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October 2016

President's Report

NCPP and Pavement Preservation Heading in the Right Direction

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



It's long been the philosophy of my home county that maintenance (M), operation (O), and preservation (P) is the heartbeat of our program.

Certainly other aspects of our business are important, such as improvements (I) and administration (A). But if we're unable to address the basics of our program (MOP), everything else struggles to achieve balance and ultimately becomes unsustainable.

That's why I was so encouraged with the resounding message that was provided at the National Pavement Preservation Conference held in Nashville, Tennessee, this month. Although I was only able to participate for a brief time, the overwhelming support for "Preservation" of our transportation assets was clearly evident. For those of us tracking this, what once was a topic rarely discussed amongst

congestion relief, nonmotorized improvements, or even safety improvements, now preservation is firmly seated at the table and gaining the attention it deserves.

Larry Galehouse, the Director for the National Center for Pavement Preservation, did a great job teeing up the pavement preservation dialogue with the 700 attendees. It was interesting to get the Federal perspective from Walter (Butch) Waidelich, Executive Director of the Federal Highway Administration. We're all encouraged to know there will be ongoing funding opportunities for preservation projects.

It became evident at the conference that convincing engineers and maintenance staff that preservation is worthy of our attention was simply preaching to the choir. What we really needed was a plan to convince our elected bodies that it's a critical element to our programs. From an asset management strategy, our infrastructure program will not be sustainable if we're unable to fund preservation. Our priorities must be educating our electeds, being as transparent as possible, and ultimately developing trust with those in charge so we can stay the course.

Think about it: in many cases we'll be challenged with convincing an elected commissioner or councilperson to invest in the preservation element of our program that may not show its value for 7-10 years. They may have a term of 4 years, so they could be out of office. It's understandable that their tendencies may be to invest in the capital projects now, resulting in ribbon cuttings, positive exposure, and ultimately votes.

It goes without saying that this is a monumental task for some county road officials. And without having the necessary level of confidence and trust with the ultimate decision makers, your desire to invest in preservation may be challenged.

Our job is to create a compelling story, compile the appropriate support data, and interact routinely with our decision makers to have a real chance at earning their trust and funding approval.

I'm very encouraged with the direction Preservation is going and applaud the efforts of NCPP!!

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October 2016

NACE 2017 Technical Tours - 2 Options



John A. Roebling Suspension Bridge

A National Historic Civil Engineering Landmark

The longest suspension bridge in the world—1,057 feet main span—when the first pedestrians crossed the Ohio River here on December 1, 1866.

The first to utilize both vertical suspenders and diagonal stays spanning from either tower.

The cabling totaled 10,360 wires, compressed together and wrapped with an outer covering of wire into two cables of 5,180 wires each. The wire ropes were unwound from a spool on a barge, allowed to sink to the bottom of the river, then raised in unison from the riverbed.



Great American Ball Park

Home of the Cincinnati Reds, baseball's 1st professional franchise

Tour the stadium, Hall of Fame & Museum. You know the names!

The ball park opened for the 2003 MLB season, built at a cost of \$325M. The Gap, a 35 foot break in the stands, provides views into the stadium from downtown. The highest attendance is 44,599 set in October 2010.

Learn more about the Technical Tour Options and NACE 2017.

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October 2016

NACE Proud to be Original Partner of the Road to Zero Coalition

New partnership aims to end traffic fatalities within the next 30 years.



NACE is proud to join the U.S. DOT's National Highway Traffic Safety Administration, Federal Highway Administration, Federal Motor Carrier Safety Administration, and the National Safety Council (NSC) to launch the Road to Zero coalition with the goal of ending fatalities on the nation's roads within the next 30 years.

NACE, along with our many counties and state affiliates have long supported a "Zero" fatality vision. "NACE has served on the Toward Zero Deaths (TZD) National Strategy as a Steering Committee member for several years," said Executive Director Brian Roberts, PE.

"Having the U.S. DOT onboard with Road to Zero is a game changer. This will help promote the strategies we have identified as well as develop new

approaches. Without a doubt, this is the largest, most diverse group of stakeholders sharing our vision."

The DOT has committed \$1 million a year for the next three years to provide grants to organizations working on proven, lifesaving programs.

2015 marked the largest increase in traffic deaths since 1966 and preliminary estimates for the first half of 2016 show an alarming uptick in fatalities—an increase of about 10.4% as compared to the number of fatalities in the first half of 2015.

The Road to Zero Coalition will focus on promoting proven lifesaving strategies, while leading the development of a new scenario-based vision of how achieving zero traffic deaths can become a reality.

In 2015, traffic fatalities jumped nearly 8% over the prior year representing the largest increase in 50 years. Early estimates show this trend continuing in 2016. We can and must do more to save lives on the roads.

Please follow @RoadToZeroUS for more information.

The "zero deaths" idea was first adopted in Sweden in 1997 as "Vision Zero" and since then has evolved across the country and across the world. A growing number of state and cities have adopted "Zero" fatality visions.

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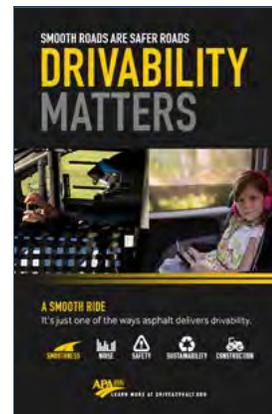
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NACE Participating in Stakeholder Partnering Webinar

November 16 1:00 pm - 2:30 pm EST

Registration is a 2 Step Process.

Click [HERE](#) to request an account from FHWA.

(The account issuance takes 1 business day.)

Click [HERE](#) to register for the webinar.



Stakeholder Partnering Webinar: Making it Work on the Local Level

Helping local agencies communicate
and succeed with Stakeholder Partnering

Register with Link in Email

Agenda

Local Presentation
on Stakeholder
Partnering Benefits and
Challenges

NACE Perspective on
Stakeholder Partnering

APWA Perspective on
Stakeholder Partnering

Local Presentation
on Stakeholder
Partnering Benefits and
Challenges

Update Current
Stakeholder
Partnering Resources

Contract Wrap-
up and General
Questions/Chat

LPA Stakeholder Partnering Webinar Wednesday, November 16, 2016 • 1 p.m. – 2:30 p.m. EST

Having trouble delivering local federal-aid projects? Stakeholder Partnering can help you at the Local Level.

Join us for an interactive opportunity to explore proven approaches to Stakeholder Partnering at the local level. Learn about positive experiences and successful practices of implementing Stakeholder Partnering.

Each state transportation agency administers federal-aid projects differently, due to state laws and regulations. Stakeholder Partnering in a state provides the opportunity to improve and streamline those processes within that state.

The goal for this webinar is to promote better understanding among local participants about the purpose and intent of the EDC 3 Stakeholder Partnering initiative, answer your questions, and gauge local agency understanding and interest.

There will be presentations from successful local programs, an update on the current activities of the National Association of County Engineers, and a look at Stakeholder Partnering from the perspective of the American Public Works Association.

For additional information on LPA Stakeholder Partnering visit:
www.fhwa.dot.gov/everydaycounts/edc-3/partnering.cfm



Brian Roberts
Executive Director
National Association
of County Engineers



Ramon Gavarete
County Engineer/
Public Works Dir.
Alachua County, FL



John Davis
Dir. of Engineering Services
City of Denton, TX
Project Delivery Chair,
APWA Transportation
Committee



Debbie Albert
Transportation Engineer
City of Glendale, AZ



Michael Smith
Team Leader Project
Mgt Engineer, FHWA
Resource Center



Kim Lobdell
President
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U.S. Department of Transportation
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October 2016

The Call for Officers is Open

By Duane Ratermann, PE
Knox County, Illinois

The NACE Nominating Committee is accepting nominations for several of our 2017-2018 officers.

What is an election? If you Google election, you'll find the definition is "the selection of a person or persons for office by vote."

On November 8, we will have an opportunity to elect the next President of the United States. I really hate to say it, but I will be glad when this Presidential election is behind us. Currently the polls are showing a very tight race. In addition, we'll be choosing Congressional members and some of us, state and local government officials. All of these elected officials will play a key role in the future policies and legislation of our counties, states and country.

Similarly, in the first quarter of 2017 we'll have our elections for the NACE 2017-2018 officers.

In my travels as NACE President last year, I visited several of our State Affiliates and met many young talented NACE members. I hope that many of you consider pursuing a NACE office at some time in the future.

There is a minimal time commitment, but the personal and professional growth that you'll experience makes it well worth while. Many people have asked me over the years, "What does NACE do for me?" My answer is always the same, "Get involved in NACE and find out!"

Don't forget to vote!



- **President-Elect and Secretary/Treasurer** are 1 year terms, with the President-elect then becoming President. These candidates must have served on the NACE Board of Directors to be eligible. They're elected by all voting members.

- **Regional Vice Presidents for the Southeast, North Central, and Western** are 2 year terms. These candidates must be a voting member of NACE. They're elected by voting members in their respective regions.

You may nominate yourself. All terms begin at the close of the Annual Meeting on April 13, 2017.

Please send your nomination to Committee Chair Duane Ratermann by December 19. Include a short biography (Word) and photograph (jpg/tif). You can reach Duane at 309-289-2514 or dratermann@co.knox.il.us.

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Volkert : Renewing Urban Infrastructure

Renewing urban infrastructure, both to replace aging facilities and to improve their functionality, aesthetics, and context sensitivity is an increasing priority for states, counties, and municipalities. The bridges along Interstate 59/20 that pass through the Central Business District of Birmingham, Alabama, are an excellent example of this kind of infrastructure renewal project.



Existing I 59/20 Interchanges.



Volkert's redesigned proposed interchanges.

The bridges were constructed more than 40 years ago and were originally designed to accommodate 80,000 vehicles per day. Today, the stretch of interstate has the highest rate of traffic flow in Ala., carrying more than twice the number of vehicles it was intended to accommodate. Consequently, the vital infrastructure has become functionally obsolete and must be replaced in the interest of public safety and to ease the flow of commerce and traffic through Birmingham's CBD.

The Alabama Department of Transportation has turned to Volkert, Inc. for both Design and Construction Engineering and Inspection Services for assistance in providing a solution. ALDOT and Volkert have designed the project with distinct phases.

Phase 1 is a series of bridge widenings along I-65, just south of the interchange. Phase 2 consists of 14 new bridges, two bridge removals, seven bridge widenings, along with 16 retaining walls. In addition to the bridge construction, the project also involves work items for grade, drain, base, pave, striping, signals, and lighting. It is an all-encompassing project and is one of the largest projects in ALDOT's history.

"The biggest challenge facing the project team is meeting the project deadlines while working in such a densely populated urban setting," said Wes Nelson, senior project manager of the construction phase. "The contract includes a very aggressive incentive/disincentive clause. Volkert's team looks to help the contractor and ALDOT by utilizing a new Submittal Exchange Software, tracking scheduling with Primavera 6, and utilizing a new web-based, app-driven software created to fit ALDOT's program and make the transmittal of project documentation a much less cumbersome action.

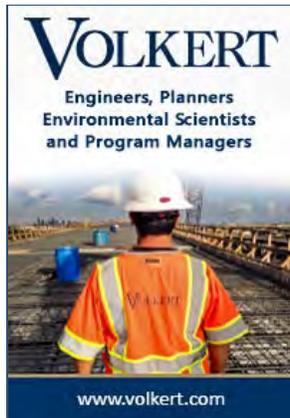
"The technology we are implementing is great, but it won't replace hard work and proper communication," Nelson said. "Those ideals are the foundation of any successful project."

Phase 3, the largest of the projects, is scheduled to let in August 2016. Estimated to eclipse the cost of phase 2, the project will replace the 6,600-foot bridge through the heart of the CBD with a new segmental bridge, along with the replacing of the structures just east at the Carraway Blvd. and Red Mountain Expressway interchange. Volkert's project team also will perform the CEI on the project.

Upon completion of phase 3, the final project will include paving and striping throughout the interchange. "The end result of the

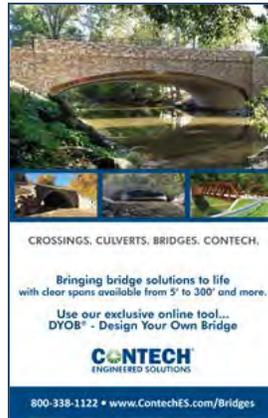
construction will see a new, more effective interchange and interstate system through downtown Birmingham,” Nelson said. “The project eliminates dangerous weaving patterns and improves access points throughout the system, effectively improving safety and raising the system’s level of service.”

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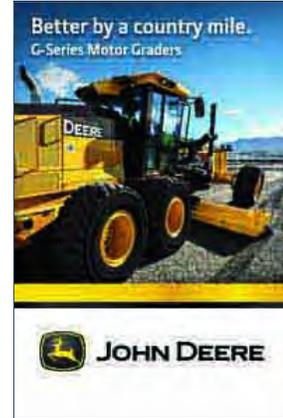
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Chris Bauserman, PE, PS
Delaware County, Ohio

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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Inside One of the Most Aggressive Intelligent Transportation-IoT Efforts in the US

Florida's Miami-Dade County is getting ready for connected vehicles and ubiquitous intelligence.

By Ben Miller

Government Technology Magazine



Cars really aren't that connected yet—not compared with what auto makers want to build in the next 5 years, anyway.

But Miami-Dade County is already preparing for them, and it's one of only a small group of local governments in the U.S. to do so. The county's Department of Transportation and Public Works, which integrates all of its transit, traffic and transportation operations, has begun installing its first set of controllers on traffic signals that will allow them to connect with cars, public transit and other vehicles in the future.

And in the process, it's also creating a backbone for the Internet of Things and other smart city projects.

"We just don't want infrastructure to be a hold-up," said Carlos Cruz-Casas, the department's assistant director. "We know there are going to be a lot of issues to address."

The concept Miami-Dade is pursuing is called vehicle-to-infrastructure (V2I) connection, and its promises are many. Traffic signals could coordinate cars approaching from different directions and warn about collisions. They could work with vehicles to let drivers know how fast they should be driving in order to avoid hitting a red light. And as vehicles begin to drive themselves, they might be used to help self-driving systems make decisions.

Some V2I applications are on their way to market. Audi has announced an on-board application that will give drivers information about oncoming traffic signals — though that will work even in places without the kind of equipment Miami-Dade is installing — and both Mercedes-Benz and Cadillac are working on cars capable of two-way communications right now.

"Once other vehicles start doing the same ... they will all be able to talk to each other because [the auto industry] worked together on that protocol," said Kirk Steudle, director of the Michigan Department of Transportation (MDOT).

Miami-Dade County, which has some of the worst congestion in the country according to an annual report from Texas A&M University, is home to some 3,000 traffic signals. In August, it set up the first 2070LX controller on Northwest 36th Street in Miami, the first of 300 the department will set up at key congested intersections in its first wave of installations. After that, he said, the plan is to spread out and cover the entire county. The department plans to issue a request for proposal to update the remainder of its signals by fall 2017.

"It's important to understand that once you reach capacity, you've reached capacity," he said. "So what we're trying to do is avoid reaching capacity ... so then you can avoid bumper-to-bumper."

Passenger cars, especially luxury models, are exhibiting more and more connectivity options and automated driving features, but the ability to connect to public infrastructure is still lacking. The Miami-Dade model, then, is about preparing for the future.

"What we decided is we'll just go in and build the infrastructure," Cruz-Casas said, "and we'll start looking over the next year for companies that want to participate and join forces with us in order to develop what connected vehicles will mean for Miami-Dade County."

The project was inspired partly by a series of projects in New York City, Wyoming, Tampa, Fla., and Ann Arbor, Mich. Each had a different objective, but they all involved some form of vehicle connectivity — and all are aimed at testing, as opposed to Miami-Dade's all-purpose rollout. The department is already working on writing a rule that would require new vehicles to have

connectivity capabilities.

But while Miami-Dade County waits for that to happen, Cruz-Casas said they will reap other benefits from the traffic controller upgrades — the first of which is simply having more modern equipment. “We need to change our infrastructure anyway,” he said. “Our controllers are old.”

The 2070 series of traffic controllers are, according to MDOT Intelligent Transportation Systems Program Manager Matt Smith, the most advanced available today. They aren’t quite capable of Dedicated Short Range Communications (DSRC), a radio-based method of connection protected by the Federal Communications Commission, but extra equipment can make them DSRC-ready. What they can do, though, is connect to the Internet.

“You have something that is Ethernet capable, then that controller has a multitude of different paths that they can communicate through,” Smith said. Because of that, the controllers will allow the county to implement adaptive signal timing and transit signal priority. Adaptive signal timing allows intersections to change their green-red cycles based on current traffic conditions instead of pre-set protocols. Transit signal priority allows buses and other public transit vehicles to run their routes more quickly and reliably by reducing the time they spend waiting at intersections.

Cruz-Casas said he expects the project to cost about \$217 million. The money will come from development fees and a portion of the local sales tax set aside for transportation funding. But it won’t be the only part of the county’s smart governance efforts. Cruz-Casas’ department — which includes public works — is also taking on a campaign to replace its 26,000 street light bulbs with LEDs. The bulbs, which use a fraction of the electricity that traditional incandescents use, will save money in the long run.

They also give the county more control over its lighting. Along with the bulb replacement, Miami-Dade will start looking at putting things like sensors and cameras on its traffic signals and street lights. Those can, in turn, provide a huge range of uses for the county to consider. “The options for this are virtually endless, since you can tag on any kind of sensor you want,” Cruz-Casas said.

Take the Array of Things Project in Chicago. That city, through a partnership with Argonne National Lab and the University of Chicago, is putting up sensor nodes around the city to capture information ranging from traffic and pedestrian counts to air quality and even standing water identification. It will all become open, public data available to help the city gather real-time, spatial intelligence.

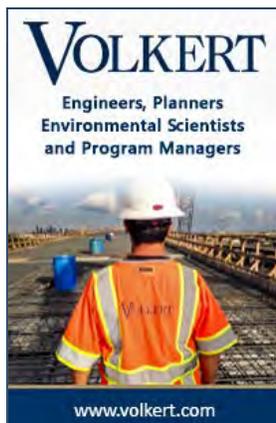
Miami-Dade’s plans are flexible at this point. But having the connectivity in place will give them options. “As they [upgrade] traffic signals that are ... Ethernet connected, that becomes a backbone in the Internet of Things,” Steudle said. “It becomes a node that ultimately helps in the movement of Miami-Dade to become a ... smart county.”

Of course, the infrastructure is only the first step. “It’s more than just putting some stuff out there in the field,” Smith said. “It’s going to be a lot of network development and application data management-type work that needs to happen in order to get the information out there broadcasting to the vehicles.”

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Reprinted from Government Technology Magazine, October 2016 issue.

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October 2016

Wheels Are in Motion for Autonomous Car Policies, Pilot Project

By Charlie Ban

NACo Senior Writer

Contra Costa County driverless shuttle program gets go-ahead from California.

The view from the windshields of autonomous cars got a little clearer in late September, with guidance from the Department of Transportation and the advent of a county's pilot project using a driverless shuttle.

The Sept. 20 release of the Federal Automated Vehicles Policy was geared mainly toward manufacturers, but it included sample state policy language for legislatures to consider—including details about testing, deploying, licensing and operating autonomous vehicles.

"Counties will rely on that kind of language in understanding the issues surrounding autonomous vehicles," said Daniel McGehee, director of the human factors and vehicle safety research division at the University of Iowa's Public Policy Center. "There are only a few states that have passed any legislation around autonomous driving but this might get things started so counties can start knowing what to look for."

Transportation Secretary Anthony Foxx told the Associated Press that members of the Group of Seven nations are interested in adopting the guidelines in their own countries.

"That's really good news for counties," McGehee said. "If the world is working together on these common standards, that's going to help everyone adopt the same rules. Counties won't have to invest resources to figure out how to do things."

In California, Contra Costa County already has invested resources. The transportation authority has bought two driverless shuttles from a French company and will be testing them in a matter of months. While developing the county transportation plan, the authority's surveys came back with some common responses.

"A lot of people said they'd like to take public transportation but by the time they get to the parking lots, they're full," said Linsey Willis, director of external affairs for the authority. "Or they live too far away from a bus stop to walk. It was clear there was a first- and last-mile problem."

Gov. Jerry Brown accelerated the process when he signed AB 1592, Sept. 29, which will allow the authority to test autonomous cars on public roads. Contra Costa County could become the testing ground for a suburban transit solution.

After preliminary testing on a decommissioned military base that is a hotbed for autonomous vehicles, the 12-passenger shuttles without a steering wheel, brake pedal, accelerator or operator, will debut at a private office park.

"It's 585 acres, it's gigantic," Willis said. "Some of the buildings are on the other sides of a road, though, so we needed approval to operate on public roads before we can do that." McGehee sees a lot of potential in counties using automated vehicles to supplement transit in off-hours.

"It's an opportunity to help different social inequities in commuting," he said. "Transit authorities that close down service early on certain routes can make use of these vehicles to take a smaller load of passengers. It can be a great match for people who can't afford a car and (counties) that can't spend the money to keep the entire system going for 100 people."

McGehee briefs the Johnson County (Iowa) Board of Supervisors annually on advances in autonomous driving technology and what it could mean for economic development. "They've all ridden in one of these cars, so they know what to expect," he said. "But it's not a time to panic, these aren't going to be invading their roads anytime soon."



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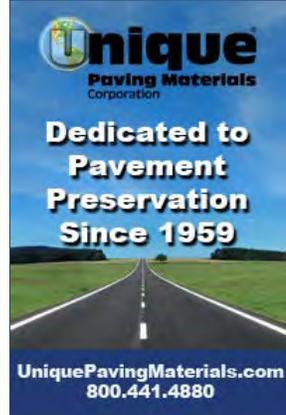
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Weathering the Storm

How local governments coordinate emergency response and recovery for natural disasters.

By Jason Axelrod, American City and County

During the first four days after torrential flooding inundated West Virginia on June 23, just two full-time employees, one part-time employee and a radio technician worked feverishly to coordinate response efforts for Greenbrier County. "If we got two hours of sleep during the first 96 hours, that's pushing it," says Al Whitaker, director of the Greenbrier County Office of Homeland Security and Emergency Management and one of its two full-time employees.

The Associated Press reported later that 35,000-resident Greenbrier County was the hardest-hit county in West Virginia from the flooding. After those frantic first four days, Whitaker's office would operate from 7:00 a.m. to 11:00 p.m. daily until Aug. 1, when it returned to normal hours.

When natural disasters occur in non-federal land, initial emergency response coordination usually falls to local city or county governments. Specifically, departments of emergency management or—in the case of wildfires — fire departments generally coordinate response and recovery efforts with local and state agencies, as well as those of nearby cities and counties.

Many cities underwent natural disasters over the past year. Depending on the type of disaster, available resources and state protocols, emergency management methods and timelines can differ widely. However, common tactics among several of those cities' departments of emergency management included monitoring the event beforehand, prioritizing public safety, relying on other local or nearby state and federal agencies for assistance and utilizing geographic information systems (GIS) to aid in recovery efforts.



Greenbrier County, W. Va.: Flooding

Greenbrier County had experience in dealing with several river-rise floods over the past few decades. But along with the expected river-rise floods, the June flooding event brought with it unprecedented flash flooding, which caused the majority of the destruction.

"The water speed as it was flowing through may have reached 40, 50 miles an hour," Whitaker explains. "We've never had anything like that... we had over 10 inches of rain fall in 24 hours."

The National Weather Service (NWS) notified Greenbrier County the day before the flood that it would receive rains, Whitaker says. A subsequent statement from the same organization would later call those rains "historic" and "extremely rare."

On June 23, Whitaker coordinated with his deputy director and

the state to get additional resources and floodwater rescue teams to handle the flooding, which had stranded him in the field for six hours. Even then, the flood's magnitude had already begun causing issues.

Whitaker says they were having a problem trying to find places to evaluate residents "because this [once in a] thousand-year flood was hitting areas [where] we would've normally evacuated people," he explains. Three locations —Whitaker's office and two mobile command vehicles — were set up to field the many calls for help. Because Greenbrier County's fire departments are volunteer-based, a mix of Greenbrier County agencies and city agencies handled first response within the county's area, he says.

"All city and county governmental agencies, no matter what they think, they play a part in disaster response," he

says. Greenbrier County has a general emergency operations plan that outlines which agencies are to handle specific areas in an emergency situation, Whitaker says. But during the first 96 hours, Whitaker says he was coordinating with many agencies all at once.

“It really wasn’t ‘we do this then go on to the next,’ it was multitasking,” he recalls. Within a few hours, the state government had become involved in response efforts, coordinating swift water rescue teams across the affected area to assist rescue efforts. Because the flooding had affected nearby counties, Greenbrier County had to rely on the state and counties scattered all across the state for aid and resources. The state also helped coordinate aid across state lines — Alleghany County, Va., contributed supplies, while a floodwater rescue team from Bristol, Va., helped as well.

Whitaker later enlisted three West Virginia counties and a city to specifically help his office coordinate response efforts across Greenbrier County. Using Federal Emergency Management Agency (FEMA) information, Whitaker says Greenbrier County used GIS to plot points of distribution, shelter locations and temporary debris sites.

The flood incident officially ended on June 29. But the state of emergency that West Virginia Gov. Earl Ray Tomblin declared for eight counties including Greenbrier will remain in effect until September 21, according to a governor’s office news release.

Many facts about the flood are still unclear, as Greenbrier County remains entrenched in the cleanup process. West Virginia Public Broadcasting reported in late June that the flooding killed at least 17 in Greenbrier County, marking the highest death count of all counties the West Virginia flooding affected. Whitaker says he cannot estimate the flood’s total damage monetarily, though he says that the cleanup of debris that lasted through July cost over \$5 million. The West Virginia Department of Transportation estimates that Greenbrier County’s initial road damage would collectively cost FEMA and the Federal Highways Administration \$5.1 million.

Whitaker predicts that several months will pass before his department can do a formal review of response processes to determine what could be improved. “We’ll just have to take a look and see,” he says. “We know some things are going to change, but [we’re] trying to figure out how to get the funding and all that, because we’d like to have additional water rescue teams.”



Garland, Texas: Tornado

For 13 minutes on Saturday Dec. 26, 2015 a powerful tornado tore through Garland, Sunnyvale and Rowlett, Texas. The damage in Garland totaled \$1.97 million in public infrastructural damages and cleanup, according to Savannah Martin, a senior emergency management specialist with the Garland Office of Emergency Management.

Texas jurisdictions are required to create general emergency operations plans that include several non-hazard-specific emergency and disaster response elements. Garland’s 28 elements outline emergency management methodologies for functions like communications, warnings, public information, recovery, etc., Martin says.

The community had previously experienced two floods in 2015

prior to the tornado, so implementation of these protocols had been practiced in real time.

“Luckily for us, because we had experienced so many events in 2015, we knew exactly what to do,” Martin says. Martin says the NWS alerted the Garland Office of Emergency Management of predicted severe weather in its area, which enabled her office to send out an internal weather warning to other city agencies on the Tuesday before the tornado.

While the tornado hit at 6:46 p.m. that Saturday, storm spotters were activated at 4:58 p.m. and a tornado warning was issued through the city’s outdoor warning system at 6:01 p.m. Within 20 minutes of the tornado hitting Garland, the city activated its Emergency Operations Center (EOC), which is run by three specially trained teams of seven employees across city departments. Local dispatch, fire professionals and police had begun receiving reports of fires, traffic accidents and destroyed homes, Martin says.

Over the following 30 minutes, the EOC would coordinate with building inspectors to begin damage assessments, parks and recreation staff to shelter people and help with debris removal, the Dallas County mobile morgue to deal with fatalities and the nearby Frisco, Texas, Fire Department to help transport injured individuals. The state department of emergency management was notified of the tornado before 8:00 p.m. that evening.

Public safety was the highest priority throughout the emergency management process, Martin says. “We really didn’t have time to think, ‘How big was this?’ because our concern was, we want the people to be safe and we need to get them the help they need,” she explains, noting that search and rescue responses were coordinated during that time.

By 10:45 p.m., Garland's mayor had signed a disaster declaration and sent it to the Dallas County judge to approve and send to the governor's office, Martin says. Garland would later get public assistance from the federal government. "To get that disaster declaration signed by the mayor the day after [Christmas], within four hours of the event was incredible," Martin says. A major contributor to that initial success came from pre-identifying roles to be served in the EOC and the people who would serve in those roles.

Martin's department heavily relied on GIS to conduct damage assessment through virtual mapping. The department incorporated damage assessors' notes on building damages into these maps and plotted the tornado's path in the impact area.

The aid that emergency managers from other jurisdictions in the north Texas region provided by filling positions in the EOC was also invaluable, she says. "This isn't their jurisdiction; they're not affected by this, so they brought a good balance and a pair of fresh eyes to our response and recovery operations," Martin says. The EOC was activated until Jan. 10, 2016, supporting a disaster resource center that met the immediate needs of those affected in Garland, Rowlett and Sunnyvale, Martin says. As the city considers the response a success, Garland likely won't make many changes to its emergency management operations.

However, the city is still in the long-term recovery process, Martin says. Debris management was regularly conducted until February, the city is starting to enforce building codes again and a long-term recovery committee has been established. "It will probably be several years before the area that was hit by the tornado returns to what it looked like before," Martin says.



Carson City, Nev.: Wildfire

Unlike tornadoes and floods, fire departments typically handle the emergency management and response coordination for wildfires while on the scene.

Nevada's capital gets about 10 to 12 wildfires per year, according to Carson City, Nev., Fire Department (CCFD) Deputy Chief Bob Charles. While the city's latest wildfire on Aug. 14, 2016 encompassed just 258 acres and took eight hours to contain, the fire still cost \$300,000 to fight and involved two federal agencies in addition to the CCFD.

A bullet fired during a round of target practice ignited the wildfire, which was aptly dubbed the Shooting Fire, Charles says. Bureau of Land Management (BLM)- and U.S. Forest Service (USFS)-owned land surrounds Carson City, so because the fire reached Carson City and both agencies' land, local dispatch notified all three when the

the juveniles who were firing at targets called 911, Charles says.

As CCFD was the first on the scene, its battalion chief became the incident's commander and began assigning roles to his chiefs, mobilizing resources and doing the same for the BLM and USFS personnel as they arrived on scene.

Because the fire was threatening several jurisdictions, all three agencies assumed a unified command strategy — while the CCFD chief acted as the incident commander on the radio, the BLM, USFS and CCFD chiefs made singular decisions together, Charles says. CCFD notifies Carson City's mayor and city manager whenever an incident occurs, and Charles says both were highly involved in monitoring containment efforts through calls with the incident commander and in visiting the fire area once it was safe to do so.

Because the left side of the Shooting Fire was burning up a hillside, fire officials correctly predicted it could come down the other side and threaten between 50 and 100 homes, Charles says. Fire crews concentrated on that area of the fire first. Ultimately, the crews would fly aircraft to spray fire retardant chemicals on the blaze and use helicopters to drop water on the most concentrated parts of the fire to box it in.

"We safely start from one area, we flank it to the left, we flank it to the right and we try to keep it from spreading on both sides and the forward progress of the fire," Charles explains. "And that's essentially exactly what happened on the Shooting Fire." Fire crews initially implemented a voluntary evacuation of homes in the threatened inhabited area — a Native American colony — into the colony's gym, located further away from the fire. Once flames got closer and planes were sent to spray fire retardant on that part of the wildfire, fire crews told the residents they needed them to evacuate the area.

"It went from a very orderly evacuation to somewhat chaotic because the fire just grew in size and intensity," Charles says. "It gets a little bit of coordinated chaos to get people out of there and get our fire resources in there to fight the fire." Fire departments rely on GIS for several applications in both pre-planning for wildfires and while fighting them, Charles says. CCFD has regularly updated GIS-created map overlays that show topography, where homes are clustered, water systems and other pertinent information.

While fighting fires, incident commanders can have GIS professionals print large maps with updated intelligence of the area. Aircraft flying around a fire can also shoot aerial photos and take infrared scans of the area. When downloaded into GIS maps, this data provides real-time insight into a fire's size, intensity and potentially threatened infrastructure. "Any of the infrastructure

that are in cities [can be] directly threatened by fire,” Charles explains. “And you may not know that until you get that recent intelligence map that you get from GIS on the active fire.”

After being contained, the next two days saw firefighters ensuring the Shooting Fire stayed within the area that it’d already burnt, until the fire reached a controlled status. Afterwards, crews occasionally checked on the area to make sure no embers reignited until it was officially extinguished. The CCFD has standard best practices in place for every fire it fights, says Charles, but it also conducts an after-action review of every incident to examine what was planned, what was done and how it could be done better, says Charles. For larger fires, these reviews are carried out each day.

Even after 28 years of fighting fires, Charles says he and other fire professionals never stop learning. “If you’re not a student of the game and continuing to learn... you can get behind times really quick.” He adds that mutual aid agreements—in which fire departments will send resources and personnel to neighboring fire departments embroiled in responding to incidents for 24 hours with no expectations of payment—have proven invaluable in coordinating wildfire fighting.

“All of these individual efforts that we do as a city and county could never be accomplished if we didn’t have the partnerships with our neighboring agencies and our federal cooperators,” he says. Whitaker and Martin echo Charles’ sentiment of the importance in enlisting local and regional support to deal with emergencies. “I encourage all departments to attend any type of planning meetings or reach out to the emergency management [to] see how they can be involved,” Whitaker advises. Martin adds, “Don’t be afraid to ask somebody for assistance, or to ask your regional partners to help come in and fill some of those vital roles.”

Reprinted from American City & County, October 4 issue.

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October 2016

The State of County Finances : Progress Through Adversity

NACo Report Finds Recession Lingered on Many County Balance Sheets

County governments provide essential services to create healthy, safe, vibrant and economically resilient communities.



The Great Recession and the slow recovery affected both the county economies and the fiscal conditions of county governments.

Building upon the foundation laid by NACo's Counting Money study on county financial reporting, this analysis examines trends in annual county revenues and expenses between 2007 and 2013, the latest year available for the majority of audited county financial statements.

Using the fiscal data from the largest group of county governments reporting their financials in the same format (2,112 counties in 45 states and the District of Columbia), this report sheds light on the effect of the recession on counties and provides direction on the fiscal recovery of county governments. The evidence suggests:

1. General revenue recovery has been slow and uneven across counties.

General revenues did not recover to 2007 levels in nearly half of counties (46 percent) by 2013, taking into account inflation. General revenues are discretionary funding, providing county boards the flexibility for allocating funds to needed services. This source of funding is primarily derived from taxes, fees and fines and any grants not restricted to a particular activity.

2. Counties are struggling with rising costs of mandated services.



For governments, economic downturns translate into less revenue and higher volumes of services, as they try to deal with unemployment, business closures and more people in need. This fiscal squeeze is even more pronounced for county governments, being primary social safety net providers on the ground. With the economic recovery slow to take hold across counties, county governments struggle to meet state and federal mandates while serving their residents at adequate levels.

3. State and federal funding is increasingly insufficient to cover for mandated county services.

No two counties are the same. Most often, states decide the role, structure and responsibilities for counties. As a result, counties differ in regards to the type and volume of services provided to residents. Counties are governed by locally elected officials and, in some instances, operate under home rule authority, which allows for more local flexibility and control with structural, functional and fiscal powers. Even within a state, counties vary in terms of services, depending on the availability of services from other levels of government, population size and density and extent of federal lands.

[View the Full Report.](#)

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NACE Welcomes Kevan Stone as NACo's Transportation Staffer



NACE is pleased to welcome Kevan Stone, NACo's Associate Legislative Director, Transportation.

"NACE looks forward to working closely with Kevan on the NACo Transportation Steering Committee activities," said Executive Director Brian Roberts, PE. "We welcome the opportunity to provide our engineering expertise and input on issues relating to surface transportation and infrastructure. We're excited to see our relationship with NACo reach the heights it has."

Kevan will manage NACo's transportation policy development and advocacy portfolio. Prior to NACo, Kevan was a Policy Advisor for former House Transportation and Infrastructure Chairman John L. Mica (R-Fla.), where he assisted in transportation policy relating to highways, rail and

aviation.

In addition to transportation, Kevan has worked on other legislative issues such as financial services, defense, veterans affairs, foreign affairs, energy, budget, and tax policy. Prior to coming to Washington, Kevan worked in the private sector as the managing director of a successful small business.

Kevan holds a bachelor's degree in Political Science from the University of Central Florida.

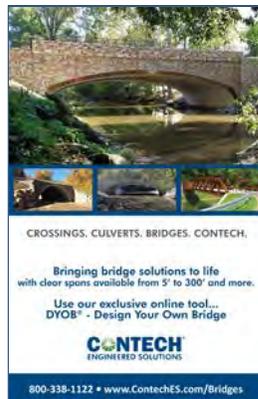
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October 2016

Senate Passes Water Resources Bill

By Senate Passes Water Resources Bill

NACO Associate Legislative Director - Environment, Energy & Land Use

WRDA authorizes the Army Corps to provide technical assistance to counties developing their own feasibility studies.

A bill to reauthorize water resources projects passed the Senate Sept. 15 by a 95-3 margin.

The Water Resources Development Act of 2016, or WRDA, reauthorizes Army Corps of Engineers' (Corps) water resources projects for navigable waters, harbors and ports, inland waterways, flood control, water supply, emergency management, hydropower and recreational-based Corps projects.

The Senate's WRDA bill, S. 2848, would clear a backlog of Corps' project authorizations and move forward with 30 projects. In addition, the measure also includes money to address the recent lead crisis in Flint, Mich. and to assist communities across the country dealing with aging and failing water infrastructure and lead contamination.

Provisions of Interest to Counties

Army Corps Projects: The Senate bill would authorize just over \$10 billion for 30 new Corps projects, including Los Angeles River restoration efforts, harbor work in Charleston, S.C. and flood protection projects in New Jersey and California, while creating programmatic changes to the Corps' project delivery process.

Specifically, the bill authorizes the Corps to provide technical assistance to a non-federal project sponsor (such as a county) that is developing its own feasibility study; expands the existing authority of the Corps to accept funds from states and local governments to carry out water resources projects to apply to all projects (not just flood control projects); allows the Corps to establish partnerships with non-federal interests to address the backlog of maintenance at Corps projects; and amends the Corps' existing authority to accept funds from non-federal interests by removing requirements pertaining to the appropriation of funds.

Funding for Harbor Maintenance Programs: The Senate's version of WRDA would ensure that the Harbor Maintenance Trust Fund (HMTF) remains solvent so that the nation's ports, harbors and waterways receive the resources to ensure the unhindered passage of commerce.

The HMTF collects a user fee levied on the value of imported goods. The collected fees are intended to support the operations and maintenance funding needed for the deep draft and coastal waterways. Historically, HMTF collections have far exceeded funds appropriated for harbor maintenance, resulting in a large and growing "surplus" of more than \$9 billion.

Water Infrastructure Funding and Policy Changes: Along with \$220 million for the Flint, Mich. lead contamination emergency, the Senate bill would authorize a \$300 million grant program for reducing lead in drinking water. Additionally, the bill includes \$1.4 billion to help small and disadvantaged communities meet federal drinking water standards.

Furthermore, S. 2848 would authorize \$1.8 billion for grants to address sewer overflows, sanitary sewer overflows and storm water discharges. The bill would also provide \$100 million in assistance to states with emergency drinking water situations through the drinking water state revolving loan fund program.

Innovative Water Financing: The Senate's bill would amend the public-private partnership program established by the Water Resources Reform and Development Act (WRRDA) in 2014 to remove the requirement that it be authorized by an appropriations bill. The bill would also clarify the scope of projects eligible for assistance under the Water Infrastructure Finance and Innovation (WIFIA) program and authorize the financing of fees if the applicant is a small community.



In addition to existing innovative financing options, the bill would establish a trust fund for water infrastructure that would be used for capitalization grants for the Clean Water and Safe Drinking Water State Revolving Funds. The EPA would also be authorized to use WIFIA authority to make secured loans for emergency situations related to drinking water contaminants.

National Drought Resilience Guidelines: The Senate's bill would direct the EPA, in conjunction with the secretary of interior, the secretary of agriculture, the director of the National Oceanic and Atmospheric Administration and other federal agency heads, along with state and local governments, to develop non-regulatory national drought resilience guidelines relating to drought preparedness planning and investments for communities, water utilities and other water users and providers.

The Senate bill would also establish and authorize a number of other programs that may provide funding and guidance for counties to address a wide variety of water resources interests including:

Gold King Mine Spill: Would require EPA to pay for the response costs of the Gold King Mine spill in Colorado within 90 days of passage.

Lead Testing in School and Child Care Drinking Water: The Senate's bill would authorize a total of \$100 million for grants to carry out a voluntary school and child care lead testing program

Levee Vegetation: Would clarify the levee vegetation management policy adopted under WRRDA by prohibiting the Corps from requiring or carrying out vegetation removal (unless there is an unacceptable safety risk) until they issue new guidelines. S. 2848 would require the Corps to explain why they have failed to develop the new guidelines required in WRRDA

Local Government Water Management Plans: Would allow local governments to participate in feasibility studies in their watershed if the other sponsors of the study agree and if the local government provides its share of the costs

Rehabilitation of Existing Levees: The Senate's bill would authorize \$125 million for a pilot program for the Corps to immediately address subsiding coastal levees

Rehabilitation of High Hazard Potential Dams: The Senate's bill would authorize \$435 million over 10 years for a Federal Emergency Management Agency program to rehabilitate high hazard potential dams

Wetlands Mitigation: The bill would require the Corps to issue guidance regarding credits available from mitigation banks and in-lieu fee programs, and allow mitigation banks and in-lieu fee programs to be considered reasonable alternatives

While the House Committee on Transportation and Infrastructure has crafted its own version of WRDA 2016 (H.R. 5303), the House has yet to consider it. The House's version does not include funding for drinking water and wastewater projects. If the House is able to pass its narrower version of WRDA before Congress adjourns for the upcoming elections, it would give the chambers time to work out policy differences between the House-Senate bills during the lame-duck session.

NACo will continue to monitor the progress of WRDA legislation and work with Congress to pass legislation that preserves the local-state-federal partnership in protecting and improving our communities' water resources.

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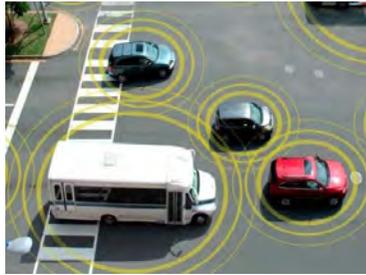
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U.S. DOT Issues New Guidance for Automated Vehicles

By **Kevan P. Stone**

NACo Associate Legislative Director



On September 20, the U.S. Department of Transportation (DOT) issued new policy guidelines for the testing and eventual deployment of autonomous vehicles (driverless cars).

The guidance includes four major components:

15 Point Safety Assessment New documentation

The Vehicle Performance Guidance for Automated Vehicles for manufacturers, developers and other organizations includes a 15 point "Safety Assessment" for the safe design, development, testing and deployment of automated vehicles.

Model State Policy

Clarifies federal and state responsibilities for the regulation of highly automated vehicles and suggests recommended policy areas for states to consider with a goal of generating a consistent national framework for the testing and deployment of highly automated vehicles.

National Highway Traffic Safety Administration (NHTSA) Regulatory Tools Outlines

NHTSA's current regulatory tools used to ensure the safe development of new technologies, such as interpreting current rules to allow for greater flexibility in design and providing limited exemptions to allow for testing of nontraditional vehicle designs in a timelier fashion.

Modern Regulatory Tools

Identifies new regulatory tools and statutory authorities that policymakers may consider in the future to aid the safe and efficient deployment of new lifesaving technologies.

Additionally, NHTSA also released a final enforcement guidance on the recall process for autonomous vehicles. They point out that semi-autonomous driving systems that fail to adequately account for the possibility that a distracted driver-occupant might fail to retake control of the vehicle may be defined as an unreasonable risk to safety and subject to recall.

NACo will continue to monitor guidance and possible rulemaking as it pertains to autonomous vehicles. "Since counties own and maintain 45 percent of the nation's roads, and are responsible for public safety at the local level, any policy on the use of new technologies on these roads is important to counties," said Peter McLaughlin, chair of NACo's transportation Steering Committee. McLaughlin, a commissioner in Hennepin County, Minnesota, plans to make education on this new technology an important pillar of the committee's agenda this year.

[View the Full Policy](#) and additional materials.

Questions? Kevan Stone E: kstone@naco.org T: 202-942-4217

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Synthesis Reviews Asset Management Software, Best Practices

A transportation research synthesis from the Minnesota Local Road Research Board (LRRB) provides findings from a survey of local agencies and links to national resources and research. Its purpose is to increase awareness by Minnesota cities and counties of the importance of asset management and provide guidance for developing asset management plans and systems.

Transportation agencies are increasingly turning their attention to transportation asset management (TAM), a systematic process for tracking the conditions of physical infrastructure to make better decisions about its maintenance. TAM is mandated by the Moving Ahead for Progress in the 21st Century Act and can help justify funding to the public and elected officials.

For the synthesis, researchers conducted a literature review, consulted with national practitioners, and interviewed representatives from eight local transportation agencies. (The agencies serve communities ranging in population from 25,000 to 4.7 million, in five states plus Alberta, Canada.) Most of the local agencies studied are in the early stages of development of TAM systems or tried something in the past and now are reworking their systems because of emerging and improving technology.

Some findings of note:

Most agencies use asset management software for multiple asset types, and they identify training and data collection as significant challenges to implementation.

Systems are typically tied to a GIS, and in some cases to more specific asset management software for each asset type. (Links to a variety of software systems are included in the synthesis.)

Read the [Full Synthesis](#).

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County Engineer – Director of Transportation Opening



Will County Illinois

Job Summary

The Will County Engineer is the Will County Director of Transportation who plans, organizes, directs, and oversees all aspects of design, construction, and maintenance of county roads, bridges and culverts. Prepares and administers department budgets and administers fund sources such as the County and Township Motor Fuel Tax and State Local Bridge Fund per statutory duties. Prepares or directs preparation and modifications of reports, specifications, plans, construction schedules, environmental

impact studies, and designs for road construction.

Incumbent serves as County representative on various boards of regional planning commissions. Incumbent is also responsible for direction and supervision of the County's Highway Maintenance Department. Perform such other duties as may be prescribed by law and the rules and regulations of the Illinois Department of Transportation under the direction of the County Executive and the County Board.

Minimum Qualifications

A baccalaureate degree in civil engineering from a reputable accredited school and at least two years' experience in civil and highway engineering or in the construction and maintenance of streets or highways, or both, and demonstrated experience in the area of management and administration; or At least 10 years practical experience in civil and highway engineering or in the construction and maintenance of streets or highways, or both, at least 2 years of which shall be administrative experience of a scope comparable to that of the office for which he is a candidate; however, each of the first three academic years' attendance at a reputable engineering school shall be considered equivalent to two years practical experience in civil and highway engineering or construction and maintenance of streets and highways, and demonstrated experience in the area of management and administration.

This position requires a certificate of registration as a registered professional engineer issued under the provisions of the Professional Engineering Practice Act of 1989 and, unless a County Engineer or Superintendent of Highways of another Illinois county, passage of an Illinois Department of Transportation county engineers examination; and such other qualifications as may be required by State and Federal law and regulations.

Salary Range

Commensurate with Qualifications

Apply To

Will County Human Resources - WCEDOT
302 N. Chicago Street - 2nd Floor
Joliet, IL 60432
Email: jobs@willcountyillinois.com Fax: (815) 774-6355

Deadline

October 31

Disclaimer

Completed Will County Employment Application or Resume with cover letter and salary history may be submitted by mail, fax or hand delivered. Only interviewed applicants will be notified of the selection process. Equal Opportunity Employer

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October 2016

Development Services Director Opening

Mohave County – Kingman Arizona



Starting Salary \$88,483 to \$137,280 annually DOQ

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With over 13,400 square miles, Mohave County is the second largest county in Arizona and the fifth largest county in the United States. Situated in northwestern Arizona, it borders Utah, Nevada and California and contains elevations from 500 to over 8,400 feet above sea level. Kingman and the Mohave County area offer a more relaxed, rural lifestyle.

The Development Services Director performs professional work organizing and directing the activities of the Development Services Department. This department maintains certain aspects of physical development throughout Mohave County and consists of multiple divisions including Planning and Zoning, the Flood Control District of Mohave County, Environmental Quality/Waste Disposal, Emergency Management, Building Inspection, and the Economic Development Department.

Each division works in conjunction with other County departments and State agencies to provide a seamless transition into every development project pursued by the public, while ensuring that the Mohave County General Plan, Zoning Ordinance, Land Division Regulations, FEMA Regulations, and the 2012 International Building Codes are upheld throughout the process.

The importance of this position requires that the Development Services Director be an experienced leader with excellent communication and administrative skills and is proficient at developing relationships and consensus. The new Director will become an integral part of the County's management team and will be expected to take a leadership role in managing the County's shared vision. The candidate shall have executive knowledge of various development programs, financial and budgetary procedures, contract negotiation, land use and development regulations, modern techniques and practices of Civil Engineering as applied to planning, design, and construction of building structures, flood control infrastructure and landfills.

The ideal candidate shall possess a Bachelor's degree in engineering, planning, management, or related field (Professional Engineer License and Master's degree preferred); seven years of responsible administration experience overseeing urban and regional land use planning, building codes and floodplain regulatory functions, preferably in local government; progressively responsible experience in engineering related to building structures, drainage and flood control infrastructure, and municipal landfill projects; OR an equivalent combination of experience, education and training may be considered.

To be considered for this position, please [Submit an Application Online](#).

Include a resume and cover letter indicating your interest, 3 professional references and current salary.

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Opening – Montana Local Technical Assistance Program (LTAP) Director

Western Transportation Institute – College of Engineering

The mission of the national Local Technical Assistance Program (LTAP) is to foster a safe, efficient, environmentally sound transportation system by improving skills and knowledge of local transportation providers through training, technical assistance and technology transfer.

Montana has over 70,000 miles of roads in cities, counties and highway districts. Montana LTAP's focus is on assisting state and county road offices and city street departments in developing effective road and bridge maintenance and repair solutions, and providing worker safety training courses. By sharing technical information and improving the distribution of this information, the program promotes efficient use of local transportation agencies' scarce resources. LTAP is financially supported by the Federal Highway Administration, Montana Department of Transportation, Montana State Legislature, and Montana State University-Bozeman.

The LTAP Director will be responsible for technical, financial, and administrative management of the Program. Reporting to the WTI Executive Director, the LTAP Director will coordinate and deliver education and training to transportation officials and private/ consulting firms to support Montana and national goals (e.g. organizational excellence, workforce development, infrastructure management and safety). The Director will coordinate and develop proposals to expand "base" funding for added-value or new initiatives and opportunities and will conduct and oversee transportation engineering research and training projects.

The Director is responsible for coordinating activities with other WTI Centers/ Programs, and with other internal/external partners to assure the program's continued growth and diversification to make Montana LTAP a national, regional and local leader. The Director will expand MT LTAP's influence on transportation issues on Federal lands and National Parks, Tribal lands and be a more of leader in the National LTAP Association, Unpaved Roads Institute and the TRB Low Volume Roads Committee.

Read the full [Job Posting](#).

Contact

Michele Beck

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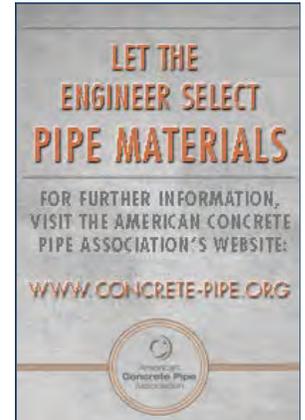
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MSU Invites Applicants

Director of National Center for Pavement Preservation

The Michigan State University Department of Civil & Environmental Engineering (CEE) invites applications for the position of Director of the National Center for Pavement Preservation (NCPPE) at MSU.

The director is responsible for NCPPE programs and operations, and coordinating NCPPE activities with the efforts of MSU faculty and staff involved in research, education and outreach related to effective pavement and bridge preservation. The director reports to the CEE chairperson and receives strategic advice from the NCPPE Advisory Board.

The successful candidate must have an entrepreneurial approach in pursuing and cultivating opportunities that will advance the center's mission.

Primary duties include directing the development and oversight of course offerings for external audiences, proposing and managing funded research activities, administering outreach initiatives for new preservation programs, and providing technical assistance for established programs.

The center is funded primarily through external contracts and grants. The director is responsible for the financial and professional success of the NCPPE.

The successful candidate will be required to represent MSU and NCPPE at relevant regional, national, and international meetings and events, coordinate recruiting efforts for new partners and sponsors, and expand networks of preservation practitioners.



Minimum Requirements

B.S. and M.S. degrees in civil engineering or a closely related discipline; professional engineer (P.E.) license; 10 years' progressive engineering and leadership experience with a highway agency, such as a state or county transportation agency, or equivalent; progressive technical and managerial experience in pavement or bridge preservation that includes supervision of professional staff, effective internal and external communication, program development, operational oversight and budget responsibility; demonstrated leadership and effectiveness in organizational and strategic planning; ability to formulate and communicate a compelling vision for NCPPE and the opportunities and challenges in infrastructure engineering; history of working effectively with state, local, and federal transportation agencies, industry associations, contractors, suppliers, and academia; United States citizen or permanent resident.

Desired Requirements

A Ph.D. in an area related to pavement or bridge restoration or preservation is desirable. Research experience, including as a principal investigator on competitive grants, is a plus. Knowledge and experience with highway maintenance operations, construction practices, materials, transportation asset management, pavement or bridge design, and strategic planning is desirable. Experience with development of construction specifications and quality assurance requirements and programs for highway construction, and experience developing, organizing and offering professional training courses, workshops or seminars is a plus.

Apply Online

Interested individuals should submit an application for this position through: <http://jobs.msu.edu/> and refer to position No. 4231.

Applicants must kindly submit a detailed resume, a cover letter summarizing his or her qualifications, vision statements for outreach, education, and research; and the names and contact information for at least three references. Letters of reference are not required.

Salary commensurate with experience.

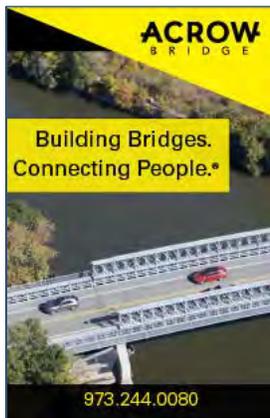
The position is available Jan 1, 2017.

Deadline for Applying

For full consideration, applications should be received before Nov. 15, 2016. After Nov. 15 applications will be reviewed on a continuing basis until the position is filled.

For more information, contact the search committee chair through e-mail at gatestim@egr.msu.edu.

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