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July 2016

President's Report

NACE and NACo : A 60 Year Synergistic Relationship!

By **Brian Stacy, PE**
Pierce County, Washington



As I'm working on this article, I find myself thinking a lot about NACE's partnership with the National Association of Counties (NACo). Likely because their Annual Conference in Long Beach is just around the corner, or maybe because Jessica Monahan's departure has left a significant gap as our primary liaison with NACo.

But more realistically, it's because our relationship with NACo is just so critical for our combined success. I thought it might be appropriate to dig a little deeper into the archives to establish a point in time when the two associations had their paths cross.

NACo Was a Driving Force Behind NACE

We all remember celebrating NACE's 60th Anniversary in Tacoma this past April. John B. Benson Jr. of Florida was our first NACE President in 1956. In fact, our first three presidents were from Florida! But what I didn't know is back in those days a man by the name of Bernie Hillenbrand was working hard behind the scenes to convince engineers that they should consider forming an association to become an affiliate of NACo.

Apparently, many engineers back in the 50s believed their contributions to the nation's highway transportation system were largely overlooked; yet, those same engineers observed that through the National Association of Counties, other "County Officer" groups were gaining their rightful recognition and receiving the benefits of the national organization by gaining influence in the process.

What I didn't mention is Mr. Hillenbrand was the current Executive Director of NACo and had devoted considerable time and effort reaching out to many engineers, as well as attending County Engineer group meetings selling the idea. As I understand it, he had also recruited Howard Bussard, of the Automotive Safety Foundation, to push his message that the engineers would benefit from more uniformed standards, influence of an affiliate office, and more cooperation with State and Federal Agencies through a national organization.

Mr. Bussard was a former Minnesota County Engineer, so his message resonated with John Benson, then Covington County Alabama Engineer. After two attempts to establish a national county engineers association, the successful birth of NACE at Salt Lake City occurred on or about July 20, 1956. Mr. Hillenbrand continued to provide advice, encouragement, and even financial help after the formation of NACE, including advocating for NACE members to be included on National Highway related committees.



NACE Given a Seat on NACo's Board of Directors

Shortly after our first NACE conference in New Orleans in April of 1961, NACo instituted a policy to have a representative of each affiliate on the NACo Board of Directors. First Vice President, C. Arthur Elliot, Green County, Iowa, was named to fill that position for NACE. This continued the legacy of Bernie Hillenbrand insisting the engineers be at the table to contribute to decision making for transportation related matters.

President Lyndon Johnson Invites NACE and NACo to The White House

A significant highlight occurred several years later when one afternoon during the 1964 NACo Conference in Washington, DC, President Lyndon B. Johnson hosted a reception and buffet for the delegates on the South Lawn of the White House. He also invited the NACE officers, along with NACo's, inside the White House to mingle with the dignitaries. What a memory that must have provided!

[Read President Johnson's Remarks](#)

Record Number of Seats on the Transportation Steering Committee

So fast forward to 2016, we are well represented on the NACo Board by George Webb (from Florida, hmm) and our relationship is thriving with NACo. It's now as important as ever. We have more of our members on the NACo Transportation Steering Committee than ever before! We were actively involved in reviewing and providing input on the FAST Act, and stand ready to assist in the implementation of that transportation planning and investment milestone.

I can't stress enough the critical importance of our continued relations with NACo and would suggest to our members the ultimate indicator of said success is when our elected body look to us as their primary consultant for all things transportation related. Let's make that happen!

Enjoy your summer!!

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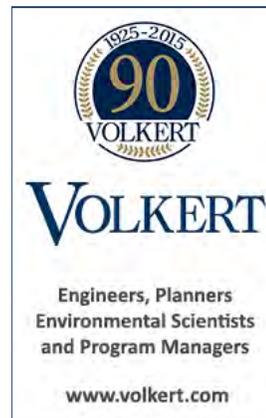


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November 2016

President's Report

What's New at the Whitehouse

By **Brian Stacy, PE**
Pierce County, Washington



I know my patience runs low after long, drawn out political campaigns and I suspect I'm not alone in that. So for me, it's a relief that the process is finally over, so we can start to think about moving forward regardless of what side of the political spectrum we are on.

I'm also aware, after talking with many of my colleagues, there are some folks feeling anxious about what our future holds and how they may be affected directly or indirectly.

I think it's fair to say since both presidential candidates campaigned on platforms that promoted infrastructure, as county transportation officials we have reason to be optimistic. In fact, President-Elect Trump has spoken on many occasions about his desire to invest anywhere from \$.5 - 1 trillion in infrastructure improvements.

Even with a President who's repeatedly referred to our nation's crumbling infrastructure, we have the reality of the Legislative branch. Funding infrastructure improvements will require an act of Congress. Having both the Legislative and Executive branches controlled by the same party should result in an improved platform for cooperation, and hopefully agreement. But we still are faced with the harsh reality of how to pay for it.

Although the odds are long that we'll see an increase in the gas tax, we at NACE will still advocate for that, as we have in the past, hoping to bridge the gap until the nation becomes more willing to embrace a user fee approach of some type (miles driven, etc.).

A glimmer of hope is the stated desire to prioritize tax reform, which could hopefully include the Highway Trust Fund. Other financing discussions include repatriation of overseas funds, an infrastructure bank, private/public partnerships, and infrastructure bonds. These are all healthy discussions, but in the end it will be up to Congress to act.

The most promising element from our NACE perspective is streamlining and environmental reforms. Both the President-Elect and Republican Congress have voiced a desire to reduce "red tape" at the Federal level. NACE has positioned ourselves to support some common-sense-based changes in project delivery that will certainly help our members save time and money in their construction programs.

With a new Administration comes new Administrators. We've been fortunate with both Victor Mendez and Greg Nadeau as FHWA Administrators, as they've supported NACE over the years. We'll now have to build new relationships with the new Administration. Rest assured that we have outstanding relationships with the career managers that will remain and likely advise the incoming Administration.

Change brings uncertainty, but I believe NACE has the pieces in place to embrace the new Administration all while anticipating a successful outcome!

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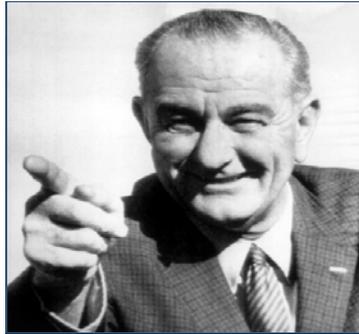
July 2016

President Lyndon Johnson's Remarks to Members of NACE and NACo

August 11, 1964

A highlight in the NACE 60 Year Celebration!

President Lyndon B. Johnson hosted a private reception for the officers of NACE and NACo on the South Lawn of the White House.



Ladies and Gentlemen:

We are honored that you have come here this afternoon. You represent what we in Washington are here to serve, to protect, and to defend. And that is the right of men around the world to govern themselves-at the local level.

Only one week ago, at about this same hour, we were very conscious of that responsibility. At that time we were faced with the challenge of a direct, deliberate, and unprovoked act of aggression. That act was committed by a government which is a relentless and ruthless enemy of local self-government.

That government sends its guerrillas into neighboring free lands with orders to seek out, with orders to kill, local officials and their families like you and your families.

When that challenge was laid down, there was no delay, there was no hesitation, there was no divided counsel here in your White House.

The United States delivered a firm and unmistakable reply and delivered it promptly.

The world understands that the United States' only purpose is peace. But the world also understands that this generation of Americans has only one policy. Our resources are committed, our sacrifices are made, our vigil is maintained so that there shall be no win for aggression in our times.

At this time last week, we could not know what the consequences of our course would be. But as we could be confident that our cause was right, we could also be confident of our might.

Since 1961 we have worked very hard to strengthen the hopes for peace. That is and that must always be the first work of our land. We have also worked to strengthen our preparedness, for only the strong can be brave in the pursuit of peace.

We have increased by \$28 billion our expenditures, our investment in preparedness, in the last 4 fiscal years over what we were spending the year we came in.

I could take some time to tell you how much additional preparedness we bought with these \$30 billion, but I can assure you it is there and I can assure you that the world knows it is there. And because of it, all Americans can know tonight that the United States is the strongest nation in all history. I want you to know, and I want the world to know, that all of our plans and all of our work now going on will keep it that way.

But you know, I think, and I know that our strength is never just the strength of arms alone. And that is why we must work in many ways to make this Nation stronger in every way. We are harvesting the fruits of those labors now.

Our economy has never been more prosperous. For 42 consecutive months there have never been so many Americans at work, 72,400,000 are on the payroll now, and their average weekly pay has never been higher in our history. American business is on its way to the most profitable year that business has ever had in the record of this country.

All of that is good and all of us want to keep it that way. Unemployment is down below 5 percent and we are going to drive it still lower. Purchasing power is up and we are going to send it higher.

Taxes have been cut. Federal spending has been held down. We intend to make every effort to keep the budget below \$100 billion again next year. If prices remain stable, as they have, and prosperity continues as it is, we want to cut some of our excise taxes at least and before too long to cut income taxes once more.

We are making the effort to reduce expenditures. You men and women out there today have made budgets of your own. No one knows better than you the work and the long hours and the care and the thought and the sweat that economizing requires. But it can be done.

We have saved \$1 billion more than anticipated in our Defense expenditures this year as a result of the cost consciousness program of Secretary McNamara. We will, within a few years, be saving more than \$4.6 billion in this area of our budget alone. Our course is steady. Our course is sure--at home and in the world. And if I know anything about the American people, I think I know that they want to hold to this sure and steady course.

We have problems at home. No one is more aware than I am of how many of our problems must be met, must be answered, and must be solved at the local level. But I look, America looks, and even the world looks to you as our local leadership to supply the leadership that these times require.

Your local burdens are many and they are growing. Since 1948, Federal spending has increased 168 percent, but State and local spending has increased 268 percent. Federal debt is up 21 percent. State and local debt is up 365 percent.

Some may want to have Washington impose more burdens upon you by transferring responsibilities to your level of government. For myself, my first interest, my only interest, is to see the 91,000 units of government in the United States working together arm in arm, shoulder to shoulder, for the good of all the people all the time.

I didn't ask you over here this afternoon to frighten you or to threaten you. I did ask you to come, because I want to tell you that I am proud of our country. I am proud of what our country has done. I am proud of what our country is doing. I am proud of what we are capable of doing, if we trust each other, if we work together with each other, and if we love each other, instead of hate each other.

All that I ever want to do, and all that I think you ever want to do, is to preserve in this land, and in all free lands, the right of men and women to govern themselves. Now, how can we do that?

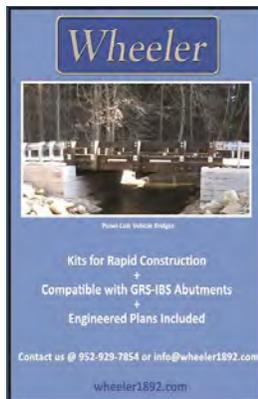
We can do it by serving that cause, by working for unity, and by not prolonging our divisions. We can serve that cause by working for the rights of men in every region of America and by working for the rights of men in every region of the world.

We are happy that you came here. We hope you enjoyed your visit to Washington. We trust that you will have a pleasant journey home. I received some invitations from some of you that I may just accept between now and the first of the year.

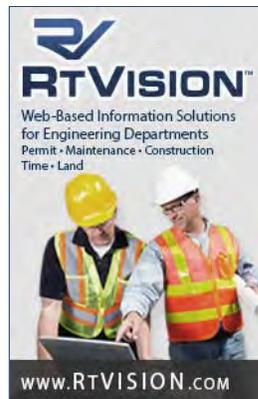
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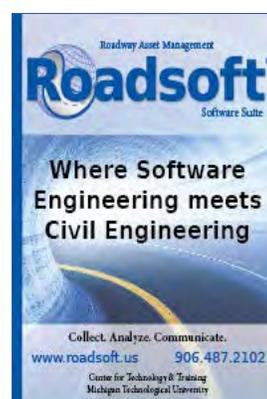
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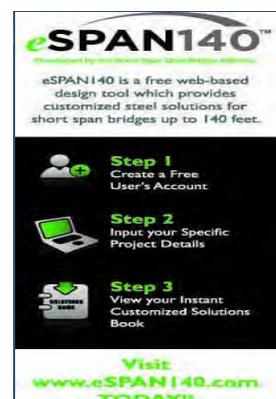
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July 2016



National Center for Rural Road Safety

National Summit on Transportation in Rural America

September 7-9

Marriott Denver Tech Center

Denver, Colorado

We know transportation moves rural America!

Rural communities need safe, viable roads and multi-modal systems to move people from place to place; and to move goods and services to markets, often across long distances. Without reliable and well-maintained transportation networks through rural areas, visitors cannot enjoy iconic travel and recreation opportunities; and businesses cannot ensure coast-to-coast delivery of goods.

Why now?

Increased national emphasis on reducing fatal and injury crashes. A safe, efficient and advanced transportation system is a foundational building block – an essential bridge that enables tourism, technology development, agriculture, commerce and other key elements of prosperous rural communities and a vibrant national economy. If action is going to happen, it is now.

What makes this summit different?

You. This summit is all-inclusive, bringing together key leaders and grassroots stakeholders to articulate key safety and transportation issues that impact quality of life and economic prosperity in rural areas, and to identify collaborative opportunities to advocate for and implement initiatives that advance the deployment of a safe, efficient, seamless, and financially sustainable rural transportation network.

[View the Agenda](#) and registration and lodging information.

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July 2016

EDC-3 Local Public Agency Stakeholder Partnering - The Ohio Experience



Stakeholder Partnering offers local public agencies an opportunity to join with their state and federal colleagues in navigating the complexities of the Federal-Aid program and successfully delivering projects.

This video provides an overview of the Ohio experiences in establishing their program and should be of interest to anyone interested in implementing a similar program in their state.

NACE Is a Strong Proponent of Stakeholder Partnering

Stakeholder partnering is a representative process, and not every local agency needs to be involved. Locals can stay abreast of what is happening through representatives on the committee who feed information back to them.

This is where organizations such as the National Association of County Engineers (NACE) 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 to take advantage of existing communication structures.

Brian Roberts, NACE's Executive Director, said that if states connect with their NACE affiliate, these representatives will in turn reach out to the other counties.

"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 Brian. "That is why it is important to work with national organizations."

NACE 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).

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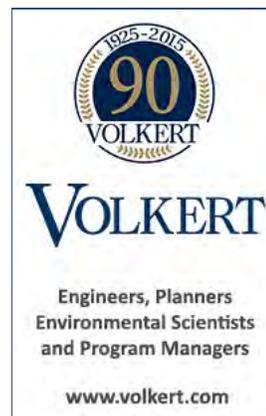


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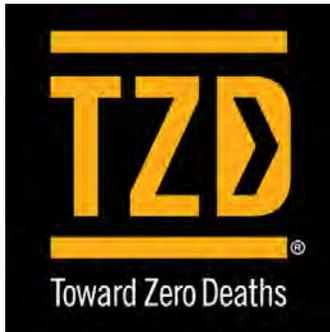
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July 2016

Add Your Efforts to the TZD Resource Manager



As you're aware, NACE is a partner on the Toward Zero Deaths (TZD) Steering Committee.

Every year, traffic crashes claim the lives of more than 32,000 people in the United States. And despite the efforts of thousands of people working nationwide to make our roadways safer, traffic fatalities are still on the rise. That's why we as a nation need a common zero-based goal. That's why we need your help, and we need it now.

Toward Zero Deaths isn't just an ideology, it's a collaborative collection of groups ranging from public health organizations and law enforcement agencies to emergency medical services and occupant protection. These groups, many of which have never worked together, are united under a single goal: Zero. They strive to develop safety culture. We want to get to a place where society sees someone being unsafe as unacceptable.

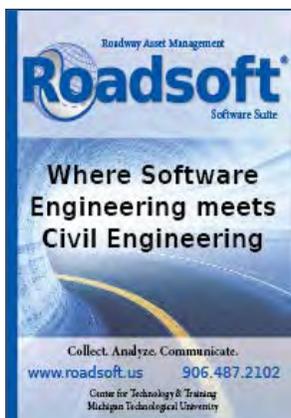
Remember, the sum of all our efforts is Zero.

Resource Manager

We encourage you to access to the TZD Resource Manager. This database will allow you to see what other states are doing to create safer roads, as well as share your own efforts to promote traffic safety. We invite you to create an account and upload any resources that you have seen to be effective. In coming months, with your help, we will share even more great examples of Toward Zero Deaths at work.

Access the [Resource Manager](#)

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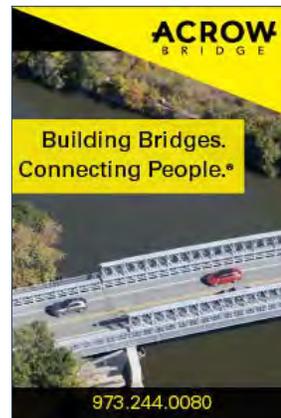
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Local Road Safety: A Focus for County Elected Officials

Prepared by NACo and FHWA



A crash in Dunn County, Wis., claimed one victim. Fatalities on local roads are nearly 3 times the fatality rate of the Interstate Highway System.

Each year a disproportionate number of the nation's fatalities occur on local roads. Working together, county elected officials, professional staff and safety officials can leverage their combined knowledge of safety and community issues to reduce road crashes, injuries and deaths.

Effective collaboration and communication among community and safety stakeholders are necessary in order to achieve ambitious yet achievable safety goals.

While local roads are less traveled than state highways, they have a higher rate of crashes involving fatalities and serious injuries. In 2013, more than 12,000 people were killed on local roads across the U.S. — a fatality rate greater than 1.5 per 100 million vehicle-miles of travel, according to the National Highway Traffic Safety Administration.

This is almost three times the fatality rate of the Interstate Highway System.

Also in 2013, the overall cost of crashes on local roads was well over \$100 billion, accounting for fatalities, decreased quality of life due to injuries and economic costs (medical, insurance and property loss).

[Read the publication.](#)

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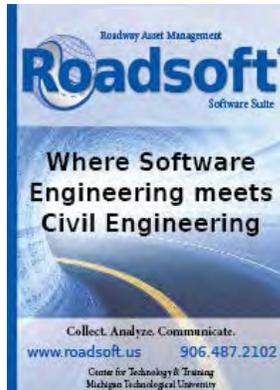


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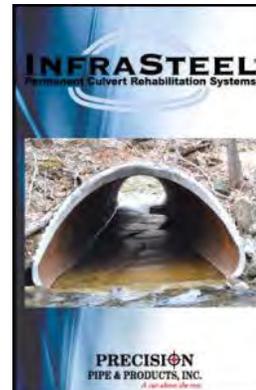
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July 2016

Road and Bridge Investments Have the Biggest Impact on County Economic Development

According to a NACo Survey of County Officials



A survey by NACo of county elected officials revealed that improving infrastructure is a top priority for American counties. Counties invest more than \$122 billion in building and maintaining infrastructure and operating public works annually. Modern, well-maintained infrastructure is essential for creating jobs, sustaining economic growth, and improving the quality of life for residents in every corner of the country.

71% of county officials indicate additional investments in roads and bridges would have the greatest positive impact on county economic development.

72% would prioritize repairing county-owned roads with more funding for surface transportation.

57% said more surface transportation funding would allow them to prioritize the improvement of existing travel routes of county-owned roads, including paving dirt roads that would expand school bus routes.

35% would prioritize replacing county-owned bridges if they had extra money to complete the project.

32% pointed to larger investments in public transit systems as a way to improve county economic development.

20% reported a decrease in the current fiscal year's surface transportation budget compared to the past fiscal year.

Infrastructure Investments Support Strong County Economies

Counties own and maintain 46% of America's roads and 40% of bridges, critical components of the country's surface transportation system. This explains why local governments supported the passage of the Fixing America's Surface Transportation (FAST) Act, which was enacted in 2015. The FAST Act provides 5 years of funding to plan, fund and deliver transformative transportation projects. Implementation of the FAST Act will help counties address gaps in funding for surface transportation projects.

[Read the Full Survey](#)

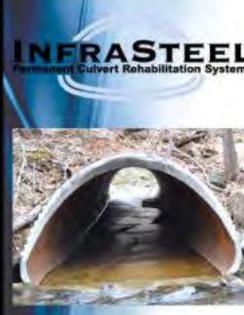
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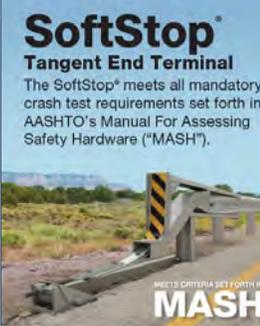
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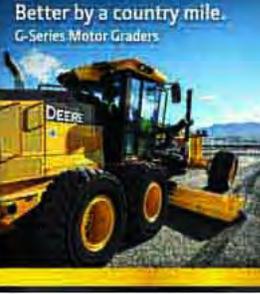
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July 2016

We Need Roads!

By Jason Axelrod, American City and County

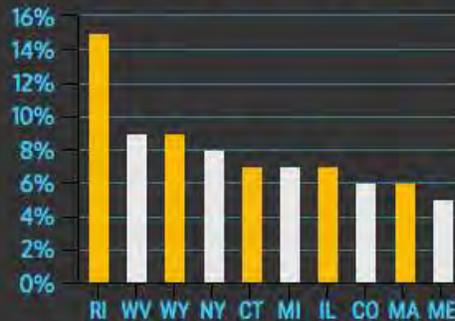
Roads? Where we're going, We need roads.

In 2013, the American Society of Civil Engineers gave the U.S. a grade of D on its roads. A 2016 report by transportation research nonprofit TRIP shows that the backlog of needed improvements on the 47,662-mile U.S. Interstate Highway System is \$189 billion. However, the report also states that U.S. officials only spent 61 percent of what was needed for improvements. Here's how the numbers play out, federally and by state:

\$30 billion needed to improve bridges

These states have the highest percentage of structurally deficient bridges:

The U.S. Interstate system has **56,448 bridges**. Of these, 1,693 or 3 percent are **structurally deficient**, while 10,161 or 18 percent are **functionally obsolete**.

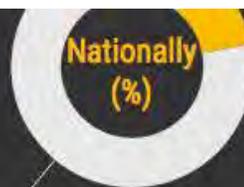
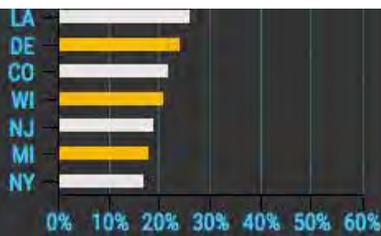


The Federal Highway Administration defines a structurally deficient bridge as one that requires immediate rehabilitation to remain open, can only carry lighter weight vehicles, or are closed. A functionally obsolete bridge is one that doesn't meet current design standards.

\$59 billion needed to improve pavement

These states have the greatest share of Interstate pavement in poor or mediocre condition:





\$100 billion needed to expand & enhance highways

These states have the greatest percentages of their urban interstates that are congested:

43% or 8,020 of the U.S. Interstate system's 18,567 miles are considered congested.

Travel on Interstates is increasing at a rate of more than double the rate that new lane capacity is being added.

Between 2000 and 2014, Interstate vehicle travel increased by 14 percent while Interstate lane miles increased by 6 percent.



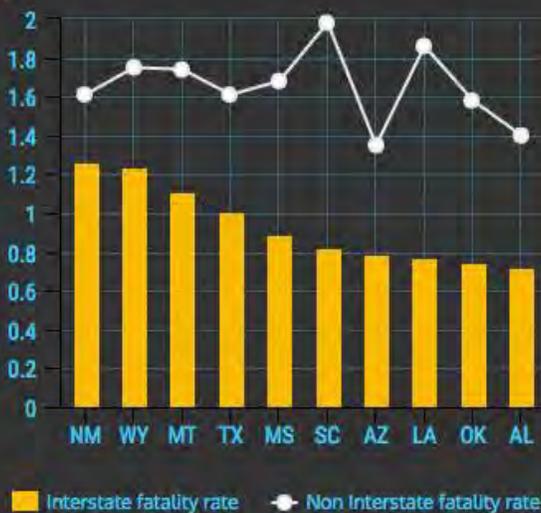
... but not all is doom and gloom ...

These states had the greatest rates of fatalities in 2014 (per 100 million vehicle miles). But ...

The report estimates that the U.S. Interstate Highway System saved

5,359 lives

in 2014, and that only 12% of traffic fatalities occurred on a highway.



Sources:
American Society of Civil Engineers 2013 Report Card for America's Infrastructure
TRIP, "The Interstate Highway System turns 60: Challenges to Its Ability to Continue to Save Lives, Time and Money (2016)

Graphic by Jason Axelrod | American City & County

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July 2016

National Network of Technical Assistance Programs Bolster Local Road Safety Efforts

By Janet Leli

New Jersey Local Technical Assistance Program Director

Rutgers, the State University of New Jersey/Rutgers, the State University of New Jersey



Transportation Builder readers are likely familiar with the Local and Tribal Technical Assistance Program (LTAP/TTAP), a network of 58 centers established by the Federal Highway Administration (FHWA) to help local governments improve management of their transportation systems.

These centers support the local agencies that manage more than 3 million miles of roads and over 300,000 bridges. One of the focus areas of LTAP/TTAP is safety a topic of impact for all of us. In summer 2011, the National Local Technical Assistance Program Association (NLTAPA) Executive Committee formally endorsed the FHWA strategic focus on safety and accepted the Association's role as a leader in local road safety.

In a move to strategically manage LTAP/TTAP Center safety efforts, NLTAPA and FHWA agreed to bring greater alignment in their work to enhance both individual centers and the program as a whole.

NLTAPA is committed to its role as a primary partner in reducing deaths on our nation's local and rural roads, and fully recognizes the challenges that local agencies face in this area.

One of the first actions that FHWA and NLTAPA took was to combine their individual safety groups into a jointly directed effort whose mission is to provide local, rural, and tribal road agencies with the safety training, materials, knowledge and technical assistance needed to reduce fatalities and injuries on their roads.

What this means in day-to day activities is that there is a concerted effort to bring safety resources from both the FHWA Office of Safety and the Resource Center safety team, as well as partners such as ARTBA, American Public Works Association, American Association of State Highway and Transportation Officials, and National Association of County Engineers, into the hands of the LTAP/TTAP Center customers.

The joint program delivers safety tools, technical publications, technical assistance, and training materials to LTAP/TTAP Centers, where they can in turn reach tens of thousands of people every year. Safety training accounts for about 40 percent of all LTAP/TTAP training conducted annually. While the majority of these workshops are work zone and worker safety-oriented, 11 percent is constituted by roadway safety topics.

In 2014, LTAP/TTAP Centers provided more than 1 million participant hours of training to over 175,000 local, rural, and tribal road practitioners through nearly 2,000 workshops. LTAP/TTAP Centers are supporting their local agencies with more than training. Efforts to boost the capacity of local works and engineering departments are occurring through some very innovative activities.

Nearly 20 centers are engaged in road safety audits, and more than half of the centers are conducting site visits to local departments to help identify and solve local safety problems. These are tremendous contributions in many small towns across rural America, where public works and road crew personnel are often minimal. There are some great examples of where LTAP/TTAP Centers have been able to create programs that compliment the capabilities of their local agencies.

Working with their state DOT and FHWA Division, the Connecticut LTAP implemented two "Circuit Rider" outreach programs in the past two years to assist local agencies. Two dedicated personnel, a Roadway Safety Circuit Rider and a Traffic Signal Systems Circuit Rider, allocate a considerable amount of time working in the field with municipalities identifying and addressing roadway safety issues to help cities and towns develop operation and maintenance plans to optimize their traffic safety.

Similar programs exist in other LTAP/TTAP Centers. In 2014, the Washington LTAP Center provided training and technical support to counties to develop local road safety plans. In Washington state, developing a local road safety plan was a requirement for eligibility for County Safety Program (CSP) funds, part of the local share of the federal Highway Safety Improvement Program. Washington LTAP provided summary data for each county in the state to both prioritize crashes by severity and type, and to provide comparisons to other county roads statewide. The Center also conducted workshops to increase understanding about local road safety plan content, and partnered with the FHWA Data and Analysis Technical Assistance Program to provide three training sessions on the Systemic Safety Project Selection Tool.

The Center then provided local technical support and content review to help counties finalize their plans. Ultimately, 31 of 39 counties completed a local road safety plan in 2014, without any additional funds provided, and 30 of those counties received funding from the CSP program. Identifying troublesome locations where safety countermeasures can be implemented is another area where centers have come to assist locals. Not only is access to crash data an issue for many local agencies, but having the means to use that data to conduct solution-oriented analysis is another void centers can help to fill.

About 65% of centers are able to access road safety data for their locals, and more than a third of centers are involved with data analysis and problem prioritization. Some LTAP/TTAP Centers, including Illinois, Kansas, Utah, New Jersey, and Louisiana, are working to solve the challenges of collecting crash data and conducting objective crash analysis on local road networks as a service to their local agency customers. Looking at data for hot spots or locations for implementing systemic safety improvements is critical in the decision making process for local agencies.

Across the country, and certainly within tribal jurisdictions, LTAP/TTAP is looking at ways to spread the safety message. Introducing the Highway Safety Manual and reinforcing the Manual of Uniform Traffic Control Devices are practices occurring in almost every state, providing local agencies with the “how” and “why” to keep roadway users safe. Centers act as a national network to share information, and they are able to coordinate safety messages among their constituents through their role as a trusted resource that understands local agencies.

Thus, it is often the LTAP/TTAP Center that is able to bring together transportation professionals from different disciplines in order to address safety concerns at the local level. If you are interested in learning more about the LTAP and TTAP Center that serves your area, please visit LTAP.org and use the center locator tool.

LTAP Centers operate in all 50 states and Puerto Rico, and seven TTAP Centers serve regional tribal governments, all of which participate in some combination of safety activities.

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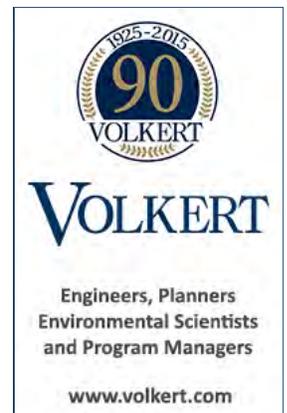
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July 2016

NACo Annual Conference Never Fails to Excite

By George Webb, PE

Palm Beach County, Florida



Greetings from Long Beach, Calif.! Site of the 2016 NACo Annual Conference.

On July 25, we had the excitement of Bryan Desloge from Leon County, Florida, assuming the presidency of NACO. I have a personal relationship with Bryan, having been active in the Florida Association as he moved through the ranks of the state association and then on to the NACO executive committee.

When President Desloge announced his committee appointments, the NACE contingent was pleased that two of our members – Dan Fedderly (Wis.) and Richie Beyer (Elmore County, Ala.) were reappointed as Subcommittee Vice Chairs to the NACo Transportation Steering Committee. Commissioner Peter McLaughlin (Hennepin County, Minn.) remains as the Steering Committee

Chair. He has been a good friend to NACE, involving us, respecting us, and requesting our input on various issues.

At the Business Meeting during the election for the new Second Vice President, Supervisor Greg Cox (San Diego County, Cal.) was elected unanimously when his opponent surprisingly seconded his nomination from the floor and withdrew his own name from consideration. Commissioner Robert Steele (Cook County, Ill.), after a short seconding speech, was recognized by President Sallie Clark for his unselfish, gracious handling of his withdrawal.

More excitement at the Business Meeting occurred with two proposed bylaw changes. First, over the past three years a committee had crafted a new voting structure, which would cap the maximum number of votes per county at 51 (vs. the current 121), thus, reducing and redistributing the available votes. The current process ties available votes to the amount of dues paid.

A motion was made on the floor to postpone action for a year and, after a voice vote was deemed to be inconclusive, a roll call vote was taken. The counties in states with the most total votes—Cal., Fla., and Texas— all voted in favor of the postponement. In the end, the postponement was supported 60% to 40%, even though a large majority of the counties voted nay.

The second issue was a proposed change to require 60% support for the adoption of policy resolutions, instead of the current 50%. A motion, supported by a large majority, was made to indefinitely postpone the issue.

A new item announced was a retirement related initiative—USPERS. It's a collaboration between NACo and Optum using UnitedHealthcare to supply products for those counties that provide retiree benefits, and also to individual retirees not yet eligible for Medicare (pre-65 options). NACo will roll out further information in the coming weeks.

The Board of Directors heard a presentation and recommendation from the NACo staff in support of updating the five year old iCivics Counties Work online gaming software. It will be configured to play on more platforms and will be made somewhat customizable by teachers to reflect some of their local issues.

The software is currently targeted to middle schools, but has also been used in high schools. The cost to update the software is expected to be over \$400,000. Numerous Board members with personal experience gave statements of support, with some having used selected screen shots of the program to elementary school students.

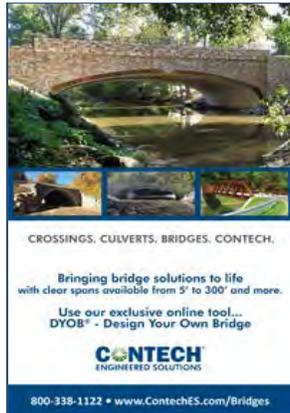
The Executive Committee will be losing two members in November. The West Region representative, Lesley Robinson, is running for Lt. Governor of Montana and will not be an elected county official after November. Similarly, Immediate Past President Sallie Clark is term limited and also will no longer be an elected county official. There will be an election to fill the West Region seat, but, as per the Bylaws, the Immediate Past President seat will be filled by former Immediate Past President Riki Hokama.

All the existing Region Representatives were reelected to serve for another full term (with the exception of Commissioner

Robinson).

The next meeting of the NACo Board will be in early December in Leon County, Florida, home to President Desloge.

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July 2016

Younger Drivers Toolkit for Local Agencies



This **Younger Driver Toolkit for Local Agencies** is intended to provide Minnesota local city and county transportation and traffic safety engineering staff with the information needed to conduct focused presentations to engage local communities to improve safety for Minnesota's highest risk driving population— younger drivers ages 15-29.

Minn. Department of Transportation Local Roads Research Board (LRRB)Minn. Department of Transportation Local Roads Research Board (LRRB). Prepared by SRF Consulting Group, Inc.

[VIEW the Full Toolkit.](#)

The Toolkit is structured to 1) provide a foundation to understand the “why” behind younger driver severe crashes, and 2) provide ideas and resources to help educate and promote community engagement to reduce younger driver-related traffic deaths and injuries.

Understanding Younger Driver Safety Challenges

1. The Importance of Driver Behavior to Improve Road Safety
2. Understanding Younger Drivers' Attitudes and Motivations for High-Risk Driving
3. Minnesota Younger Driver Crash Fact Sheets

Resources to Promote Younger Driver Behavior Change

1. Example Community-Based Safety Strategies to Strengthen Younger Driver Safety
2. Public Service Announcement (PSA) Videos
3. Toward Zero Deaths (TZD) Partnerships
4. Younger Driver PowerPoint Presentation Template

Minnesota's Problem: High-Risk Younger Drivers

Traffic crashes are the leading cause of death for young people. Across the state in 2013, 124 motorists age 29 and younger died in traffic crashes representing 32% of all traffic deaths; 12,262 were injured representing 40% of the all traffic injuries.

Minnesota drivers age 15-29 are over-represented in traffic crashes; these drivers represent 23% of the licensed drivers, yet account for 35% of the crash-involved drivers.

How to Use The Toolkit

When preparing materials for a presentation, consider the following:

1. Identify primary audience, presentation purpose and time available.
2. Contact your Regional TZD Coordinator for local/regional younger driver initiatives or resources to incorporate into presentation. (See section TZD Partnerships.)
3. Review “Understanding Younger Driver Safety Challenges” section of the Toolkit and note research and facts most relevant to audience and purpose.
4. Select appropriate “Younger Driver Fact Sheets” for distribution.
5. Remove/modify “Younger Driver PowerPoint Presentation Template” slides as needed.
 - Incorporate PSA's of interest.- Incorporate PSA's of interest.
 - Select preferred community-based safety strategies. (Consider local/regional TZD initiatives to leverage and build upon.)
6. Incorporate local peer-to-peer testimony of a younger driver severe crash and lessons learned when possible.

7. Consider local TZD partner participation to provide important multi-disciplinary perspectives in addition to traffic safety engineering such as local law enforcement, medical and trauma care providers, teen driver educators and traffic safety advocates.

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July 2016

Time to Do More Ourselves?

By **Brian Keierleber, PE**
Buchanan County, Iowa



The construction season is in full swing and the exciting, yet stressful, times are underway. Most of us went to college dreaming of constructing projects made of concrete, steel, timber, brick, and asphalt. Now it often seems paper is the most common material used for construction. The expression is “we kill a lot of trees to build a road”.

Many of us agree we would like to see that pile of papers reduced. I read a statement several years ago in an Iowa County Magazine, “Government is not designed to be efficient; it is designed to be fair.” That thought often comes to mind when I look at what can sometimes be perceived as absurd rules.

It causes me to stop and think on why that particular rule exists. Many times there is a logical basis for it, but often a concept or law starts with good intentions but ends up creating new problems along the way. Examples of this are increased college loans, low income home mortgages, and healthcare insurance policies. So now we have winners and losers on both sides of the issue.

I recently spoke at Garden City, Kansas, on the topic of constructing bridges with local crews. They had an excellent conference underway but time constraints required me to leave before the end. I always learn from these conferences. I presented what I had learned in Kansas especially on the Economics of Reducing Bridges. One size does not fit all, and what works for me does not work for everyone.

But I do believe we need to be replacing some of our bridges with local forces, because we cannot wait for help from the State or Federal Government to solve our problems. They are too busy to assist us in a more timely fashion.

In visiting with some of the local Superintendents and Engineers, it's obvious that the skills necessary to build bridges with local forces exist, but often there are hurdles placed by others that they cannot overcome. That is why it is critical that we learn from each other. I traveled to Scott County, Iowa, last week to watch an attachment on a hydraulic excavator vibrate HP-10x42 piling into the ground to a bearing of 64 tons.

This is a huge step towards building a bridge without owning a crane, thus allowing counties to construct some of their own bridges. Send the larger or more complicated bridges to contractors, but consider constructing the simpler bridges with local crews. In turn, the crews can develop a sense of pride and accomplishment that carries over to their routine maintenance activities.

The lesson is we can and should learn from each other. This and the Voice in DC are what I see as the essential duties of NACE. Someone needs to advocate for the real, local issues that the public faces every day.

The bottom line is Be Safe Out There and **Have a Great Construction Season!**

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July 2016

FASTLANE Grants Awarded

US Transportation Secretary Anthony Foxx provided its list of Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards to Chairman Bill Shuster of the House Committee on Transportation and Infrastructure, in accordance with the FAST Act.

USDOT conducted a thorough and fully documented review process to choose projects that will have significant regional and national impacts by reducing congestion, expanding capacity, using innovative technology, improving safety, or moving freight more efficiently.

212 applications were reviewed requesting a total of \$9.8 billion, more than 10 times the available amount. Due to funding limitations, USDOT was only able to fund a small percentage of the excellent, eligible applications.

"This program is an important achievement of the FAST Act, and the response illustrates how critical freight and highway investments are to improving the movement of goods and reducing congestion. We commend USDOT for promptly formulating a list for congressional review and look forward to advancing projects that improve our nation's highway system," said Chairman Shuster.

FASTLANE grants will address many of the challenges outlined in the USDOT report Beyond Traffic, including increased congestion on the nation's highways and the need for a strong multimodal transportation system to support the expected growth in freight movement both by ton and value. It is also in line with the Department's draft National Freight Strategic Plan released in October 2015, which looks at challenges and identifies strategies to address impediments to the efficient flow of goods throughout the nation.

[List of Grants Awarded](#)

[More About FASTLANE Grants](#)

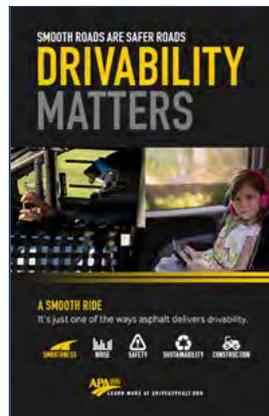
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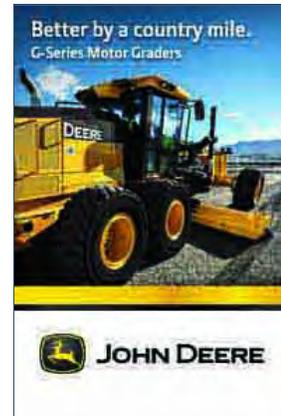


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July 2016

Can Urban Highways Solve Problems Instead of Causing Them?

A vision of transportation infrastructure that adds to a city instead of filling it with noise and pollution.

By Adele Peters

Los Angeles is known for its freeways, and that's not a good thing. But while some cities are starting to tear sections of highway down—reconnecting neighborhoods and rebuilding pedestrian culture—that tends to happen in places where the roads are underused. In L.A., where freeways aren't likely to disappear anytime soon, one team of architects thinks that a redesign could change how highways serve the city.

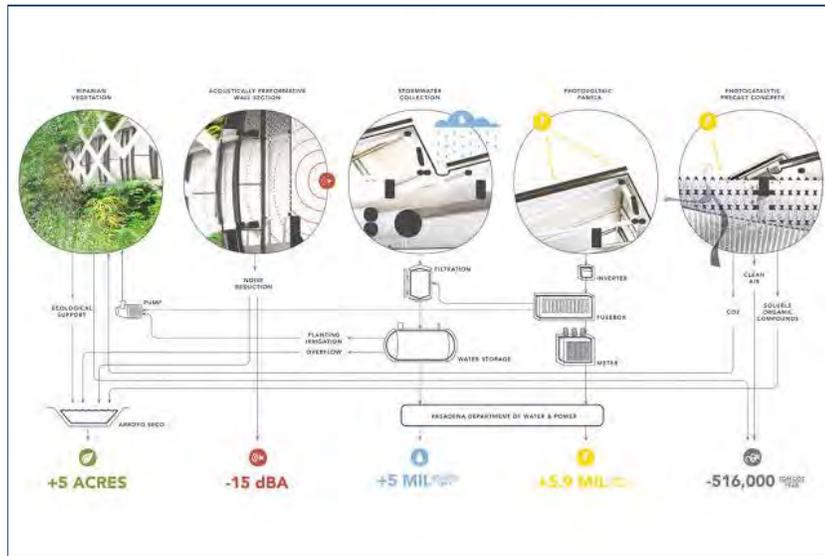
"Infrastructure in the city has acted as a type of monoculture," says Michael Maltzan, design principal at Michael Maltzan Architecture. "It's really just done one thing: It was intended to get cars from one place to the other as quickly as possible."

In a new proposal, the architects show how freeways could be redesigned to help solve multiple problems at once.



A rendering shows the design on a bridge on the 134 freeway in Pasadena. By wrapping the bridge in a tunnel, acoustically insulated walls could help cut traffic noise by 65%. A perforated ceiling could send exhaust into titanium dioxide-coated "lungs" that capture carbon emissions. On top, solar panels could collect enough sunlight to power 600 homes. Rainwater collectors could capture hundreds of thousands of gallons of water—even in a drought—and some of that could be used to water plants on the side. The savings from the electricity could be reinvested in local schools.

"I think those types of mutually beneficial relationships are both a real opportunity in cities, but also increasingly a real necessity as the city becomes denser and denser," says Maltzan. "The effect of all of these different development infrastructures, energy and sustainability issues, political and social issues, will potentially run into each other."



Maltzan, who lives near the bridge modeled in the design, initially started thinking about ways to solve the problem of constant noise from traffic. At the same time, he was thinking about spaces in the city where large fields of solar panels could be installed. "Then I started to think, how do each of these separate components begin to work not in some separate way but in some concerted way?" he says.

The architects worked with the engineering firm Arup to model how much benefit the new design could provide. Each of the numbers they came up with—for example, the new bridge would capture more than half a million tons of carbon dioxide every year, and 750,000 gallons of rainwater—are conservative, and the benefits would likely be even bigger.

In other parts of L.A., designers are considering other approaches. In downtown, part of the 101 freeway may eventually be capped with a park:

Adding a "cap" to cover a highway is expensive—another proposal, that would cover the 101 in Hollywood, has been estimated to cost as much as \$1 billion. But the new design from Maltzan may be able to pay for itself, at least in part, over time, as the solar panels generate electricity.

The architects are meeting with everyone involved—from local officials to the state transportation agency—to try to move the project forward. They also want to show how the same ideas could be used to solve problems in other places. "These technologies, I believe, are absolutely expandable to a number of different configurations," says Maltzan.

Reprinted from FastCoExist, July 22 issue.

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July 2016

Download the Presentations from the Saving Lives through Local Road Safety Plans Webinar

NACo hosted, on June 30, a webinar on Local Road Safety Plans (LRSPs) and county benefits associated with them.

The presenters were:

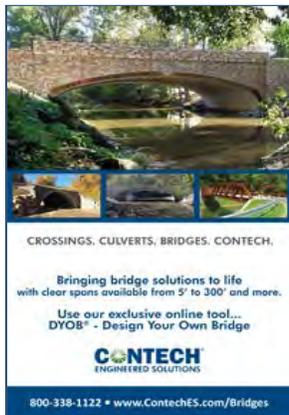
- Rosemarie Anderson, Local and Rural Roads Manager, FHWA Office of Safety
- Rick West, Public Works Director, Otter Tail County, Minnesota
- Matthew Enders, Local Programs Technical Services Manager, Washington State DOT

LRSPs have many positive impacts on local road safety through collaboration with safety stakeholders, building awareness and correlation with the State Strategic Highway Safety Plans (SHSP).

LRSPs are designed to build on the foundation established by the SHSP. They can also provide the basis for systemic implementation of safety measures across the entire jurisdiction. This presentation provided an overview of LRSP with a focus on (1) the "why" of developing Local Road Safety Plans; (2) the benefits realized and (3) different approaches to the development and implementation of the plans.

[Download the Presentations.](#)

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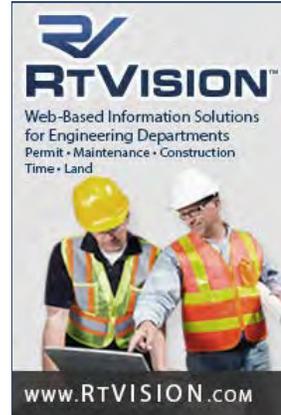
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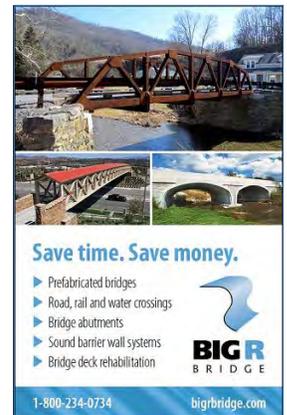
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July 2016

TRB Webinar: Design and Preservation of Low Volume Roads

September 6 ~ 2:00 PM - 3:30 PM EDT



Featuring selected papers from TRB's 11th International Low Volume Road Conference, which was held in July 2015.

Presentations include pavement design, holding strategies for deteriorated low volume roads, and new approaches for upgrading gravel roads.

Outline

- Simple empirical guide to pavement design of low-volume roads in Indiana
- Development of holding strategies for deteriorated low volume roads
- New approaches for upgrading gravel roads to a low-volume sealed standard based on the use of dynamic cone penetrometer (DCP)
- Question and answer session

Presenters

John Haddock, Purdue University
Chris Williams, InTrans, Iowa State University
Michael Pinard, African Community Access Program

Moderator

David Jones, University of California, Davis

Learning Objectives

Use simple empirical methods to assist in the design of low volume roads
Understand methods that are less invasive than reconstruction but go beyond pavement maintenance

Registration Information

There is no fee for employees of TRB Sponsors or TRB Sustaining Affiliates who register using their work email address. The following are also eligible to receive complimentary webinar registration:

TRB and National Academies employees
Chairs of TRB standing committees, sections, or groups
Members of the media
Employees of tribal governments
Members of Congress or their staff

Other sites must pay \$55 per site.

After registering you will receive a confirmation email containing information about joining the webinar.

Professional Development Hours

A certificate for 1.5 Professional Development Hours (PDHs) will be provided to Professional Engineers (PEs) who register and attend the webinar as an individual. For groups, only the person that registers and attends the session will receive a PDH certificate.

Please check with your licensing board to ensure that TRB webinar PDHs are approved by your board.

Registration Questions

Contact Reggie Gillum at RGillum@nas.edu.

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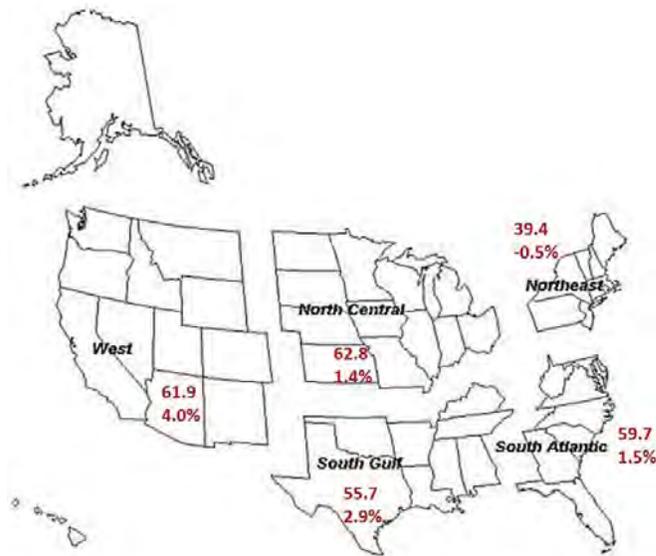
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July 2016

Traffic Volume on the Rise

Americans have driven 5.5 billion more miles May 2016 than in May 2015, a 2% increase, according to the Federal Highway Administration data. Cumulative travel for 2016 increased by 3.3%, or 41.8 billion vehicle miles, compared to 2015.

Four regions showed an increase—West 4%, North Central 1.4%, South Gulf 2.9%, and South Atlantic 1.5%—with only the Northeast region showing a decrease, -0.5%.



View the full monthly [Traffic Volume Trends](#) report.

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July 2016

Free Training Invitation

Development of Safer Roads Investment Plans using usRAP's ViDA Software

1 1/2 Day Training Session for Local Highway Agency Staff



July 27- 28
Salt Lake City Public Library
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To enroll, contact Bruce Hamilton at brucehamilton@roadwaysafety.org.

Learn About

Application of this effective network-level safety planning tool
The new ViDA software that updates and replaces the previous usRAP Tools software
Cost-effective safety improvement programs for any roadway network, big or small

Course Presenters Include

Doug Harwood, MRIGlobal, Kansas City, Missouri
Reginald Souleyrette, University of Kentucky, Lexington, Kentucky
Zachary Hans, Iowa State University, Ames, Iowa

The Roadway Safety Foundation, in cooperation with the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT), will be hosting a FREE, introducing the latest developments in US Road Assessment Program (usRAP) and the new ViDA software for preparing safer roads investment plans for road and street networks.

The usRAP ViDA software provides an innovative and cost-effective tool for safety investment planning that can be applied to any road network. Unlike traditional safety analysis tools that require extensive multiyear crash data, usRAP uses roadway feature data and crash prediction models to generate safety investment plans to guide project programming and investment priorities. usRAP has been recognized in the FHWA Every Day Counts (EDC3) program as a useful data-driven approach to identify potential projects for the Highway Safety Improvement Program (HSIP).

The ViDA software uniquely serves as the only available tool for identifying potential infrastructure improvements to reduce crashes, based on roadway features and traffic volumes, without the need for extensive multi-year crash data. ViDA analyzes both rural and urban road improvement needs by applying crash prediction models. The output of a ViDA analysis is a safer roads investment plan that identifies specific locations for safety improvements and specific countermeasures for application at those locations. The countermeasures considered for improvement projects include roadway, intersection, roadside, pedestrian, and bicycle facilities.

usRAP safer roads investment plans have been developed for the road networks of 3 state DOTs, 23 counties, and 2 other highway agencies. The ViDA software is an updated version of the previous usRAP Tools software. The training will be useful both to potential new users and as an update to anyone familiar with the previous usRAP Tools software. The ViDA software is a web-based application and is available for use at no charge by highway agencies and their consultants.

As part of the training course, Utah Department of Transportation staff will speak on their experience in applying the ViDA software to develop safer roads investment plans for their state highway network.

Travel expenses are the responsibility of the participants or their agencies. Hotel rooms at government rates within walking distance of the training venue will be available. The training venue is in downtown Salt Lake City and is accessible by TRAX light rail from the airport.

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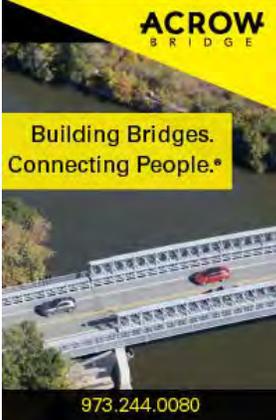


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July 2016

Mobile County, Alabama, Seeks County Engineer / Public Works Director

Deadline for Applications - August 10 at 11:59 PM



Salary Range: \$120,189 - \$192,140

Hire Rate: \$120,189 - \$150,100 (depending on qualifications)*

*In accordance with Personnel Board Rule 5.2 (A), at the discretion of the Appointing Authority, an applicant may be appointed up to the mid-range of the pay plan for professional and technical classifications.

Description

The County Engineer/Public Works Director performs administrative and professional engineering work in planning and directing activities of the County Engineering and Public Works Department for Mobile County, Alabama.

Minimum Qualification Requirements

Attainment of a minimum of a bachelor's degree from a recognized college or university in civil engineering, preferably a master's degree, and a minimum of five years responsible engineering experience in the management of a governmental public works department at the level of an Assistant County Engineer; or a combination of education and experience equivalent to these requirements.

Special Requirement

Registration as a Professional Engineer by the State Board of Licensure for Professional Engineers and Land Surveyors in the State of Alabama. Applicants licensed as a Professional Engineer by another state will be required to obtain Alabama Professional Engineer licensure soon after appointment.

About Mobile County Public Works Department

www.mobilecountypublicworks.net

Employees: The Mobile County Public Works Department includes approximately 450 employees within the following 15 departments:

- Engineering: 53
- Building Maintenance: 57
- Garage (Automotive Maintenance): 13
- Inspection Services: 16
- Electronics: 11
- Environmental Services: 11
- Road & Bridge Camp 1: 53
- Road & Bridge Camp 2: 60
- Road & Bridge Camp 3: 52
- Traffic: 32
- Construction: 33
- Equipment Services (Heavy Equipment Maintenance): 24
- Chickasabogue Park: 14

West Mobile County Park: 8

River Delta Marina: 9

Building permits issued annually: 6,500

Roads maintained: 1,404 miles (1,116 miles paved / 288 miles graded)

Bridges: 161 NBI (National Bridge Inventory)

Facilities maintained: Government Plaza (a 581,000 sq ft. facility which houses City of Mobile and Mobile County governments and serves Municipal, District and Circuit Court systems to include the District Attorney), 100 public buildings, 3 high security detention facilities, 4 parks, 10 public safety radio communication tower sites, one 1 airport (Jeremiah Denton Airport), 3 closed landfills.

Annual Budget Information for Mobile County Public Works

Operations & Maintenance: \$41 million

Federal Funds: \$5 million

Capital Improvement: \$16 Million

Pay-As-You-Go (Special Highway Fund): \$23 Million

Grants:

Coastal Impact Assistance Program (CIAP): \$3 Million

Gulf of Mexico Energy Security Act Program (GOMESA): \$6 Million

National Fish and Wildlife Foundation (BP Oil Spill): \$4 Million

Restore Act (BP Oil Spill): \$5 Million

Alabama Department of Environmental Management (ADEM): \$100,000

Mobile Bay National Estuary Program (NEP): \$50,000

About Mobile County, Alabama

Mobile County is located in southwest Alabama and has an approximate population of 415,000. With an annual average temperature of 67°, Mobile is home to various industries with significant economic and global impact, and we are in close proximity to Gulf Coast beaches. For more information about Mobile County, the City of Mobile, and the surrounding area, visit www.mobilecountyal.gov, www.mobile.org and www.mobilechamber.com.

How to Apply

Applications are accepted through the [Mobile County Personnel Board](#) utilizing an online application process.

Benefits

Include 10 days annual vacation with accumulation to 35 days (the number of days earned increases based on years in the Merit System, with a maximum of 25 days per year for 25 or more years of service), 10 days paid annual sick leave with no limit on accumulation, retirement through Retirement Systems of Alabama, 14 holidays per year (may vary by year), medical/dental insurance, life insurance, employee credit union, opportunities for continuing education and self development through formalized academic programs and internal training programs. nclude 10 days annual vacation with accumulation to 35 days (the number of days earned increases based on years in the Merit System, with a maximum of 25 days per year for 25 or more years of service), 10 days paid annual sick leave with no limit on accumulation, retirement through Retirement Systems of Alabama, 14 holidays per year (may vary by year), medical/dental insurance, life insurance, employee credit union, opportunities for continuing education and self development through formalized academic programs and internal training programs.

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July 2016

Webinar - Connected Vehicles and Rural Road Weather Management

July 28 ~ 1:00 PM – 2:00 PM EDT



T3 Webinars are sponsored by the US Department of Transportation ITS Professional Capacity Building (PCB) Program, which is part of the ITS Joint Program Office.

Each year, rural roadways experience a greater number of fatal crashes than urban roadways. Road Weather Information Systems (RWIS) have been adopted by rural transportation agencies with the purpose of providing travelers better information about the impact of current weather conditions on the roadway; however, RWIS can only provide data for a specific location, and localized weather conditions require continuous high resolution road weather condition reporting.

In response to the need for a more reliable system, connected vehicle (CV) technology introduced the concept of using vehicles to communicate current roadway conditions. This presentation will introduce new advances in the field of rural road weather management as well as provide insight into the research conducted at the University of Wyoming to implement a Connected Vehicle Road Weather Condition System.

Learning Objectives

Understand the foundations of rural road weather management.

Gain a perspective on the future use of CV data for road weather management.

Gain insight into the University of Wyoming's experience in graduate ITS education and research and Gonzaga University's experience starting a transportation undergraduate program to support modern needs of the transportation profession.

Host : Dr. Rhonda Young, Associate Professor, Civil Engineering, Gonzaga University; Adjunct Professor, Civil and Architectural Engineering, University of Wyoming

Presenter : Britton Hammit, Graduate Research Assistant at the University of Wyoming and the Vienna Technical University of Applied Science

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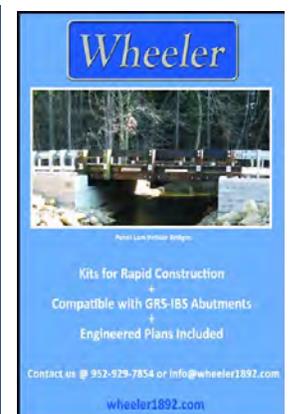


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