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August 2016

President's Report

Advancing the Future Vision for NACE

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



We're finally seeing some 90 degree weather here in Western Washington, yet I suspect to many of you that would be a nice break! As some of you know the east side of our state (the other side of the Cascades) gets much hotter than the Puget Sound region and are currently battling wild fires if you've been watching the news.

Speaking of warm I just got back from a wonderful conference in Alabama. I was fortunate to be invited to the Association of County Engineers of Alabama's (ACEA) Annual Membership Meeting, which runs in conjunction with the Association of County Commissions of Alabama (ACCA). The meeting was held at the Perdido Beach Resort in Orange Beach, Alabama.

Several things stood out for me at this event. First ACEA has been, and continues to be, a very strong organization with great leadership. Secondly, ACEA has made a concerted effort to align themselves with their parent organization, ACCA. This is evident in the confidence they have in ACCA Executive Director Sonny Brasfield and the partnership they've developed to effectively tackle Transportation related issues in their state legislature.

By having the engineers tightly linked with their elected, they can present a strong unified front when approaching their legislators on key funding measures. I would suggest this model would provide dividends to many of our states.



L-R : Chris Champion, Henry County, Ala.; Josh Harvill, Chambers County, Ala.; NACE President Brian Stacy, Pierce County, Wash.; NACo President Bryan Desloge, Leon County, Fla.; NACE Past President Richie Beyer, Elmore County, Ala.

My NACE update in Alabama revolved around our strategic planning efforts and the current status of this initiative. As you recall, our strategic planning kickoff was preceded with a membership survey, SWOT Analysis (strengths, weaknesses, opportunities, threats), and finally some strategic goals and action items.

Some of the objectives being bantered about in the Executive Committee (EC) are along these lines:

Advance county engineering and management by providing a forum for exchange of ideas and information aimed at improving service to the public.

Influence national legislation affecting county transportation departments.

Improve relations and the spirit of cooperation among county engineers and related agencies.

The outcome of this planning effort also identified 6 strategic focus areas as follows:

- Financial Stability / Sustainability
- Professional Development and Growth
- Influence and Advocacy
- Membership
- Affiliates and Partnerships

Communication and Engagement

The EC is currently engaged in identifying a goal for each area. And once identified, we can then develop a strategy and an action plan to help achieve our goals. With the intermittent nature of our face-to-face opportunities on the EC, this work takes time but I'm optimistic the deliverables will be worth the wait!

I hope to share more on our Strategic Planning efforts in the near future. But in the meantime, stay cool and enjoy the rest of your summer.

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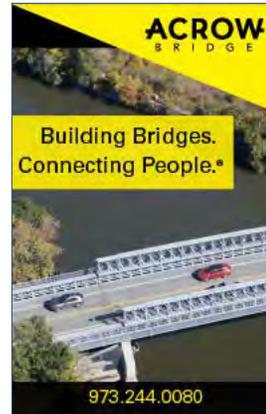


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- Transportation Funding at the Ballot Box
- CDR Maguire Providing ABC Solutions
- LEAP Program for Federal Aid Funds
- House Committee Critical of WOTUS Rule
- 1000 Year Flood in Louisiana
- Call for NACE Officers
- Award Nominees Due Jan 20
- NACo Analysis of Elections
- TSP2 Partnership Meetings
- Safety Certification Program Announced
- Complete the Bridge Scour Survey
- Low Volume Roads Webinar
- President Elect Trump Prioritizes Transportation
- Improve an Unsignalized Intersection

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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August 2016



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NACE Active on NACo Transportation Steering Committee

NACE members participated in the NACo Transportation Steering Committee meeting held July 22 during the NACo Annual Conference in Long Beach, Calif.

A Few Activities of NACE's Involvement

We're pleased to announce that Richie Beyer (County Engineer, Elmore County, Ala.) and Daniel Fedderly (Executive Director, Wisconsin County Highway Association) have been nominated as Vice Chairs on the Highway/Highway Safety Subcommittee. This provides NACE a seat at the table on many important issues. Congratulations to both! Additionally, we have a record number of NACE members sitting on the Steering Committee.

NACE President Brian Stacy (County Engineer, Pierce County, Wash.) provided the full committee an update on our activities in Washington, D.C., and across the country.

Brian Keierleber (County Engineer, Buchanan County, Iowa) and Brian Roberts, NACE Executive Director, conducted a workshop on T2D entitled, Local Road Safety: Reducing Fatalities and Serious Injuries on County Roads.

[View the Safety Presentation.](#)

Transportation Committee Update

By Deborah Cox, NACo Legislative Director.

On July 22, the Transportation Steering Committee held a Consolidated Subcommittees Meeting, where members heard presentations on a number of topics related to the subcommittees' portfolios. It was followed by the Committee's Business Meeting, where we heard from additional speakers and voted on proposed Transportation policy for the coming year. This was the first time that Transportation used this meeting format, so we would love to hear any feedback you may have

[View the Meeting Agenda.](#)

Joint Subcommittee Meeting Speakers

Mr. Brian Stacy, President, National Association of County Engineers (NACE)—Update on NACE's activities in Washington, D.C., and across the country.

Mr. James Garland, Team Leader, Transportation Planning Capacity Building, Federal Highway Administration Office of Planning, U.S. Department of Transportation—Update on federal transportation planning, including updates on FAST Act implementation and numerous collaborative initiatives to improve transportation planning.

Mr. Jared Esselman, Director of State Government Affairs, Aircraft Owners and Pilots Association (AOPA)—How counties can best utilize their airports as economic engines for development and learned about some best practices and ideas from across the country. How zoning ordinances and related statutes can promote a stable and growing relationship between airports and neighboring communities.

Jordan Ferguson, Associate, Best Best and Krieger—The role counties can play in integrating unmanned aircraft into the national airspace and how they can partner with state and federal agencies to support operators' ability to fly in safe and secure environments, as well as some of the statutory and regulatory challenges facing counties as they seek to integrate drone technology into their own communities.

Fran Inman, Senior Vice President, Majestic Realty Co. and Co-Chair of the California Transportation Commission—How counties can work to improve our transportation infrastructure, allowing for efficient freight movement and strengthening local economies through trade.

Business Meeting Speakers

Dr. Emilia Istrate, NACo Research Director—Results of a newly released poll of county officials on 2016 priorities, with a focus on housing, economic and workforce development and pathways out of poverty. County elected officials' opinions on the impact

federal and state policies have on counties.

John Horsley, Consultant, Horsley and Associates; Doug Hill, Executive Director, County Commissioners Association of Pennsylvania; Eric Johnson, Executive Director, Washington State Association of Counties—National Association of Counties' work with five state associations, their state DOTs, and the Federal Highway Administration to engage in county bridge bundling pilot projects to cut costs and speed bridge replacement.

Dr. Allison Yoh, Director of Transportation Planning, Port of Long Beach—Port of Long Beach's operations, specifically its efforts to improve freight movement and port efficiency, as well as its innovative Green Port Policy aimed at reducing the port's environmental impact.

Randy Iwasaki, Executive Director, Contra Costa Transportation Authority—CCTA's push to create a new concept called "City 5.0," which involves overlaying an autonomous vehicle transportation system over a connected city to redefine the way residents move around their cities. How connected and autonomous vehicles will transform the transportation landscape, and the opportunities and challenges this new frontier in innovation presents to the industry.

Roderick Diaz, Director, Planning and Development, Metrolink—Los Angeles' Metrolink system about its proposed plans for passenger rail and how counties can work to strengthen passenger and commuter rail in their communities.

[View the Presentations.](#)

Platform Changes and Resolutions

[Platform Changes and Resolutions Passed.](#)

Resolutions are valid until NACo's 2017 Annual Conference.

The list below includes brief descriptions of the two platform revisions and eight resolutions that were passed by the Transportation Steering Committee. All were adopted by the NACo membership by voice vote on July 25:

1) Proposed Platform Change to Support Equitable Funding and Expenditures of the Highway Trust Fund (Passed, unanimous)

Added a paragraph under "A. Highway Trust Fund:" NACo supports the long-term solvency of the Highway Trust Fund by considering revenue sources that will better capture all users of the nation's highways and account for all vehicles. Congress should also consider reducing allowable administrative costs in order to direct more funding toward highway improvement.

2) Proposed Platform Change to Include Veterans Language in the Transportation Platform (Passed, unanimous) Proposed Platform Change to Include Veterans Language in the Transportation Platform (Passed, unanimous)

Added language under "C. Funding for Rural Public Transportation:" NACo requests funding be maintained or increased for the Highly Rural Transportation Grants (HRTG) program through the U.S. Department of Veterans Affairs.

3) Resolution for Air Ambulances to be Regulated under the Airline Deregulation Act (ADA) (Passed, unanimous) Resolution for Air Ambulances to be Regulated under the Airline Deregulation Act (ADA) (Passed, unanimous)

NACo supports policies to remove air ambulances from the definition of "Air Carrier" in ADA or other policy to protect consumers from price-gouging and/or balance billing conducted by some air ambulance providers. NACo encourages Congress to cause a thorough and complete study of Air Ambulance operations to be conducted.

4) Resolution to Establish and Clarify NACo's Legislative Priorities for FAA Reauthorization (Passed, unanimous) Resolution to Establish and Clarify NACo's Legislative Priorities for FAA Reauthorization (Passed, unanimous)

As Congress considers legislation to reauthorize the FAA, NACo calls for provisions that would: modernize the Passenger Facility Charge (PFC) program; reauthorize the Airport Improvement Program (AIP) at the current funding levels and eliminate program entitlements to large hub airports; reauthorize the Federal Contract Tower; and recognize that local general sales tax measures are not the same as aviation fuel excise taxes and should be used as determined by state and local statute.

5) Resolution on Indian School Bus Route Maintenance (Passed, unanimous) Resolution on Indian School Bus Route Maintenance (Passed, unanimous)

NACo urges Congress include language in Department of Interior (DOI) Appropriation bills directing the BIA to comply with DOI regulations for enforcement of NEPA, (43 CFR Part 46.210), BIA Guidebook (59 IAM 3-H), and DOI's Departmental Manual (516 DM 10.5), to adhere to all three NEPA compliance components: Categorical Exclusion, Environmental Assessment and Environmental Impact Statement.

6) Resolution on the Establishment of a 'Toward Zero Deaths' Grant Program (Passed, unanimous) Resolution on the Establishment of a 'Toward Zero Deaths' Grant Program (Passed, unanimous)

NACo supports the establishment of a federal Toward Zero Deaths (TZD) grant program that will provide funding to local governments and non-profit organizations for the purpose of implementing proven safety practices and programs.

7) Resolution on Elevating the Role of Local Governments in the Development of State Strategic Highway Safety Plans (Passed,

unanimous)Resolution on Elevating the Role of Local Governments in the Development of State Strategic Highway Safety Plans (Passed, unanimous)

NACo urges Congress to make safety on county roads a priority by requiring that state departments of transportation, at a minimum, cooperate with local government officials (including county transportation officials) in the development of State Strategic Highway Safety Plans (SHSPs) and by directing proportionate Highway Safety Improvement Program funding to areas of safety concern regardless of roadway ownership.

8) Resolution to Support Innovative, Connected, Automated Technology for Transit Solutions (Passed, unanimous)

NACo urges modifying U.S. Department of Transportation (USDOT), Federal Transit Administration, or Federal Highway Administration policy in all appropriate innovative, advanced, connected, cost-effective technology grant guidelines to allow Automated Transit Networks as eligible for capital funding and to encourage states, local governments, or Metropolitan Planning Organizations to consider innovative, connected, automated technology in planning for transportation solutions.

9) Resolution Requesting Modifications to Rules for Challenges to Federal Aid Highway Construction (Passed, unanimous)Resolution Requesting Modifications to Rules for Challenges to Federal Aid Highway Construction (Passed, unanimous)

NACo urges proposed legislation to modify the relevant laws and regulations that will prohibit the ability to make legal challenges to federal aid highway projects, delaying them from moving forward, after the jurisdictional entity proposing the project has received a “record of decision” in relation to the project and all required project submittals have been made and accepted to receive the “Record of Decision.”

10) Resolution Stressing the Important Role of Counties in Establishing and Implementing Laws and Regulations for Unmanned Aircraft Systems (UAS) (Passed, unanimous)Resolution Stressing the Important Role of Counties in Establishing and Implementing Laws and Regulations for Unmanned Aircraft Systems (UAS) (Passed, unanimous)

NACo calls on Congress and the president to consult and work closely with county officials and other local stakeholders as they consider new legislation and regulations addressing the emerging UAS/drone industry and to permit appropriate local regulations in any new legislation or regulation. We further urge the FAA to allocate additional seats on the Drone Advisory Council to counties.

Transportation Committee Chair and Vice Chair Appointments

NACo President Bryan Desloge announced his 2016-2017 transportation leadership appointments.

Transportation Steering Committee

Chair: Peter McLaughlin, Commissioner, Hennepin County, Minn.

Vice Chair: Cindy Bobbitt, Commissioner, Grant County, Okla.

Vice Chair: Edward Emmett, County Judge, Harris County, Texas

Vice Chair: Scott Haggerty, Supervisor, Alameda County, Calif.

Vice Chair: Gordon Cruickshank, Commissioner, Valley County, Idaho

Highway/Highway Safety Subcommittee

Chair: Randy Maluchnik, Commissioner, Carver County, Minn.

Vice Chair: Gary Fickes, Commissioner, Tarrant County, Texas

Vice Chair: Richie Beyer, County Engineer, Elmore County, Ala.

Vice Chair: Daniel Fedderly, Executive Director, Wisconsin County Highway Association

Transit/Rail Subcommittee

Chair: William Altimus, Parish Administrator, Bossier Parish, La.

Vice Chair: Steve Klika, Commissioner, Johnson County, Kan.

Vice Chair: Fred Payne, Council Member, Greenville County, S.C.

Vice Chair: James Healy, Board Member, DuPage County, Ill.

Airports Subcommittee

Chair: Vance Stuehrenberg, Commissioner, Blue Earth County, Minn.

Vice Chair: Bill Holen, Commissioner, Arapahoe County, Colo.

Vice Chair: Donald Moran, Board Member, Will County, Ill.

Vice Chair: Robert Boyd, Commissioner, Riley County, Kan.

Ports Subcommittee

Chair: Joan Murphy, Commissioner, Cook County, Ill.

Vice Chair: Sharon Middleton, Council Member, Baltimore City, Md.

Vice Chair: Jack Mariano, Commissioner, Pasco County, Fla.

Vice Chair: Patrick Ferrell, Commissioner, Chatham County, Ga.

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August 2016



Chris Bauserman, PE, PS
Delaware County, Ohio

2015 Urban County Engineer of the Year



Todd Kinney, PE
Clinton County, Iowa

2015 Rural County Engineer of the Year



Andrew Witter, PE
Anoka County, Minnesota

2015 Program/Project Manager of the Year

NACE Annual Award Nominations Due January 20

Does your state have an exceptional County Engineer who ...

- Leads by example?
- Rolls up his shirt sleeves?
- Actively sources new technologies?
- Does more with less?
- Influences laws or guidelines?

Or a Project/Program Manager in the forefront who works below the county engineer or head manager?

These NACE awards recognize a meritorious achievement which helps create a new vision for a transportation system.

The deadline to submit nominees to the Awards committee is January 20, 2017. The awards are presented during the Annual Banquet in Cincinnati.

NACE extends our thanks to Richard Spraggins, PE, Awards Chair!

View the [Awards Site](#) for guidelines and nomination forms.

Click on our Corporate Members to visit them!

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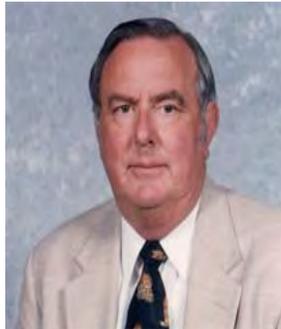
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NACE Remembers Past President Floyd Lawrence



Former NACE President James Floyd Lawrence passed away at age 79 on August 21. He was a former County Engineer for Colbert County, Ala., and was retired in Muscle Shoals.

Floyd served as President of NACE in 1997, and was a member since 1979. He served as the NACE Southeast Regional Vice President and as the Alabama State Director for 3 years. He was past Vice Chairman of the Scottsboro Industrial Development Board, past president of the Prattville Jaycees, past president of the Autauga County Fair Association, and Past State Vice President of the Alabama Jaycees. Floyd was also a Mason and Shriner. Floyd was a native of Chilton County and a member of Highland Park Baptist Church.

He was preceded in death by his son, Kenneth Scott Lawrence; brothers, Henry Lawrence, Houston Lawrence, and Fred Lawrence, and sisters, Avoleen Durden and Mary Davis.

Survivors include his wife, Charlotte Ann Lawrence; son, James Michael Lawrence; daughter, Sherry Denise Lawrence Sasser; sister, Christine Curlee; grandchildren, Christopher Ryan Sasser, Melissa Renee Sasser, Amanda Lynn Hines, Stephanie Paige Lawrence, Candace Brooke Lawrence; and a great-grandchild, Lincoln James Hines.

Pallbearers were Carl Lawrence, Mike Lawrence, Christopher Sasser, Brad Lindsey, Frank Packard, Lloyd Baker, "Red" Lester Cunningham, Gene Lawrence, Mike Melton and Tom Nubar.

Floyd's funeral was held August 24 and he was laid to rest on August 25 in the Greenwood Cemetery in Montgomery, Ala.

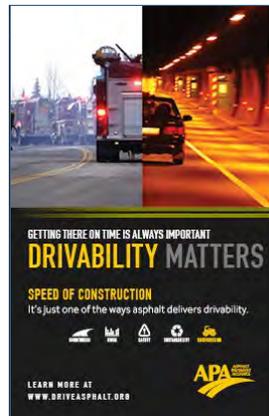
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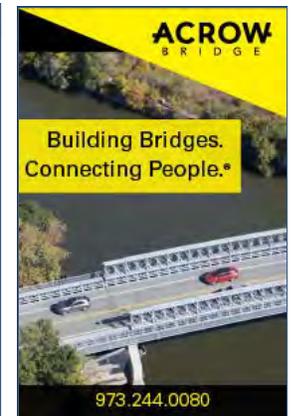
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NACo 2016 Fall Advocacy Toolkit

Between now and the end of the year, federal lawmakers will be back in their home districts and states more days than they are in Washington, DC. These district or state work periods, particularly the one occurring in August, provide county officials with a unique opportunity to visit with members of Congress and showcase your county.

To assist you in making the most of this opportunity, NACo has prepared a toolkit that provides updated information on some of the most pressing federal legislative and regulatory issues facing the nation's counties. It also contains helpful tips for communicating with members of Congress and the media. If you do not already have plans to meet with your senators and representative(s) while they are home, we encourage you to reach out to their offices and request meetings.

[Download the Toolkit](#)

Protect Tax-Exempt Status of Municipal Bonds

Muni Bonds by the Numbers

Through the use of tax-exempt municipal bonds, state and local governments invested 2.5 times more in infrastructure than the federal government.

75% of all national infrastructure projects are completed using bond financing. Counties, localities, states and state/local authorities invested \$3.2 trillion in infrastructure using municipal bonds from 2003-2012.

If municipal bonds were fully taxable during the 2003-2012 period, financing the 21 largest types of infrastructure projects would have cost state and local governments an additional \$495 billion of interest expense. If the 28% cap were in effect, the additional cost to state and local governments would have been approximately \$173.4 billion.

Background

Since the Great Recession, deficit reduction efforts have led states to cut aid to local governments while Congress has reduced federal funding for programs that support counties. As federal policymakers call for a comprehensive rewrite of the federal tax code, changes to the tax exemption for municipal bond interest could be considered which would jeopardize a low-cost, market-driven means of financing to support county needs.

Over the last several years, a number of measures to eliminate or limit the benefit of the tax exemption for municipal bond interest have been proposed, starting with the 2010 National Commission on Fiscal Responsibility and Reform Recommendations, which would have eliminated the exemption. The last five presidential budget requests called for capping the exemption at 28%.

Withdraw Waters of the US (WOTUS)

Under the final rule, the following types of ditches are subject to federal permitting under the Clean Water Act (CWA):

Roadside and other ditches that have flow year-round (perennial flow);

Roadside and other ditches with intermittent flow (not continuous, irregular) that are a relocated tributary, or are excavated in a tributary, or drain wetlands;

Ditches, regardless of flow, that are excavated in or relocate a tributary.

Talking Points

Even non-federal waters are protected by state and local regulations — sometimes even more strictly than federal rules. As co-regulators under provisions of the Clean Water Act, counties are not just another stakeholder in this discussion.

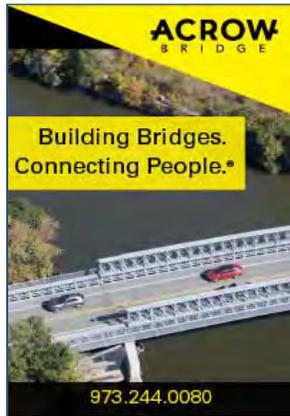


While the final rule attempts to exempt certain ditches, many county owned ditches may still fall under federal authority.

The final rule newly defines the term "tributary," and in doing so states that "a tributary can be a natural, man-altered or man-made water and includes waters such as rivers, streams, canals and ditches.

If you have any questions, please contact Deborah Cox, NACo Legislative Director, at 202.942.4286 or dcox@naco.org.

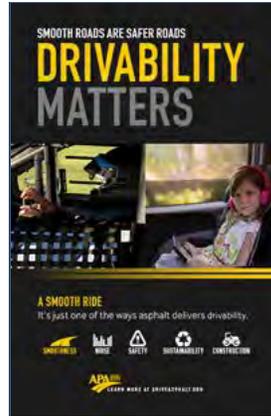
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August 2016

Transportation Funding Crisis in California Brings a Coalition Together

By Julie Bueren

Contra Costa County, Calif.



As County Engineers, we are all painfully aware of how difficult our jobs have become with the lack of sufficient resources. This is not a new issue, so we are now good at “doing more with less,” but at some point that just doesn’t work anymore. In California, our roads are in crisis due to additional losses in gas tax revenue. California has 4 of 5 cities with the worst road conditions in the nation. The statewide average Pavement Condition Index has deteriorated to 66.

There is an estimated shortfall of \$78 billion in deferred maintenance over the next 10 years on the local street and road network and a \$59 billion backlog on the state highway system. Our crumbling roads cost motorists \$762 a year per driver for vehicle maintenance. 55% of our local bridges require rehabilitation or replacement. Without additional funding, one quarter of local streets and roads will be in a failed condition in just 8 years. The gas tax is the single largest funding source for cities and

counties, yet this is projected to decline statewide and nationally.

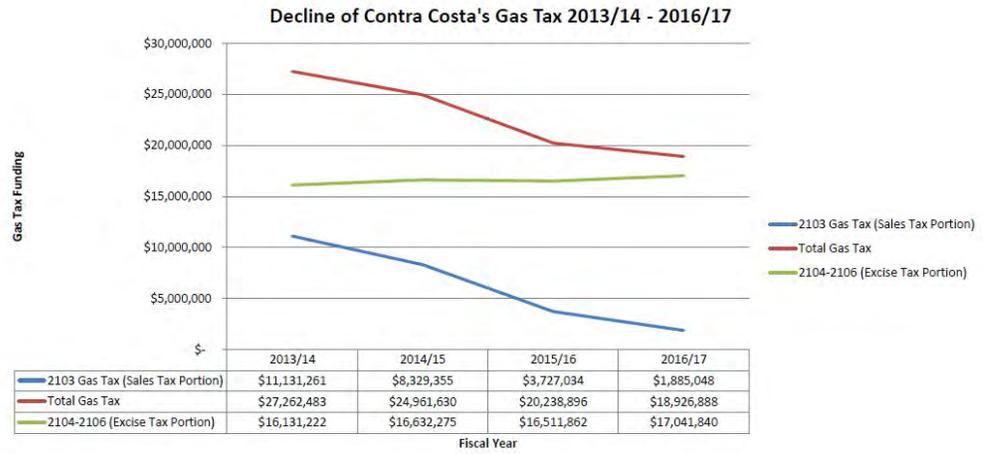
Our gas tax has 2 parts: Gas Excise Tax (volume based) and Price-Based Excise Tax (price based). The volume-based gas tax has not been raised since 1993. The Construction Cost Index has increased 71% from 1993. And while there are more vehicles on the road, the gas tax generated has remained relatively flat due to the improvement in fuel efficiency in vehicles and more electric vehicles on the road.

Electric vehicles are essentially using the road network for free. Although great for the environment, this trend has had a major impact on agencies responsible for properly maintaining and improving the transportation network. The effect of inflation and fuel efficiency has reduced the purchasing power of the 18 cent gas tax in 1993 to 9 cents today.

The gas excise tax is based on the amount of gas purchased not the price of gas. Price-Based part of the gas tax is dependent on the price of gas. So with the drop in gas prices, we’ve experienced a 77% decline over 3 years.

This problem is affecting the state system as well as our local road networks and critical projects are being cut or delayed because of funding. Earlier this year, the California Transportation Commission (CTC) adopted a five-year state transportation funding plan that cuts \$754 million and delays another \$755 million in highway, rail, transit, bicycle and pedestrian project spending.

In my own Contra Costa County, our road fund balance is hovering at zero after this summer’s construction and pavement preservation projects. We are making difficult decisions to delay or cut future projects and risk losing state and federal grant funds because we may not have the local match. This graph paints the picture.



The County Engineers Association of California (CEAC) just met in Sacramento for a two day policy conference and in every county across the state the story is similar.

I guess the one good thing about a crisis is that it brings people. In California there is a very active coalition of industry, labor, business and governmental associations and organizations that has been engaged for the past year in an effort to address the serious deterioration of our state and local roads and mass transit systems. The Fix Our Roads Coalition is urging our Governor and Legislature to agree on a plan that would more efficiently use existing transportation dollars and provide new revenue to fix years of neglect.

The California State Association of Counties (CSAC) has been a major part of this effort along with the California League of Cities in making sure the local needs are considered. We've held press conferences and road shows across the state highlighting the issues to the public, as well as a Public Works Day at the Capitol to reach out to our Legislators to explain the specific impacts.

We also held a large rally at the Capitol in May that garnered a lot of attention. The coalition has also been using social media, including a weekly tweeting campaign called TranspoTuesday with #TranspoTues and #FixCARoads to coordinate consistent messages from the coalition membership.



Julie Bueren @jbuereen 5/18/16
 Public Works Day @ the Capitol.
 Thanks ASM @JayObernolte for
 supporting trans funding!
[#fixCARoads](#)



Here are some examples of how the coalition is getting the message out through twitter.

CA Alliance for Jobs @CaAlliance4Jobs · May 10
The numbers are clear. It's time to come together and get the job done!
#TranspoTues #FixCaRoads #CALeg



CA Assoc of Counties @C... 8/2/16

It's easier to find #potholes than #Pokemons in California.
#FixCaRoads #PokemonGo
#TranspoTues #Transportation



← ↻ 4 ❤️ 2 ✉️

Picture from the rally and news conference CSAC and the Fix Our Roads Coalition held on the steps of the State Capitol on May 19th to announce a new "Roadmap to Consensus" on transportation reforms and funding and to urge the Legislature to act to move the issue forward.

Pothole Politics: We Rally at the State Capitol



CSAC President and Amador County Supervisor Richard Forster at the podium. He is flanked by Second Vice President Leticia Perez and Executive Director Matt Cate

Two videos tell compelling stories on why adequate funding for our local streets and road is critical. [Video 1](#) was done by one of my Deputy Directors Steve Kowalewski.

[Video 2](#) really drives home why this is a safety issue.

The efforts of the Fix Our Roads Coalition have definitely raised the awareness among policy makers. The tough part is getting agreement on a solution that can be implemented. Some want to focus on revenue solutions and some on reform and streamlining solutions. The reality is we need both.

And while it's too soon to celebrate and take that victory lap, we did hear some good news this week. We have a joint bill from our State Senate and Assembly that includes a comprehensive revenue proposal as well as streamlining and reform measures. Here is a summary of the major components:

New Annual Funding

State -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.

Locals -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.

Regions -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program.

Transit -- \$516 million annually for transit capital projects and operations.

Freight -- \$900 million annually for goods movement.

Active Transportation -- \$80 million annually, with up to \$150 million possible, for bicycle and pedestrian projects.

Reforms and Accountability

Restores the independence of the California Transportation Commission (CTC).

Creates the Office of Transportation Inspector General to oversee all state spending on transportation.

Increases CTC oversight and approval of the State Highway Operations and Protection program.

Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

Permanently extends existing CEQA exemption for improvements in the existing roadway.

Permanently extends existing federal NEPA delegation for Caltrans.

Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

The heavy lifting will now begin to get that bill passed.

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Featured Streamlining Practices Are Still Yielding Benefits: 5, 10, and 15 Years Later

For the past 15 years, the Federal Highway Administration's (FHWA) Office of Project Delivery and Environmental Review has highlighted environmental streamlining practices from around the country in this monthly newsletter, *Successes in Stewardship*.

With the publication of this issue, 181 newsletters have documented the successes of Federal, State, Tribal, and local partners in protecting water quality, wetlands, wildlife, historical sites, cultural areas, and parks while accelerating the completion of transportation projects nationwide. Each article covered a process, agreement, resource, or partnership that was improved or innovative at the time. Every topic highlighted in the newsletter was selected in part because it provided a path toward long-lasting positive effects on environmental review processes in transportation decisionmaking.

15 Years Later: Michigan DOT Maintains Efficient Permitting Process with Partners

Over 30 years have passed since MDOT first signed a Memorandum of Understanding (MOU) with MDEQ in 1985 to prioritize, support, and expedite wetlands permitting on transportation projects across the State. 15 years ago, the newsletter highlighted the importance of MDOT's relationships with MDEQ, as well as the FHWA Michigan Division Office, the County Road Association (CRA) of Michigan, and the Michigan Municipal League (MML). Together, these agencies implemented a customized Section 404 permitting program that meets the specific needs of Michigan projects through approaches that may not be available under a strictly Federal permitting process. Michigan and New Jersey are the only States that have wetlands permitting authority instead of the Federal government.



When the MOU was established, MDOT funded 11 full time MDEQ-managed positions dedicated to providing transportation wetlands permitting actions at the State and local level. Having permitting staff at MDEQ who were dedicated to evaluating transportation projects and mitigating their impacts allowed MDOT designers to consult MDEQ staff on every project before and during permitting. Today, MDOT still funds 10 of these full-time positions, and the average permit takes 54 days to process. That is six days faster than the required timeline in the MOU. MDOT's success with funding MDEQ positions has led the agency to explore funding positions with other partners. MDOT now also funds a full-time position at the U.S. Fish and Wildlife Service.

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In 1994 the original MOU was expanded to reflect the results of a 1992 pilot project that expanded the MOU coverage statewide, improved financial accountability, and responded to changes in environmental regulations. Since then, MDOT, MDEQ, CRA, MML, and representatives from various cities in Michigan review and sometimes update the MOU annually. They also meet quarterly to discuss issues and report on activities from the previous quarter. The 1994 MOU also includes a formal conflict resolution process for resolving issues among the signatory agencies, but the partners have never had to use it. Close and frequent communication has allowed the partners to always resolve their differences, and a permit has never been denied in the 31 years since the original MOU was signed.

10 Years Later: South Carolina DOT Strengthens Historic Preservation Programming

In June 2005, SCDOT was faced with a dilemma. The Broad River Bridge along South Carolina Highway 72—the only river crossing along the highway for 30 miles—was deemed functionally deficient, and a new bridge needed to be constructed nearby.

In the process of selecting a new site, archeological investigations conducted as part of the environmental documentation process uncovered the Fish Dam Ford Battlefield, the site of an important American victory over the British in the Revolutionary War. The proposed bridge would destroy the historic site and excavating the entire site would be costly and time consuming.

Working with the South Carolina SHPO and the South Carolina FHWA Division Office, SCDOT decided to purchase 143 acres instead of the originally proposed 30 acres, so the entire site would be permanently protected and enough space would be available to construct the new bridge. The South Carolina Department of Natural Resources (DNR) agreed to manage the land through its Heritage Preservation Program and the U.S. Forest Service agreed to monitor activity on the site. Throughout the process, six agencies worked together to address a project at the intersection of historic preservation and transportation.

SCDOT has been expanding the relationships it established with partners during the Broad River Bridge mitigation project since it was featured in the newsletter in 2006.



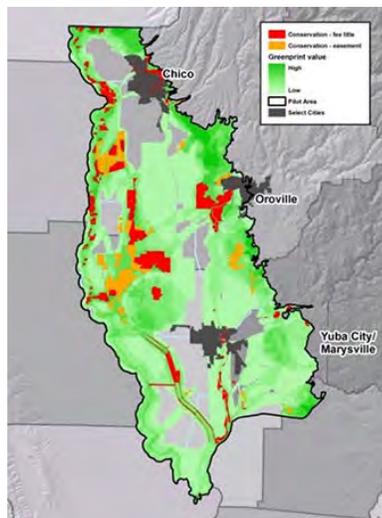
Using its partnerships, SCDOT now conducts more innovative mitigation than is required, for example, by the National Historic Preservation Act. In the past, SCDOT would document historic resources that were being converted to new uses or taken down by taking pictures and filing a report.

With SHPO's help, SCDOT is producing maps, brochures, and kiosks as part of historic driving tours that memorialize and promote public access to past historic landmarks. Building on its successes working with SHPO and DNR, SCDOT conducted outreach to new partners, which now include the South Carolina Department of Parks, Recreation, and Tourism and the National Parks Service. Thanks to groundwork laid during the Broad River Bridge mitigation project, SCDOT and its partners are providing more public access to historic transportation stories and sites. For example, in 2013 SHPO and SCDOT published *Rural Commerce in Context: South Carolina's Country Stores: 1850-1950*, a survey of country stores in selected counties and background on the origins and functions of country stores. SHPO also maintains a Facebook page dedicated to sharing information about historic country stores.

5 Years Later: Caltrans and Partners "RAMP" Up Advance Mitigation Projects

Successful regional mitigation planning requires early and frequent coordination among regulatory and transportation agencies. Doing so is a challenge for many transportation agencies because transportation needs are often addressed on a project-by-project basis. This means any mitigation that is planned for a project is often piecemeal from a regional perspective and misses opportunities to create habitat connections and expand existing conservation areas.

In 2008, Caltrans and the California DWR established the Regional Advance Mitigation Planning (RAMP) Workgroup to develop a more comprehensive approach to mitigating unavoidable biological resource impacts caused by State infrastructure projects. RAMP was established to bring together State and Federal agencies to identify strategies or anticipated mitigation needs and to create a framework to improve mitigation planning. Caltrans, DWR, and their partners developed the RAMP Statewide Framework and initiated a pilot project on a 1,500-square-mile area in central Sacramento Valley to test the framework. The framework does the following: (1) describes a process for identifying and establishing regional assessment areas; (2) identifies the steps for implementing RAMP at the regional level; and (3) presents recommendations for creating a statewide management and funding structure for RAMP.



At the time the RAMP MOU was signed, DWR had money available through water bonds to fund joint planning, but Caltrans did not have available funds. To find and leverage funds for RAMP, Caltrans developed the Statewide Advance Mitigation Initiative (SAMI), a planning effort that has helped Caltrans secure funding for advance mitigation through the State Highway Operation and Protection Program (SHOPP). The SHOPP is a biannual capital improvements funding program that is managed by the California Transportation Commission. The SHOPP allocated \$5 million annually for advance mitigation in 2013 and 2014, and in 2016 that was increased to \$20 million annually.

Three advance mitigation projects included in the 2016 SHOPP have been approved and have moved into programming as of June 2016. The 2018 SHOPP is in development, and it includes seven mitigation projects, one of which builds on efforts from the original RAMP pilot study in Sacramento.

RAMP and SAMI have enabled Caltrans and its partners to integrate transportation and conservation planning to benefit both transportation project delivery and conservation outcomes, which was the ultimate goal of the RAMP partnership.

Caltrans is also looking at its long range transportation plan for ways to consider wildlife and environmental impacts in the long term. Beyond securing funding for and beginning implementation of advance mitigation planning and projects, Caltrans has changed its culture. The agency is now proactively coordinating inside the agency and with outside partners. Federal and State partners are considering environmental concerns much earlier in the project planning process and are identifying opportunities to coordinate and capitalize on joint efforts to benefit both project delivery and conserving California's natural resources.

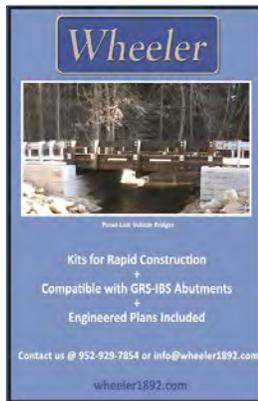
Structured Partnerships Are the Key to Long-Term Successes in Stewardship

15 years and 181 issues have shown that there are many ways for transportation agencies to successfully accelerate projects while considering and improving environmental outcomes. In the cases of MDOT, SCDOT, and Caltrans, all three agencies were successful because they identified partner organizations and formed strong working relationships with them. MDOT has been working closely on Section 404 permitting with MDEQ for more than 30 years; SCDOT and SHPO have built on their relationship over the past 10 years since the Broad River Bridge mitigation project commenced in 2005; and Caltrans and DWR are approaching 10 years of partnership on advance mitigation planning.

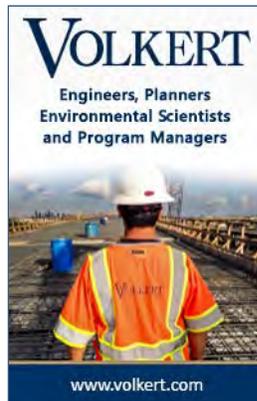
Formal collaborations, such as those established by MOUs, keep stakeholders accountable to each other and motivate them to fund and facilitate joint work. Regardless of the type of relationship, the partners involved, or the duration, the biggest takeaway for these agencies has been to open the lines of communications within and across agencies.

Reprinted from FHWA Success in Stewardship newsletter, August 2016.

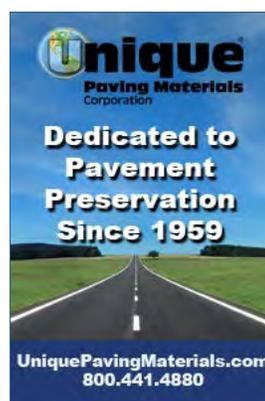
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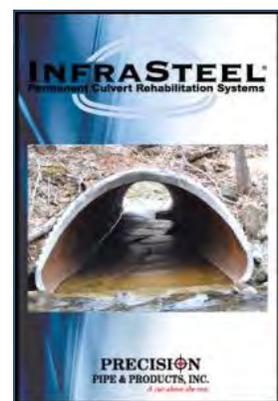
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National Center for Rural Road Safety

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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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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Improving Local Resilience through Community Planning

NACo Webinar Powerpoints Available for Download

[Download Presentations](#)

[Download Guide](#)

NACo's interactive webinar discussed the US Commerce Department's National Institute of Standards and Technology's (NIST) Community Resilience Planning Guide for Buildings and Infrastructure Systems.

Counties can benefit from the practical six-step process laid out in the Guide. Speakers provided background on the Guide, described its approach, and offered insights based upon early use.

Natural, technological, and human-caused hazards take a high toll on communities, but the costs in lives, livelihoods and quality of life can be reduced by better managing disaster risks.

Using the Guide, counties can strengthen resilience and improve their ability to continue or restore vital services in a more timely way and to build back better after damaging events.

Moderator

Mat Heyman, CEO, Impresa Management Solutions, Potomac, Md.

Speakers

Steve Cauffman, Lead for Disaster, Resilience Materials and Structural Systems Division, NIST, Washington, D.C.

Joel Max, Emergency Management Coordinator, Office of Emergency Management, Larimer County, Col.

Contact Jenna Moran at NACo 202-942-4224 jmoran@naco.org

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August 2016

New Federal Safety Oversight Arriving For Local Transit Systems

By Kevan Stone

NACo Associate Legislative Director, Transportation and Infrastructure

Rule starting Sept. 12 allows FTA to withhold up to 25% noncomplying transit agency funding.



The Federal Transit Administration (FTA) finalized a rule outlining new powers to write and enforce national safety standards for local transit systems, a first step toward the agency's adopting a national safety program, with power to direct and withhold funding to local agencies. This could directly affect counties with transportation authorities.

The rule, authorized under the 2012 surface transportation law, MAP-21, goes into effect Sept. 12. It will allow the agency to withhold up to 25% of a local transit agency's funding under the Urbanized Area Formula, if it finds the local agency has developed a pattern of noncompliance. The Formula is the mechanism used to deliver most federal funding to local authorities.

The final rule establishes a new national public transportation safety program that would define best practices, minimum performance levels and state of good repair. Under the rule, the FTA would mandate local agencies to spend federal funds for safety projects before using it for anything else. The FTA could also issue non-binding advisories recommending corrective action to situations where safety is in question.

The rule would also require transit agencies take a Safety Management Systems (SMS) approach, a transit organizational philosophy that promotes a top-down structure and encourages a proactive maintenance work schedule that prioritizes safety issues over any other system expenditures. SMS builds on existing transit safety practices by using data to proactively identify, avoid and mitigate risks to safety.

NACo maintains its support for full funding of the Urbanized Area Formula and will continue to monitor FTA's further regulatory actions pertaining to federal transportation authorizations. NACo will continue to urge the administration to formulate regulations that will allow for maximum flexibility as counties are tasked with complying with new federal standards.

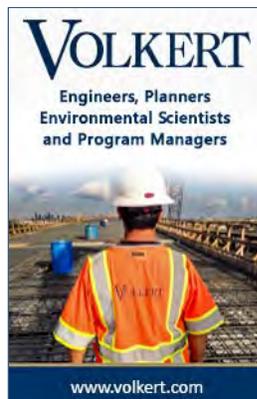
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Federal Aid Essentials Podcast Available

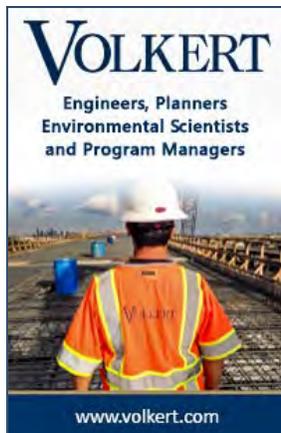


The Federal Aid Essentials, a central online library of informational videos and resources designed specifically for local public agencies, is discussed by Rob Elliott, Construction and Project Management Technical Service Team Manager, FHWA Resource Center.

Each video addresses a single topic, condensing the complex regulations and requirements of the Federal-Aid Highway Program into easy-to-understand concepts and illustrated examples.

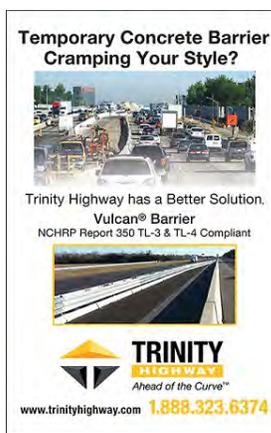
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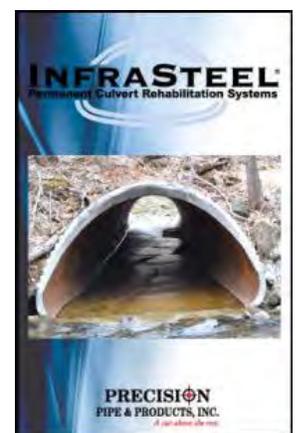


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Soil Stabilization and Your Highways

By Geoffrey Scott, PE, Technical Assistance Engineer

Stabilization: 'to make stable, steadfast, or firm

If your road is too soft in the spring, too dusty in the summer, and too rough year round, the problem may be the base, and stabilization might be the solution. Let's take a closer look at what stabilization is and how it can work for you.

What is soil stabilization?

The Industrial Resources Council (IRC) defines soil stabilization as the "process of changing soil properties to improve strength and durability." Methods include compaction, dewatering, and adding new clean aggregate to the base. Stabilizers can be used to treat the upper few inches of soil, as in dust suppression, or to treat the base to help the existing in-place material support traffic.

The US Forest Service has classified soil treatment processes into several categories with two being commonly used in New York State:

- Chemical or Bituminous Improves the compaction of soils, acts as a binder and/or water repellent, and makes soil stronger. Chemical stabilization is often used in dust control, and erosion control.
- Mechanical Involves the mixing of soils and other materials to improve compaction and drainage by changing the engineering properties of the existing soil.

In this article, we will focus on the chemical / bituminous options.

Chemical Stabilizers

Chemical stabilizers are identified as traditional and non-traditional (see table below for examples). In order to get the best results, several factors should be considered including, soil type, the goal of the stabilization, the necessary strength and durability required, cost, and environmental conditions.

Additionally, it is important to determine soil classification for the correct application. This can be determined by conducting grain size distribution (sieve analysis), and Atterberg limits tests (plasticity). The grain size distribution separates the material by particle size to measure the amount of fines in a given soil sample.

The Atterberg limits test measures the water content and plasticity of fines component of a soil. For more information on the necessary testing and the stabilizer selection process, refer to "Testing the soil" in the Forest Service publication Stabilization Selection Guide for Aggregate and Native-Surfaced Low Volume Roads, Appendix D and B respectively (see references at the end of the article for a link).

Traditional Stabilizers

Traditional stabilizers have been around and used for many years. They have been studied and tested to determine the effectiveness of each process. Many have been used for over 50 years and have proven track records as stabilizers.

Cement

Cement is commonly used to stabilize a sub-grade or base. The addition of cement to the soil increases soil strength, decreases compressibility, reduces the potential for swell, and makes it more durable. Cement can be used in most situations, except in soils with high organic contents. It is readily used with fine grained and/or sandy soils.

Adding the proper amount of cement is critical and dependent upon soil characteristics; excess cement can cause the subgrade/base material to become brittle, resulting in cracking and other distresses. In general, cement stabilization creates a

hard, bound, impermeable layer on which a road can be built. Existing bases treated with cement can be crushed/pulverized and reused as fill material.

Lime

Lime, like cement, is typically used as a base stabilizer. Lime works best on clayey soils, but not very well with silts and granular materials. Since most subgrade and base soils in New York State are silts or granular in nature, lime is not commonly used here. In general, the addition of lime decreases the soil density, decreases plasticity, and improves workability. An improvement in the soil strength will depend on the soil type. Lime can also reduce the shrink/swell properties of clay soils.

Lime has been used in New York State to help dry out wet soils during construction. Removing water reduces the plasticity of the material making it more workable. If lime is used as a temporary surface treatment, it should be further treated with a surface wearing course since it does not have the durability to resist traffic abrasion.

Fly Ash

Fly ash is mainly a base/subgrade stabilizer. Surface use is limited to reducing the water content of the soil to make it more workable. Fly ash, a product of coal combustion from power plants, can be used with most materials including silts, clays, sand, and gravel, to reduce moisture, improve workability, lower plasticity, and increase the strength and stiffness of the soil. The combination of too much fly ash and excessive moisture, from drainage or rainfall, can make the subgrade soft and weakened.

Fly ash content is dependent on the source of the coal burned, however most fly ash contains heavy metals which can leach out and cause water quality issues impacting aquatic life. Fly ash application around sensitive waters should be controlled to avoid any potential leaching of the material into the water body.

Bitumen

The use of bituminous materials for stabilization is a different approach than using lime or cement. Bituminous material acts to waterproof cohesive (sticky) soils such as clay. It both waterproofs and binds non-cohesive soils (sand and gravel). Waterproofing increases soil strength by preventing or reducing the intrusion of moisture into the base. Fines contents should be between 10 and 15 percent in most cases to be economical. Asphalt emulsion is typically used for stabilization. The type of emulsion will depend upon the soil type and the amount of fine material present.

Medium- and slow-setting asphalt emulsions are most commonly used, but you should test the soil to determine the correct type of bituminous material for your project.

Non-Traditional Stabilizers

Non-traditional stabilizers are being increasingly used due to their effectiveness and because they can be used on the surface for dust control. Many are proprietary and have not been thoroughly tested independently, so confirming their effectiveness can be a challenge.

Chlorides

Chlorides, or salts, such as calcium chloride (CaCl), magnesium chloride (MgCl), and sodium chloride (NaCl) have been used for years in New York State and many local agencies would consider them traditional. They are most commonly used for dust suppression. Chlorides work by using moisture from the air to bind the surface fines together. , or salts, such as calcium chloride (CaCl), magnesium chloride (MgCl), and sodium chloride (NaCl) have been used for years in New York State and many local agencies would consider them traditional. They are most commonly used for dust suppression. Chlorides work by using moisture from the air to bind the surface fines together.

Calcium and magnesium tend to have a longer lifespan as they pull moisture from the air while sodium chloride (rock salt) does not. They also help the road surface to retain moisture and resist evaporation. The life expectancy and durability of chloride application is dependent on the amount of traffic and rainfall. As the speed and volume of traffic increases, the effectiveness of the stabilization decreases. Due to the potential for leaching, application of chlorides should not be done if rain is expected within 24-hours. To further protect against potential leaching, a buffer zone of 25–30 feet should be provided between the treated road and any nearby bodies of water or sensitive tree species.

Clay Additives

Clay additives are typically used to stabilize non-cohesive, non-plastic crushed aggregate. However, adding clay is risky and not likely to be economical in New York State.

Electrolyte Emulsions

Electrolyte emulsions are used for soil stabilization and dust suppression. Electro-chemical bonding within the soil replaces water molecules, and results in the soil rejecting water and allowing the soil particles to bond, reducing dust. Most electrolyte emulsions are proprietary in nature and exactly how they work is not completely known. They are considered to be effective on most soils provided there is a clay content of greater than ten percent (which is rare in New York State).

Enzymatic Emulsions

Enzymatic emulsions, also typically proprietary, are protein molecules (enzymes) that react with the soil to bind the soil particles. They work well in reducing dust when applied at low application rates. At higher application rates, they can help stabilize soils. They are found to be most effective in soils with a clay content between 12 and 24 percent and a plasticity index between 12 and 35 percent. Again, such soils are rare along highways in New York State.

Lignosulfonates

Lignosulfonates are derived from the plant resins that naturally bind the plant fibers together. They draw moisture from the air to keep the road surface moist which makes them effective for dust suppression when applied at low application rates directly to the surface.

Lignosulfonates can also be mixed into the base to help stabilize and increase compressive strength and load capacity. Lignosulfonates can be used with most soil types but are most effective on soils with 8–30 percent fines and a plasticity index of greater than 8. Lignosulfonates are water soluble; they should not be used with highly permeable soils since they can leach out easily. Because of this they do not have a long life expectancy and may require multiple applications during the year.

Synthetic Polymer Emulsions

Synthetic polymer emulsions consist of acrylic and acetate polymers that form a bond with the soil particles. These polymers are often by-products of the adhesive or paint manufacturing industries. These polymers can be used on most soils, but application should be specific to the existing soil type for best results. They are most effective on silty sand materials with fines content between 8 and 20 percent and a plasticity index of greater than 8. Synthetic polymers require additional time to cure, it is therefore recommended that they should not be applied unless there is a minimum of 48-hours of no rain after application.

Tree Resin Emulsions

Tree resin emulsions are made from spruce, pine, and fir tree resin. These resins are combined with other additives to form an emulsion that can be used for dust suppression and soil stabilization. Tree resins work best in silty sands with a fines content between 5 and 30 percent and a plasticity index of below 8.

Deciding What to Do

Chemical stabilization methods are very dependent on the type of soil to be treated. Test your subgrade or base to determine the amount of fines and soil type. Knowing this information can help you determine the correct treatment and application. Application rates will vary by soil, location, and the reason for material application. Typically a heavier application is used when the product is mixed into the material to provide base stabilization. Traditional stabilizers, with the exception of bitumen, focus more on base stabilization while the non-traditional methods focus on both dust suppression and base stabilization. The application of any dust suppressant should provide an adequate window for the material to stabilize within the soil, typically a minimum of 24-hours but in some cases even longer.

This has been a very quick overview of chemical stabilization techniques. The take home message is that there are many choices to stabilize your highway and help it handle the loads that use it.

Resources

[Soil Stabilization](#). Industrial Resources Council (IRC).

[Stabilization Selection Guide for Aggregate and Native-Surfaced Low Volume Roads](#). US Forest Service.

[Test Method for Liquid Limit, Plastic Limit, and Plasticity Index, Geotechnical Test Method](#). NYSDOT.

[Dust Palliative Selection and Application Guide](#). USDA Forest Service.

[Dust Control on Low Volume Roads A Review of Techniques and Chemicals Used](#). USDOT.

[Upgrading Your Roads](#). Cornell Local Roads Program.

[Asphalt Paving Principles](#). Cornell Local Roads Program.

Reprinted from Nuggets and Nibbles, Cornell Local Roads Program, Summer 2016.

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Make It Personal

Confronting safety problems face-to-face may make you uncomfortable, but you have to do it.

By Tom Jackson, Equipment World



When it comes to safety, most construction companies today talk a good game. They follow the rules; they document the training. But does it stick? Do you have the bases covered, or do you have a true safety culture with 100 percent buy-in?

According to Carl Uhinck, asphalt equipment manager at Kokosing, a true safety culture has the following elements:

- Everybody is responsible for safety – 24/7.
 - Employees will go above and beyond the normal requirements to identify unsafe conditions or behaviors.
 - Everyone has the courage to act and the empowerment to stop unsafe work.
- Everybody gives and receives honest feedback willingly.
 - Safety is communicated in every conversation.
 - Everyone is committed.

Being a major player in the construction arena, Kokosing has always had a rigorous safety program, but about eight years ago, its top management decided to take it to a whole new level, says Uhinck. "They wanted to drive home the culture of safety and the requirement for personal commitment from each employee to work safe. Upper management passed the message down to the vice presidents, who passed it down to department managers, who took the message to the smaller teams," he says.

Uhinck recalls a managers' meeting in which somebody asked how many people at Kokosing work in safety. The correct answer, says Uhinck, is everybody.

Fear of Confrontation

Uhinck also stresses that an effective safety program has to be personal. And while that sounds simple enough, making things personal requires honesty, openness and face-to-face communication – not an easy ask in the rough and tumble world of construction.

Confrontation over safety issues can be uncomfortable. That's why it's rarely done.

"It's absolutely the hardest thing to do," Uhinck says. "You have to have the courage to approach an employee when you see something unsafe, speak up and have a genuine conversation. It's huge. It's been the biggest challenge for me."

Fear that the conversation is going to end badly causes too many people to look the other way. But if you don't have the conversation, what does that reveal? "You are saying that the unsafe behavior is OK; that it is acceptable," Uhinck says. "Don't think they don't notice, because they do. They notice when you don't set the example. Your leadership is defined by the way people act when you're not around."

So, how do they handle it at Kokosing? Two key ingredients: a personal safety message, and the power of positive reinforcement.

The Personal Safety Message

Kokosing asks every employee to write out a personal safety message and share it with their co-workers and managers. The message answers one question: Why is safety important to you?

For a lot of guys, it's family, says Uhinck – being able to go home in one piece everyday and enjoy their family life. But, it doesn't have to be family. Maybe a guy wants to stay healthy so he can ride his Harley Davidson on weekends, or enjoy his fishing cabin. The reasons vary, but the most important part is that they're personal and shared with other coworkers.

That personal hook gives everybody a conversational entry point when it comes to confronting unsafe behaviors, Uhinck says. Armed with this knowledge, if you see a guy working without his safety glasses, you can say: "You told us in your personal safety message that you love to watch your grandkids play baseball. If that grinding wheel blows up in your face, it may blind you, and you'll never see your grandkids play baseball again."

Uhinck says you follow the personal appeal with open-ended questions, such as: 'Why do you feel this isn't going to work? Why is the process you're doing now better than what we think we should be doing?' "Making it personal for each employee usually overcomes any pushback, and typically we come to the same conclusion." Most of the time, those conversations turn out to be much worse in anticipation than they are in reality, he says.

Uhinck admits that some people are more receptive than others. "You have to reach every person, not just the easy ones, and that ties in with the courage aspect," he says. "If you operate with honesty and integrity, and you have good, honest conversations with people, you're going to reach them. You just have to have the courage to have that conversation."

Positive Reinforcement

One of the methods that helped Uhinck with these conversations was the power of positive reinforcement. After all, you don't want your first conversation (or most of your conversations) to be negative or critical.

"For some reason, it's hard for some age groups to say 'good job' to other workers," Uhinck says. But, at a minimum, you need a seven-to-one ratio of positive to negative comments. As a leader, positive comments should be a part of your daily routine.

"Plan for spontaneous recognition," Uhinck says. "I plan for mine driving to work every day, thinking about the things I'll see that I can give positive recognitions for; things like people using the chock blocks, or wearing their Type 2 safety glasses." Uhinck also recommends encouraging employees to pay that recognition forward and offer their own 'atta-boys' to encourage good safety practices. Doing so makes it much easier for employees to accept the corrections or critical comments that may be needed in the future. And keep in mind, says Uhinck, the old Army adage: praise in public, criticize in private.

It may not seem natural to recognize or reward people in the construction environment, but it must be done if your company is going to achieve a true safety culture with 100 percent buy-in. "Yelling at people won't stick home," says Uhinck. "You have to reach peoples' hearts. And once you reach their hearts, you won't have to stand over them yelling."

Take the Lead

Some companies might believe there's a big difference between the safety programs in the field and safety in the shop. But in fact, fleet management and maintenance can (and should) play a critical role in supporting safety in the field.

In many cases, the fleet managers, technicians and mechanics know more about the machinery than any other group in the company, Uhinck says. "Each time we buy a new machine, it is our equipment manager's job to understand the entire scope of what we buy: the specs, updates, processes, new safety devices and the lock-out/tag-out procedures. And it's our job to disseminate that to the operations group. Often times, our technicians are the lead trainers and spend a lot of time with the operators, reminding them of the safety aspects and functionality of each machine."

Carl Uhinck, an AEMP Certified Equipment Manager, has worked at Kokosing as a mechanic and manager for 13 years. He also has nine years of experience repairing heavy equipment in the Army.

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Accelerated Bridge Construction (ABC), for example, is just one of the many success stories that can be attributed to SHRP 2, according to Pam Hutton, AASHTO Implementation Manager.

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- Chip Sealing on High-Volume Roadways: MnROAD Demonstration
- News in Design Spotlights AASHTO's Innovative SHRP2 Implementation Program
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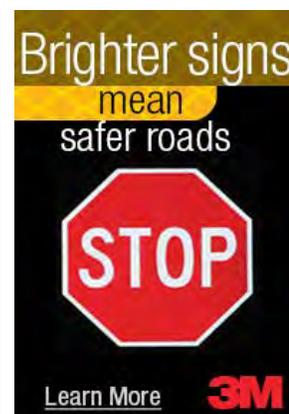
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2016 Build a Better Mousetrap National Competition



And the Winners Are ...



1st Place

Idaho — The Bottom Feeder

The Ada County Highway District noticed large amounts of debris remaining in storm drain pipes after cleaning, so some employees devised a system to keep the cleaning head on the bottom of the pipe. The new method increased efficiency, conserves water, and reduces labor.



2nd Place

Pennsylvania — High Pressure Sprayer

The Ada County Highway District noticed large amounts of debris remaining in storm drain pipes after cleaning, so some employees devised a system to keep the cleaning head on the bottom of the pipe. The new method increased efficiency, conserves water, and reduces labor.

3rd Place

Maryland — Sign Stabilizer

County noticed that dual street name signs were folding and working free from the mounting hardware when exposed to high winds. Fixing the two signs together with PVC pipe, the



signs are more stable. In fact, since implementing this simple fix, the County has not lost a single sign.

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