

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

President's Report

By Duane Ratermann, PE
Knox County, Illinois



I've been a stock car racing fan for as long as I can remember. So when I found out a couple of years ago that the National Association of Counties (NACo) 2015 Annual Conference and Exposition was going to be held in Charlotte, NC, I was very excited! After all, Charlotte is known as the stock car racing capital of the world.

It is the home of the NASCAR Hall of Fame and Charlotte Motor Speedway. Also, many of the top racing teams in NASCAR have racing shops located in the Charlotte area.

The NACE Executive Committee met in Charlotte during the NACo Conference on July 10-13. We continued our work on the Strategic Plan, as well as participated in the NACo Transportation Steering Committee meeting. We're pleased to report we have nearly 25 NACE members serving now on the Committee. It is crucial that we maintain or hopefully increase this level of participation by NACE members.

The Steering Committee spent time on activities in Washington, DC, specifically the Highway Trust Fund and MAP-21 Reauthorization. The fact that there is activity on both of these items in the House and the Senate has to be encouraging. NACE will continue to monitor the activity in the coming weeks as we approach the July 31 deadline for the Fund.

US Secretary of Transportation Anthony Foxx was a featured speaker for the Closing General Session. Secretary Foxx promoted the Obama Administration's six-year \$478 billion transportation bill, the Grow America Act. He acknowledged the 30% funding cut for locally owned highways and bridges, thanks to MAP-21. When questioned by NACE Past-President Ramon Gavarrete about project streamlining, particularly in the construction phase of a project, Secretary Foxx vowed to work with counties in our streamlining efforts.

You can read the [Resolution to Improve Safety on County Roads](#) issued by the Secretary.

The NASCAR Hall of Fame was the venue for the Celebration of the 2015 NACo Conference. We enjoyed the opportunity to learn about the history of NASCAR, as well as climb into a race car simulator to participate in a 3 minute race against each other at the Charlotte Motor Speedway. Danica Patrick, driver of the #10 Go Daddy Chevrolet in the NASCAR Sprint Cup Series, was roaming throughout the Hall, signing autographs and posing for pictures.

I did mention—I am a huge racing fan. Before leaving, I was able to visit the racing shops of Hendrick Motorsports, Joe Gibbs Racing, and Richard Childress Racing. One of the most interesting things I learned was that the cars are no longer painted but covered with a wrap. It takes 3-4 hours to wrap a race car. The process reminded me a lot of hanging wall paper, which most of you will admit can be VERY frustrating.

Visit our NACE Corporate Partners by clicking on their ads!



SUCCEEDING TOGETHER
INVEST WITH CONFIDENCE

Make taxpayer dollars go farther when you buy through cooperative purchasing agreements.

Find out more at govbidspec.cat.com/CoopPurchasing




Use Esri Technology to

- ✓ Lower Costs
- ✓ Increase Efficiency
- ✓ Enhance Communication
- ✓ Make Communities Safer

[See How](#) 

Brighter signs mean safer roads



Learn More 



SMART WORKS

Learn more [▶](#)

Volvo Construction Equipment 

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

US DOT Secretary Issues County Road Resolution



NACE is pleased to report that USDOT Secretary Anthony Foxx has issued a Resolution to Improve Safety on County Roads. NACE has been working closely with FHWA for 10 years on these issues.

Resolution to Improve Safety on County Roads

Today, our Nation's investment in transportation lags behind the rest of the world. The majority of America's major roads are in less than good condition, and a quarter of our bridges either cannot handle today's traffic or require significant repair. Keeping our infrastructure up-to-date is not only crucial to our Nation, it is essential to our safety and security. We must continue our work to build the best transportation systems possible, and recommit to investing in infrastructure to improve

safety and mobility.

Improving the safety and resiliency of our transportation infrastructure depends to a significant extent on the quality of county-owned roads. Counties are responsible for building and maintaining not only a large number of transit systems, but also approximately 230,000 bridges, and 43 percent of our public roads. Unfortunately, far too many deaths occur on such roads. Making safety improvements on county-owned roads is critical to the health and economy of our country, and reducing fatalities and serious injuries on all public roadways continues to be a national priority.

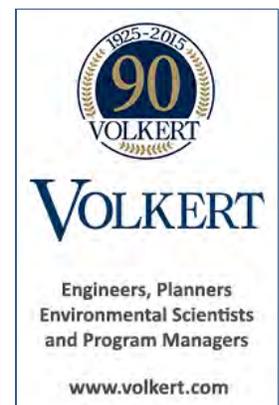
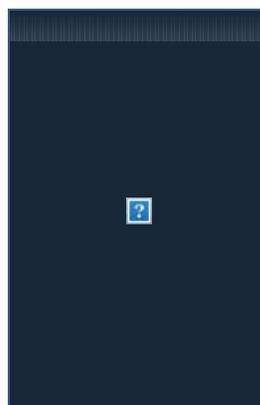
Because safer infrastructure systems foster economic growth and improve system efficiency and resiliency, the U.S. Department of Transportation will work with the National Association of Counties to improve road safety in America's communities.

Signed July 13, 2015

Anthony R. Foxx

Secretary, U.S. Department of Transportation

Visit our Corporate Partners by clicking on their ads!



Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Diverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Transportation Front and Center at NACo Annual Conference

By **George Webb, PE**
Palm Beach County, Fla.



NACo's 80th Annual Conference and Exposition was held on July 10-13 in Mecklenburg County/Charlotte, North Carolina. The highlight was an appearance by USDOT Secretary Anthony Foxx at the closing general session.

He presented to NACo a resolution focusing on improving safety on County Roads. The resolution closes with the following language: ...the U.S. Department of Transportation will work with the National Association of Counties to improve road safety in America's communities.

We have already made it known to the NACo staff and members of the Executive Committee that NACE stands ready to participate in this process, however it plays out, and have offered our members'—your expertise in this important area.

Incoming President Sallie Clark has proposed a new initiative for 2015-2016, Safe and Secure Counties. The initiative is designed to enhance counties' capacity to protect public safety, support public health and human services, maintain roads and bridges, and build local economies. NACE representatives (including NACo Transportation Committee Highway/Highway Safety Subcommittee Chair Dan Fedderly and Vice Chair Richie Beyer (both long-time NACE members)) have had direct discussions with President Clark on how NACE's safety emphasis can be folded in and made part of her new initiative. We continue to emphasize how important it is for NACo to continue to support legislation to increase the federal funding level for locally owned roads and bridges.

This new initiative replaces the 2014-2015 Transportation and Infrastructure initiative put forth in July 2014 by then President Riki Hokama. During the past year, that focus has been very successful on Capitol Hill, as the NACo staff has developed direct relationships with key staff members involved in drafting new transportation legislation. Those relationships have sometimes allowed NACo to review portions of drafts before they are released, and to even suggest language to be placed in the new legislation.

During the Conference two sessions focused directly on transportation. Dan Fedderly led a session titled "Driving into the Future with Technology at the Wheel: Automated Vehicles, Ridesharing Apps, and Mobile Innovations." NACE Executive Director Brian Roberts led a session that started at 8 a.m. on Monday morning, titled "Reducing Fatalities and Serious Injuries on County Roads." The start time is not unusual for a regular work day, but on the fourth morning of a large, active conference the start time was a challenge for many elected officials! Several NACE members actively participated and, for the record... were on time.

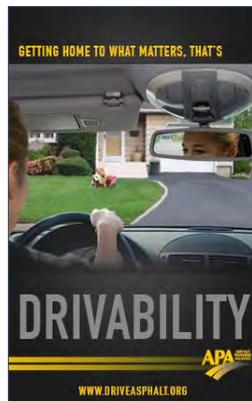
Visit our NACE Corporate Partners by clicking on their ads!



Use Esri Technology to

- ✓ Lower Costs
- ✓ Increase Efficiency
- ✓ Enhance Communication
- ✓ Make Communities Safer

See How 



GETTING HOME TO WHAT MATTERS, THAT'S

DRIVABILITY

APA 

WWW.DRIVEASPHALT.ORG



Michael Baker INTERNATIONAL 

We Make a Difference

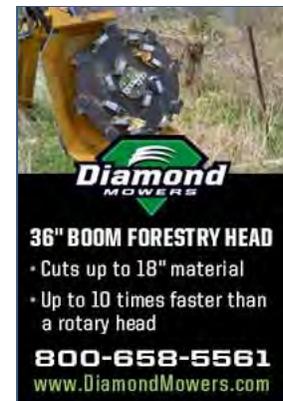
Municipal Planning & Engineering

Stormwater Management

Environmental Analysis & Permitting

Construction Management

mbakerintl.com



Diamond MOWERS

36" BOOM FORESTRY HEAD

- Cuts up to 18" material
- Up to 10 times faster than a rotary head

800-658-5561

www.DiamondMowers.com

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Diverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Transportation Reauthorization Clears Another Hurdle

By Jessica Monahan, NACo Associate Legislative Director - Transportation

On July 24, the Senate cleared another procedural hurdle in the consideration of their transportation reauthorization bill. By a vote of 51-26, agreement was reached to proceed to HR 22, the legislative vehicle Senate Majority Leader Mitch McConnell (R-Ky.) has opted to use to move the bill.

In addition to offering the transportation bill as an amendment to HR 22, Majority Leader McConnell "filled the amendment tree" with amendments to repeal the Affordable Care Act (ACA) and reauthorize the Export-Import Bank. Taking this procedural route will allow the Senate to take votes on these controversial items without compromising the passage of the transportation bill, at least theoretically. This is because the votes on the amendments will be separate votes.

What's not clear is whether the controversial items will eat up all debate time and leave the Senate without an opportunity to take additional amendments to the transportation bill. Also a deal was reached over two controversial pay-fors – the result being a \$1.7 billion reduction in funding for the bill. The effects of this reduction on specific programs will be available soon.

What's Next?

Senate staff has assured me that they will not let MAP-21 expire, even if that means agreeing to a shorter-term measure to appease the House, which has clearly stated that they will not accept the Senate's bill (although Senate leaders are not willing to publically concede to a short-term measure at this time). Regardless, this bill will continue to move forward as the Senate's reauthorization bill, which the chamber intends to advance as the process continues. This situation is still very fluid and possible outcomes are endless.

What Should We Be Doing?

Even though it's unclear whether the Senate will have enough time to pass the bill before MAP-21 expires, we must keep up the pressure and advocate for key amendments that improve the bill for counties. Fortunately for us, the off-system bridge amendment was incorporated into the larger bill so the lack of additional amendments won't compromise the advancement of that issue.

Email your Senators in support of these amendments.

Key Amendments

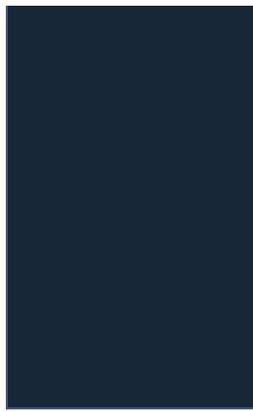
Wicker-Booker Amendment 2289 to provide more funding to the Surface Transportation Program (STP) and increase the portion of STP funding that is suballocated to local areas.

Klobuchar Amendment (To be filed) to authorize a pilot program to expedite locally administered Federal-aid highway projects.

Read how you can influence a permanent fix to the [Highway Trust Fund](#).

Visit our [NACE Corporate Partners](#) by clicking on their ads!





VOLKERT

Engineers, Planners
Environmental Scientists
and Program Managers

www.volkert.com

SMART WORKS.

Learn more >

Volvo Construction Equipment

©2016 National Association of County Engineers
25 Mass. Ave, NW, Suite 580
Washington, DC 20001
Phone: (202) 393-5041 | Fax: (202) 393-2630 | E-mail: nace@naco.org



Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Call on Your Senators to Support County Roads

By Brian Roberts

NACE Executive Director



As you may have heard, the Senate has advanced their six year Transportation Reauthorization bill, called the Drive Act. They will begin offering amendments in the coming days. One of NACE's key legislative priorities on project streamlining is being offered as an amendment by Sen. Klobuchar.

[Read the Amendment.](#)

Also, an additional Amendment will be offered by Sens. Wicker and Booker intended to remedy the 30 percent cut to locally owned highways and bridges that occurred under MAP-21. We request that your Senators support both amendments.

It is critical that you contact your Senators to request their support of these amendment. We have a rare opportunity and you can make a difference.

How to Contact Your Senator

Email is the best way (do not mail a letter through the US Postal Service). The email addresses can be found [here](#).

You can attach a pdf of a letter.

Suggested Language or Use Your Own

The Honorable (Name)
United States Senate
Washington, DC 20510

Dear Senator (Name):

I am contacting you to request your support of the passage of the DRIVE Act and, in particular, support of the Amendment being offered by Senator Klobuchar on the PILOT PROGRAM TO EXPEDITE HIGHWAY PROJECT DELIVERY. This amendment can result in tremendous cost and time savings on federally funded local projects in _____ county.

In addition, we request that you support the Wicker-Booker Amendment that can lead to additional funds for county owned bridges.

Please contact me if you have any questions regarding this issue. Thank you for your continued support of county government and your support of these amendments in advance.

Respectfully,

Visit our NACE Corporate Partners by clicking on their ads!



SUCCEEDING TOGETHER
INVEST WITH CONFIDENCE

Make taxpayer dollars go farther when you buy through cooperative purchasing agreements.

Find out more at govbidspec.cat.com/CoopPurchasing



3D^o Safety Edge



Build safer roads.

Advant-Edge Paving makes the equipment. (814) 422-3343
www.advantedgepaving.com



Quality Products... Unequaled Service

Over 50 years of manufacturing and supplying corrugated metal pipe and related highway drainage products.

Corporate Office (800) 735-7312
Email: sales@metalculverts.com
www.metalculverts.com



Dedicated to Pavement Preservation Since 1959



UniquePavingMaterials.com
800.441.4880

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Diverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

JackJaw® JJ0500 Sign Post Extractor Does Double Duty!

By Robert Anderson

President, Construction Accessories / JackJaw



David Brand, Madison County Ohio Engineer, saw the JackJaw® sign post puller at the NACE Conference and Trade Show in Daytona in April 2015. He needed a better way to pull U-Channel type street sign posts, but was fascinated with reports that the same JackJaw® pullers would also pull guard rail I-beam type posts.

In May he arranged a demonstration with Bob Anderson, President of Construction Accessories, Inc. in Waynesville Ohio, and manufacturer of the patented JackJaw® line of pullers, to try out the new method of extraction. He was pleasantly surprised!

Two of his field guys spent more than 25 minutes pounding a test guard rail post into the ground behind the engineering facility, using a tractor mounted pile driver. Then, two other members of the Madison County field crew used two JackJaw® model JJ0500 pullers, working together on opposite diagonal corners of the beam, to pull the 4 x 6 I-beam type post out of the ground. It took them about 3 minutes to do the job!

He was sold. He purchased two JackJaw® pullers for his crew. The JackJaw® Model JJ0500 was designed for big jobs and tough conditions. It features 28 to 1 leverage, meaning, that when you push down on the handle with 100 lbs. of force, you get an upwards force of 2800 lbs. on the sign post (or guard rail post). It is a favorite with the Ohio DOT and highway sign contractors all over the country. This unit actually does triple duty – as it also pulls ground rods!

Since the introduction of the JackJaw® sign post puller at the APWA Public Works Expo in 2010, nearly 2,500 JackJaw® sign post pullers are in use every day in North America in the hands of very happy customers. JackJaw® sign post pullers have proven to be the easiest, quickest and safest way to pull sign posts, guard rail posts, and ground rods out of the ground.

Construction Accessories, Inc. is the manufacturer of the patented JackJaw® line of extractors, which includes more than 40 different models for the seven industries that they serve: Construction, Public Works, Tent Rental, Farming/Fencing, Erosion Control, Soil Stabilization and Public Utilities. All of our products are proudly manufactured in the U.S.A. (except for the JJ0203).

For more information contact Bob Anderson at 937-609-8937 or bob@jackjaw.com. Additional information, customer reviews and product videos are available at www.jackjaw.com.

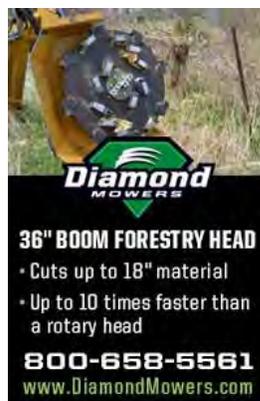
Visit our Corporate Partners by clicking on their ads!



Post Pulling Made Easy!

- Fast, easy, safe sign post pulling
- Lightweight, powerful all steel construction
- Increase efficiency & reduce costs

Construction Accessories, Inc.
937.429.9089 • Sales@JackJaw.com
www.jackjaw.com
Dealer Inquiries Welcome



36" BOOM FORESTRY HEAD

- Cuts up to 18" material
- Up to 10 times faster than a rotary head

800-658-5561
www.DiamondMowers.com



Michael Baker INTERNATIONAL 75 YEARS

We Make a Difference

- Municipal Planning & Engineering
- Stormwater Management
- Environmental Analysis & Permitting
- Construction Management

MBAKERINTL.COM



METAL CULVERTS INC.

Quality Products... Unsurpassed Service

Over 50 years of manufacturing and supplying corrugated metal pipe and related highway drainage products.

Corporate Office (800) 735-7312
Email: sales@metalculverts.com
www.metalculverts.com

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

EDC Stakeholder Partnering Seeks to Limit Burden on Locals



Stakeholder partnering, which launched as part of the second round of EDC in 2012 and is continuing under the third round that began in late 2014, is an effort that is bringing state, local and federal agencies together to create a more efficient federal-aid process and give innovators an edge.

This is where organizations such as the National Association of County Engineers (NACE) and the American Public Works Association (APWA) can contribute. Rather than reaching out to each county for a representative to be on the committee—some states have more than 100 counties—states can enlist representatives from their NACE affiliate and APWA chapters and take advantage of existing communication structures.

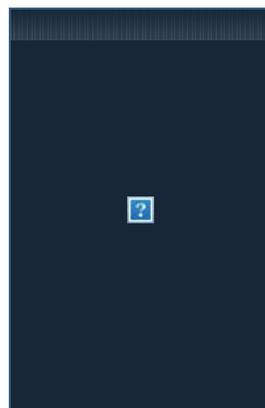
Brian Roberts, NACE's Executive Director, said that if states connect with their NACE affiliate, or transportation liaisons in APWA, these representatives will in turn reach out to the other counties or the other APWA professionals. "That is how states can take what might be 1,000 agencies they could potentially deal with and narrow it down to a manageable number," said Roberts. "That is why it is important to work with national organizations."

Roberts is one of stakeholder partnering's strongest proponents. In fact, NACE and APWA teamed in submitting stakeholder partnering for consideration for the second round of EDC, known as EDC-2. Stakeholder partnering was part of a three-pronged EDC-2 strategy, along with certification programs and consultant services flexibilities, to improve locally administered federal-aid projects. It then moved forward as a singular effort under the third round (EDC-3).

[Read On.](#)

Reprinted from the APWA Reporter, July 2015 issue.

Visit our Corporate Partners by clicking on their ads!



Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Louisiana's Bottom Line on SHSP Implementation is Funding Support

Find Other Successes in the FHWA [Safety Noteworthy Practices Database](#)

Background

Potential stumbling blocks to implementation of Strategic Highway Safety Plans (SHSP) include funding for the projects and programs identified by the safety stakeholders and how to institutionalize project selection and funding over the long term. The Louisiana Department of Transportation and Development (DOTD) is using funds from the Highway Safety Improvement Program (HSIP) to address these challenges while keeping informed of stakeholder roadway safety needs and wants through the overall SHSP structure.

DOTD is using Highway Safety Improvement Program (HSIP) funds and staff to support regional safety coalitions who identify, develop, and implement behavioral and infrastructure road safety programs and projects. The Louisiana approach relies on a data driven decision making, widespread outreach and partnerships with State, regional, and local agencies and organizations, and a focus on addressing traffic related fatalities and serious injuries at the local level—where they occur.

The Approach & How It Works

Louisiana deploys a two-tier approach to SHSP implementation. Statewide initiatives are managed by the SHSP emphasis area teams while other projects and programs are implemented regionally through nine regional safety coalitions. The State finds regional implementation is an effective way to expand the SHSP focus at the local level. Under the DOTD program, HSIP provides funding for:

Regional safety coordinators, who establish and manage coalitions and develop regional safety plans reflecting SHSP goals, objectives, and proven effective strategies; and

Statewide and regional strategies and actions in the SHSP or regional safety plans.

Louisiana SHSP Funding Process



Regional coalitions are funded through Metropolitan Planning Organizations (MPOs) to ensure necessary organizational support and continuity. As part of the agreement, MPOs are required to include safety in their Unified Planning Work Program (UPWP), which ensures safety has a place at the table. The effort started with a pilot program in the South Central region in conjunction with the National Highway Traffic Safety Administration's Safe Communities model. That program was successful, particularly in achieving reductions in alcohol-related and unrestrained serious injuries, and the approach was adopted and

taken statewide.

DOTD recognized the need to select the appropriate people as regional coordinators and enlisted the help of MPO directors and staff to identify potential candidates. The coordinators generally have a marketing/public relations background and a demonstrated ability to work effectively with large groups. Once the coordinators were hired, DOTD conducted a training session and provided information on coalition building, data collection and analysis, meeting facilitation and management, presentation skills, evaluation, and marketing. Regional safety coordinators also participate in monthly conference calls to share ideas and information.

The program is administered by DOTD in coordination with the Louisiana Highway Safety Commission (LHSC) and the Louisiana State Police (LSP). Individuals or groups at the State or regional level interested in funding complete an application. Statewide projects are reviewed and approved by the relevant SHSP emphasis area team. Those designed to impact a region are reviewed and approved by the relevant regional team and sent to the appropriate emphasis area team for their consideration. The SHSP Implementation Team approves behavioral safety programs and projects and DOTD approves infrastructure related projects.

Key Accomplishments

Statewide SHSP emphasis area teams rely on the regional teams as a method for implementing programs and projects. Often ideas are pilot tested in one region and if successful, replicated statewide through the regional system.

The DOTD Secretary publically supports the effort and recognizes the need for the agency to provide financial and technical assistance for both infrastructure and behavioral safety projects.

LHSC supports regional safety coalitions through mini-grants for impaired driving and occupant protection programs, and the LSP Superintendent directs the Troop Commands to actively participate in the coalitions.

Regions use data-driven, multidisciplinary Road Safety Audits (RSAs) as a way to prioritize and implement low-cost engineering solutions at high crash intersections and horizontal curves.

The training and technical assistance needs for the regional and local stakeholders has led to an enhanced Local Technical Assistance Program (LTAP) program, and the creation of the Louisiana Center for Transportation Safety (LCTS), which provides support to the regions in the areas of workforce development and research, training, and technical assistance.

Results

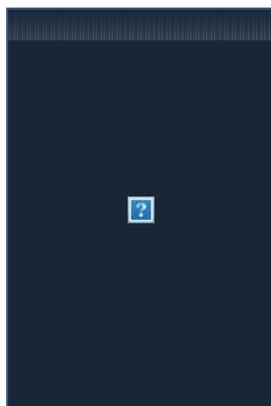
Traffic related fatalities continue to decrease in Louisiana. After a slight increase in 2011, fatalities continued to move in the right direction in 2013 and 2014. Serious injuries have continued a downward trend.

Since DOTD began contributing HSIP funding for increased enforcement, safety belt use has gone from 77 percent to 84 percent.

The initial regional pilot project in the South Central Region of the State has achieved a 17 percent decrease in fatalities.

Measured reductions in alcohol-related serious injuries as well as in serious injuries resulting from lack of seatbelt use.

Visit our NACE Corporate Partners by clicking on their ads!



RTVISION™
RtVision's Paperless Solutions:
Permit • Maintenance
Construction • Time • Land
www.RtVISION.COM

SUCCEEDING TOGETHER
INVEST WITH CONFIDENCE
Make taxpayer dollars go farther when you buy through cooperative purchasing agreements.
Find out more at govbidspec.cat.com/CoopPurchasing
CAT®

ENGINEERS' CHOICE
Custom Designed & Fabricated Steel Bridges
With all of our vehicular bridges, you have an option of an all bolted or welded system, numerous flooring options, galvanized, self weathering or painted finish plus a 35 year Galvanized Rust Free Guarantee.
Ten distinctive designs. Each custom engineered to meet your unique applications.
Truss Bridges
Clear spans of up to 200 feet. Up to 300 feet with Truss Trusses.
Steel Beam Bridges
Clear spans of up to 70 feet.
Liberty Series
All-bolted with clear spans of up to 200 feet.
3011 Whitting Avenue
Cambridge, MA 02142
1 (800) 872-7434
info.usbridge.com
www.usbridge.com
U.S. BRIDGE
The Most Trusted Name in Bridges®

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Diverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

NACE Members Receive Discount

ATSSA Webinar Wednesdays provide you and your organization with quality education presented by experts in the roadway safety industry.



Next Webinar : Road Diets

August 5
1:30 pm – 2:30 pm EDT

As NACE is an ATSSA partner, our members receive member-only pricing. Four-lane, undivided roadways have a history of high crash rates, and road diets are an effective option to address these safety concerns. A typical road diet converts a segment of an existing four-lane, undivided roadway to three lanes (two through lanes and a center two-way, left-turn lane). Reducing the number of lanes allows for space in the roadway cross-section for bike lanes, pedestrian refuge islands, transit stops, and/or parking.

Key Takeaways

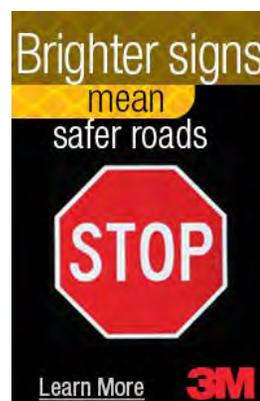
1. Learn about improved safety for undivided roadways
2. Hear about low-cost solutions for road diets
3. Review how road diets can enhance the quality of life in areas with undivided roadways

Speaker

Rebecca Crowe, Transportation Specialist, Federal Highway Administration's (FHWA) Office of Safety

View a complete listing for [Webinar Wednesdays](#).

Visit our **NACE Corporate Partners** by clicking on their ads!



Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Local Governments Adapt to Driverless Car Era

By Chris Bruce, AutoBlog



The widespread adoption of autonomous motoring is expected to bring massive changes to our society and the auto industry. The tech is just on the horizon of trickling into the market, too. For example, Audi is promising to have low-speed piloted driving available on the next A8. The insurance industry is already quaking about a future of lower premiums due to fewer crashes. According to an analysis by The Brookings Institution, local governments should be equally worried about these systems' effects on tax revenues.

View [Brookings Institution Study](#)

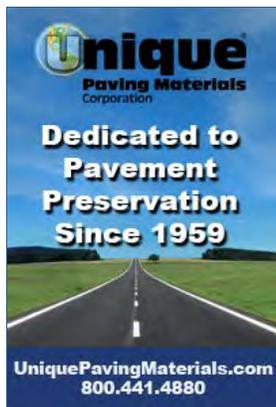
Coming from the assumption that autonomous vehicles are going to dominate the motoring landscape over the coming years, the think tank believes that local governments need to get ready for a rapidly changing world. "A 20th century approach to governance will not cut it anymore; the outlook for current governance models is exceedingly bleak. Adaptability and recovery from shocks will be increasingly critical," the group's analysis says.

Simply looking at employment, Brookings reiterates the belief that driverless vehicles are going to decimate those working the taxi and trucking industries. With the latter being among the nation's top employers, that alone would mean a major shift in tax revenue. The effects expand even wider, though. Since autonomous cars can be programmed not to break the law, the changes also mean fewer people receiving tickets for running red lights and other infractions.

Brookings imagines further into the future where driverless cars are constantly buzzing to transport people. In this sci-fi world, cities are also deprived of revenue from parking tickets. All of that money quickly adds up. According to the think tank, Los Angeles alone collects \$161 million in these violations a year. Even in this future autonomous world, governments are still responsible for things like education and infrastructure upkeep. To accomplish that, there's going to have to be new taxes to offset the loss of old ones. The process isn't going to be easy, though.

Reprinted from AutoBlog, July 23 post.

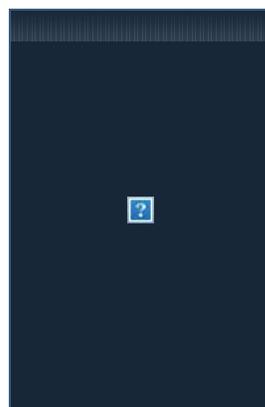
Visit our Corporate Partners by clicking on their ads!



Unique
Paving Materials
Corporation

**Dedicated to
Pavement
Preservation
Since 1959**

UniquePavingMaterials.com
800.441.4880



RTVISION™

RtVision's Paperless Solutions:
Permit • Maintenance
Construction • Time • Land

www.RtVISION.com



90
VOLKERT
1825-2015

VOLKERT

Engineers, Planners
Environmental Scientists
and Program Managers

www.volkert.com

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight On JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Top 10 Worst Cities for Drivers

By **Stephanie Toone**
 American City and County



New York City's gridlock on 125th Street and stop-and-go on Chicago's Dan Ryan Express are some of the worst conditions for drivers in the country, according to a new WalletHub ranking.

The social media company ranks financial topics by state and city, and compiled its list of best and worst cities for drivers in the 100 most populated US cities, considering factors like costs, traffic and road conditions, safety and driver and car wellness.

According to the WalletHub report, Americans spend about 200 hours on the road – with 40 hours of that time stuck in traffic - each year. Collectively, with wasted time and fuel combined, Americans paid the price of nearly \$124 billion annually – a loss of about \$1,700 per household, according to a 2014 Inrix Driving Intelligence survey.

The West and East coasts dominated the worst cities for drivers list, but two Florida cities - Hialeah, ranking at #12 worst city, and Miami, ranking at #17, did crack the top 20 worst cities for drivers.

Take a look at what cities made the list for 10 worst cities for drivers.

Reprinted from American City and County, July 21 issue.

Visit our NACE Corporate Partners by clicking on their ads!

ENGINEERS' CHOICE

Custom Designed & Fabricated Steel Bridges

With all of our vehicular bridges, you have an option of an all bolted or welded system; numerous flooring options, galvanized, self weathering or painted finish plus a 36 year Galvalume® Rust Free Guarantee.

Ten distinctive designs.
 Each custom engineered to meet your unique applications.

Truss Bridges
 Clear spans of up to 200 feet. Up to 300 feet with Three Trusses.

Steel Beam Bridges
 Clear spans of up to 70 feet.

Liberty Series
 All-bolted with clear spans of up to 200 feet.

201 Wharfedale Avenue
 Cranford, NJ 07017
 1 (888) 872-7434
 info@usbridge.com
 www.usbridge.com

U.S. BRIDGE

The Most Trusted Name in Bridges™

Use Esri Technology to

- ✓ Lower Costs
- ✓ Increase Efficiency
- ✓ Enhance Communication
- ✓ Make Communities Safer

See How

30° Safety Edge

Build safer roads.

Advant-Edge Paving makes the equipment. (814) 422-3343
www.advantedgepaving.com

You choose to protect your most valuable assets - people. Safety matters.

SMART WORKS.

Current Issue

News Archives

2015 July

- President's Report
- NACE Supports USDOT Resolution on County Roads
- NACo Conference Features Transportation
- Transportation Reauthorization Clears Hurdle
- Contact Your Senators
- Corporate Spotlight on JackJaw
- EDC Taking Hold in Counties
- Louisiana's Funding SHSP
- NACE Members Receive Webinar Discount
- Locals Adapt to Driverless Car Era
- 10 Worst Cities for Drivers
- Google Car Arrives in Austin

July 2015

Google Self-Driving Cars Arrive in Austin, Texas

By Kirsten Korosec, Fortune



Google's self-driving car experiment has leapt beyond the safety net of Silicon Valley and is now plying the streets of Austin, Texas.

It's the first time since Google launched the self-driving car project in 2009 that the company has conducted extended testing outside of California. Except for the occasional demo, the company has primarily tested its software in Mountain View, Calif. In Austin, Google is using one of its outfitted Lexus RX450h sport-utility vehicles—not the new self-driving car of its own design. Another one will arrive later this week.

Google, which plans to introduce self-driving cars to the public by 2020, says it expanded the testing program so it could experience a place with different driving environments, traffic patterns, and road conditions. The company also wants to see how different communities perceive and interact with self-driving vehicles.

So why Austin? At first glance, the city seems like an odd choice. However, there are a few aspects about Austin that make it a suitable testbed for Google—and even a future location for a fleet of shared autonomous vehicles.

First, there's the obvious points. Google already has a presence in Austin; it has an office and it's building Google Fiber there. "They're a city that loves innovation, whether it's in music or food or technology, and we know they'll give us some great feedback on how we're driving," Google spokeswoman Courtney Hohne told Fortune.

The city, it turns out, is also laid out in a way that could make it an ideal market for autonomous cars.

A research report released in May by Barclays analyst Brian A. Johnson imagines how society would operate 25 years from now if everything stayed the same except that the majority of vehicles produced were fully autonomous. The report makes some bold predictions: U.S. auto sales would plummet, vehicle ownership would fall 50%, while opportunities in fleet management, tech and mapping would spring up.

According to the report, the rise of shared autonomous vehicles could have an even bigger impact in exurban areas and cities like Austin, Texas, which have a compact urban core and surrounding sprawl. Researchers at the University of Texas, who ran simulation models based on actual trips in Austin, found that every shared autonomous vehicle on the road could displace nine traditional cars, according to the report. At the same time, each SAV would travel 63,335 miles, about five times the annual mileage of a traditional family car, the report says.

Austin is also home to at least one other mobility company: Car2Go. The car-sharing company, which is housed under Daimler's mobility services subsidiary, connects members with Smart cars. It has more than 1 million registered members in 29 cities around the world. In Austin, there are at least 300 cars in its fleet, according to Car2Go's website.

Automakers are in a race to develop self-driving tech that will turn drivers into passengers. Audi, Daimler's Mercedes-Benz, Ford, and Tesla all are developing autonomous driving features. A number of companies, including Audi, Bosch, Mercedes-Benz, Delphi Automotive, Google, and Nissan have permits through a California Department of Motor Vehicle program to test self-driving cars.

Reprinted from Fortune, July 7 issue.

Visit our Corporate Partners by clicking on their ads!