machine or manually. Local agencies can buy their own materials and install them with their own staff. If you use your own crew, you can install a short section, see if that addresses the problem, and put down more later if needed. Material can sit in the shed.

We have learned that one local agency is planning to install HFST on an improvement project using federal funds—the Unified Government of Kansas City/Wyandotte County. The Unified Government and KDOT's Bureau of Local Projects (BLP) agreed on installing HFST as part of a design exception because a horizontal curve in the project did not meet current design criteria. With just this one example in Kansas, we looked in other states for some examples of HFST installed by local governments or installed by states on two-lane roadways with local characteristics: Thurston County, Wash.; Placer County, Cal.; Nevada County, Cal.; and Bexar County, Texas.

Read the [HFST Fact Sheet](#).

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New! National Center for Rural Road Safety



Let us be your trusted safety sidekick to make roadway travel safer!

This is a new center established to provide tools, training, education and technical assistance related to rural roadway transportation safety.

- Targets assistance for safety problems on rural, local, and tribal roadways;
- Creates opportunities for state, local and tribal agencies to make more informed safety decisions based on best practices
- Improves understanding of safety data, analysis, evaluations and investment decision making;
- Designs and delivers safety training, tools, and technical assistance that are easy to access;
- Expands availability and access to current and emerging safety tools and technology;
- Accelerates knowledge transfer from training to implementation;
- Uses multidisciplinary 4E (engineering, enforcement, education, emergency medical services) holistic methodologies;
- Engages state, local, and tribal stakeholders.

Produced in partnership by FHWA, CAIT, InTrans, WTI, CS, IDT Group

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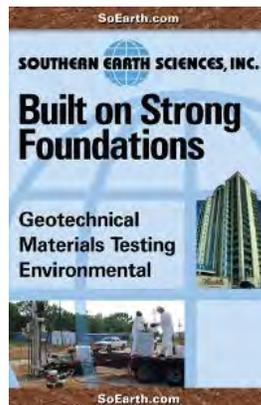


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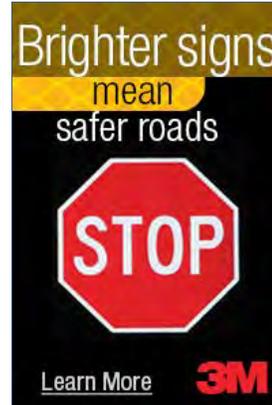
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How Do We Pay for Transportation?

The Life and Death of the Highway Trust Fund



Eno Center for Transportation Eno Center for Transportation is supported by The Rockefeller Foundation.

Since 2008, the US Highway Trust Fund (HTF) has repeatedly been on the brink of insolvency, necessitating five infusions from the US Treasury's General Fund. Many solutions have been proposed to stabilize funding for the federal surface transportation program, but each has confronted substantial political barriers. This study details the circumstances that have led the U.S. transportation program to its current funding situation and explores how other nations have created sustainable mechanisms for ensuring adequate national level investment in surface transportation systems. The findings indicate that while there are reasons the HTF structure in the

United States has persisted, other nations have successfully developed durable programs financed through general funds.

Many of these well-documented problems are rooted in the relationship between the way funds are raised and the way they are spent. A tendency to approach transportation planning and investment in terms of modal divisions (e.g., public transit vs. highways) and tensions over how much federal funding is returned to states relative to how much they pay into the HTF in gas tax revenues (also known as the donor–donee issue) are two examples of systemic problems with the existing surface transportation program that are directly related to the way the program is funded. Instead of allocating funds to states or programs that target a particular federal interest or goal, federal funds are distributed to states and transit authorities by formula and are designated for use on specific modes. At the same time, the donor–donee issue leads to persistent battles among members of Congress over whether their states are receiving a “fair” share of HTF funding relative to their gas tax contributions. These challenges have historically overshadowed substantive arguments over policy and hindered the tying of federal funds to national goals or performance measures.

Congress and stakeholders have little incentive to change it. In fact, many groups have worked tirelessly to maintain the status quo. Within Congress there are 8 committees between the House of Representatives and the Senate that influence how transportation money is spent. Since 1991, Congress has repeatedly violated the principle that revenue collections through the gas tax should define an overall floor and ceiling for federal transportation spending (in the sense that no more and no less than the full amount of cumulative motor fuel and truck tax proceeds should be directed to transportation projects).

The findings of this study highlight 3 potential solutions:

- ~ Adjust spending to match revenues;
- ~ Adopt a hybrid funding approach that relies on both general funds and gas tax revenues, or; Adopt a hybrid funding approach that relies on both general funds and gas tax revenues, or;
- ~ Eliminate the HTF and pay for surface transportation exclusively through the General Fund. Eliminate the HTF and pay for surface transportation exclusively through the General Fund.

[View the Study.](#)

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January 2015

Public and Transportation Construction Activity will Grow a Little in 2015

Keating Report: 2015 forecast on government budgets and spending—Part 3

By Michael Keating, Government Product News

The Keating Report is a 2015 forecast on government budgets and spending. The value of public works construction will rise by 5% from \$113.4 billion in 2014 to \$118.8 billion in 2015, predicts the "2015 Dodge Construction Outlook" from Dodge Data & Analytics. Some of that boost in construction, the report notes, is due to states' growing role in facilitating increased infrastructure funding.

Dodge analysts say that the public works sector won't see much in the way of increased federal funding in 2015. Instead, the report explains that states and cities are turning more to user fees, construction bonds, and public-private partnerships (PPP) to support urgent and critical infrastructure projects.

Funding for public works construction can be a challenge for local governments, says Paul R. Soglin, who is mayor of the city of Madison, Wis. "With the federal and state governments pulling back, each year becomes more challenging in maintaining public works systems, particularly public transportation. Clearly, this nation has lost its way in investing in public systems related to transportation, communications, and energy systems. President Eisenhower would be shocked."

Local governments, says Soglin, cannot compensate for inadequate federal commitments. "Recent reports on deteriorating bridges reflect the magnitude of the problem. Since member of Congress are not held responsible for health concerns related to air pollution, billions of dollars wasted on traffic congestion, or the economic consequences of massive student debt, there is little reason for optimism in this mindless era of cutting progressive taxes."



An Acrow detour bridge in a recent project on N.C. Highway 24.

Public buildings construction is also on the upswing. The Dodge report predicts that value of construction of police fire, detention, courthouses, legislative chambers and other public administration buildings will grow by 6%, reaching \$7.5 billion in 2015. The floorspace of the new projects will reach 18 million square feet, which is 5 % more than 2014 levels. Courthouse projects in California, Missouri and other states account for much of the public buildings construction underway in 2014-2015, say Dodge analysts.

In its latest forecast, the American Road & Transportation Builders Association (ARTBA) is predicting 1.2 % growth in highway, street and related construction work in 2015. The value of that construction will rise from \$51.8 billion in 2014 to \$52.4 billion in 2015 says ARTBA Chief Economist Dr. Alison Premo Black. The total U.S. transportation construction market will grow 3.1% from \$185.9 billion in 2014 to \$191.7 billion in 2015, predicts the ARTBA.

Two factors will influence highway, street and related construction work in 2015, say ARTBA forecasters: uncertainty over long-term federal funding, which represents 52% of state department of transportation (DOT) capital outlays; and state and local budgets that are still recovering from the Great Recession. Highways and streets are the largest segment of the U.S. transportation construction market, says ARTBA.

Highway, street and bridge construction is more than laying pavement. In 2015, state and local governments, for instance, are expected to spend an additional \$38.5 billion for maintenance work; \$13.2 billion for in-house and consultant planning and design services; and \$7 billion for right-of-way purchases as part of their highway and bridge programs.

The Washington-based ARTBA represents more than 6,000 public and private sector members of the U.S. transportation design and construction. The ARTBA 2015 forecast is based on a proprietary econometric model and analysis of federal, state and local data and market intelligence. ARTBA is forecasting that light rail, subway and railroad construction will increase from \$18.3 billion in 2014 to \$20.9 billion in 2015. The value of construction of subways and light rail systems, says ARTBA, will increase from \$7.1 billion to \$8.3 billion.

The city of Kansas City, Mo., has a major transit project underway, says Cindy Circo, who is Mayor Pro Tem and Councilwoman for the 5th District (at-large). "Among our major public works projects, is a \$100 million streetcar line that is currently under construction." It's a long-term project, says Circo. "The main parts of the construction will be complete by fall 2015, following by several months of testing and then riders will be aboard in early 2016." The 2-mile stretch of the streetcar goes through the downtown area from the River Market to Union Station.

Acrow Bridge, an international bridge engineering and supply company, says that the use of its prefabricated modular steel bridges as detours during highway and road construction grew incrementally during the past 12 months, with an increase of 4%.

Contractors and departments of transportation use the firm's ready-to-assemble, reusable steel bridges in a variety of projects. Acrow's products offer a number of advantages over both the traditional concrete and steel temporary detour bridge and "phased" construction, in which lanes are moved as needed to divert traffic around work sites. Acrow Bridge is based in Parsippany, N.J.

Reprinted from Government Product News, January 26, 2015, issue.

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January 2015

County Engineer Opening in Spokane County, Washington



This is a management and professional engineering work as the Head of the County's Engineering Division.

Salary \$79,638.48 - \$107,460.48 Annually

The first review date for applications will January 30, 2015. However, the recruitment will remain "open until filled".

Examples of Duties

Manages the Engineering Division by directing and participating in the planning and designing of goals, work objectives, initiatives, directives, policies and procedures including: planning, evaluating, directing, and implementing work programs.

Provides leadership and direction in the development of short and long-range plans, goals, and objectives.

Makes recommendations regarding the development of capital improvement projects and priorities in annual and long-range capital improvement programs.

Directs the planning, design, construction and maintenance of county roads, bridges and equipment; directs the development and implementation of all special programs and projects.

Advises and represents the Board of County Commissioners in engineering matters at public meetings, hearings and intergovernmental meetings. Develops, formulates, and modifies programs, strategies, operating policies/procedures and quality assurance systems to accomplish the plans and objectives of the Board of County Commissioners.

Minimum Requirements

Training & Experience: Bachelor's degree in civil engineering and 5 years' experience as a Professional Engineer, including 4 years of which was spent in progressively responsible supervisory and management capacity.

License: Certified as a Professional Civil Engineer in Washington State. Possess a valid driver's license.

Residence

The County Engineer is required by the Board of County Commissioners to be a resident of Spokane County.

View the [Job Listing](#).

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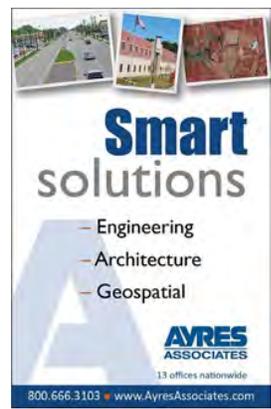
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January 2015

Capitol Hill Update

New Hope for Deal on Infrastructure Funds

By Keith Laing , The Hill

Republicans are indicating after President Obama's State of the Union address that they are open to compromising with the president on increasing U.S. transportation funding, although neither side has offered specifics on how they would pay for new construction projects.

Obama called several times on Tuesday night for Congress to pass a "bipartisan infrastructure plan," although he stopped short of calling for an increase in the federal gas tax, which has been sought by many transportation advocates to help pay for it.

House Transportation Committee Chairman Bill Shuster (R-Pa.), who has opposed prior efforts to increase the gas tax, said Republicans might be able to find agreement with Obama on infrastructure funding, even though they disagree with almost everything else the president laid out during his address.

"I believe that it is imperative that we repair our crumbling infrastructure through fiscally responsible legislation," Shuster continued. "As chairman of the Transportation and Infrastructure Committee, I am working to pass a surface transportation bill that makes investments in our nation's roads and bridges to keep America competitive in a global economy."

GOP leaders in the Senate also spotlighted transportation funding as a potential area of agreement in the new era of even more divided government that follows Republicans taking control of both chambers of Congress this month for the first time since 2006.

"Based on POTUS speech, I believe there's opportunity for bipartisan cooperation on strengthening our transportation infrastructure," Sen. Kelly Ayotte (R-N.H.) tweeted after Obama's speech." For all the happy transportation talk from both sides of the aisle on Tuesday night, neither party has identified a specific funding source for infrastructure projects that has not already been shot down by the other side.

Transportation advocates have pushed for an increase in the 18.4 cent-per-gallon tax to help pay for infrastructure projects, and the idea has picked up some steam on Capitol Hill, as gas prices have declined sharply in recent months.

Obama's corporate tax reform proposals have gone nowhere on Capitol Hill, but he pitched them as a solution to a transportation funding shortfall that is estimated to be about \$16 billion per year, as gas tax revenues have struggled to keep pace with more fuel efficient cars.

Republicans who will play a role in crafting any transportation bill later this year criticized Obama's tax proposals as old-fashioned, tax-and-spend ideas that have been offered for years by Democrats on Capitol Hill. "America's new Congress is focused on a reform agenda to fight for the middle class with policies to help create jobs, increase wages, and lower health care and energy costs," Sen. John Thune (R-S.D), who is the new chairman of the Senate Commerce, Science and Transportation Committee, said in a statement after Obama's speech.

The tax, which has not been increased since 1993, brings in about \$34 billion per year. The federal government typically spends about \$50 billion per year on road and transit projects, and transportation advocates have maintained that the larger figure is only enough to maintain the current state of the U.S. infrastructure network.

Reprinted from The Hill, January 21 issue.

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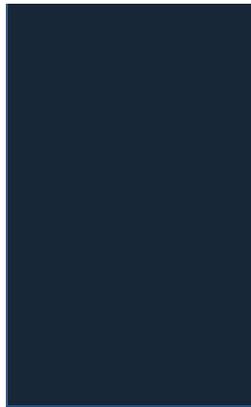


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January 2015

9th International Conference on Managing Pavement Assets

May 18-21, 2015
Alexandria, Virginia

ICMPA9 will bring together pavement design and management engineers, consultants and companies specialized in pavement/asset data collection and pavement management services, researchers and specialists on asset/pavement management, planners dealing with the development of public works programs, and academia in pavement design, analysis and management.

The conference is aimed at defining the requirements of "next generation" pavement management by "moving pavement management beyond the short-term: embracing innovation and addressing sustainability, accountability, and improved performance." A key goal is to fully engage pavement managers, practitioners and academia with best practices pertaining to effective and innovative data collection, analysis tools, performance-based investment strategies, sustainability, and approaches to managing pavements and support the needs to high-level decision makers.

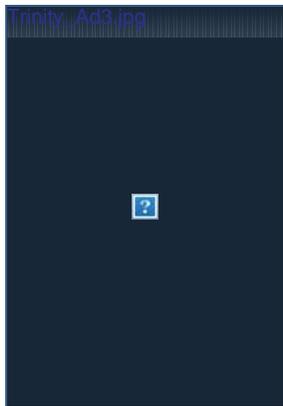
The conference provides a unique forum to interact and network with colleagues from all over the world through activities such as an ice-breaking reception, an innovation-themed gala dinner at the US Patent Office building and a technical program, which will include excellent keynote speakers and technical presentations.

Keynote speakers include:

- Sam Savage, Consulting Professor, Management Science and Engineering, Stanford University
- Kathryn A. Zimmerman, President, Applied Pavement Technology
- Andre Molenaar, Emeritus Professor, T.U.Delft

Learn more about [ICMPA9](#).

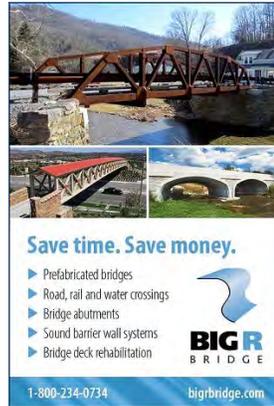
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