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November 2016

President's Report

What's New at the Whitehouse

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



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

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

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

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

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

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

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

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

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

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Taste a bit of Cincy and sip some local brew. Then enjoy a few tunes on the banks of the levee.

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Explore a forest flooded by the Amazon River on your journey under 117,000 gallons of fresh water. See the Arapaima—the world's largest freshwater fish— and the exotic Pacu.

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Encounter the most feared and lethal animals in the aquatic world, including piranha, gila monsters, and stingrays.

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Be mesmerized and amazed by more than a hundred jellyfish from exotic locations around the world. Enjoy a 360-degree view as jellies perform their dance of color and elegance.

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Discover 10 species of seahorses, sea dragons, trumpettfish, shrimpfish and pipefish.

Frog Bog

Nearly 20 species of exotic frogs will deliver some hands-on fun.

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Free Toward Zero Deaths (TZD) Webinar

December 8, 11:00 AM - 12:30 PM EST

Register Now



This holiday season what is the greatest gift you can give your community? To learn what proactive steps you can take to get a zero death program started in your county or city! Take an hour and a half out of your busy schedule to come find out!

Join NACE and the National Center for Rural Road Safety for a FREE, 1 1/2 hour online webinar on the Toward Zero Deaths (TZD) National Strategy.

This webinar is directed towards local engineers, "road managers," and local representatives with road and transportation responsibilities but will provide information that can be used by others as well. Participants should have some basic familiarity with transportation safety.

Instructions on accessing the webinar will be sent after your registration is confirmed.

Thank you for letting us be your "Safety Sidekick!" We look forward to having you join us!

Webinar Outcomes

- Understand the origins background of the zero deaths philosophy
- Be familiar with the latest fatality trends
- Identify the six emphasis areas in the TZD National Strategy
- Understand the importance of Safety Culture
- List the implementation steps for TZD on Rural and Local Agencies
- Understand the proactive steps to take to get a zero deaths program started in your county or city
- Know where to find additional resources for TZD

Presenters

Brian Roberts, PE

Executive Director, National Association of County Engineers in Washington, D.C.

Brian has previously held leadership positions in local and federal government, consulting, non-profit, industry, and education sectors. He was previously Director of the Water Resources Learning Center, Executive Director of a national trade association, an employee of FHWA and began his career with Fairfax County Public Works in VA. He has a BS and MS from VA Tech in Civil Engineering and is a licensed professional engineer in VA.

Marie Walsh, PhD

Director, Louisiana Local Technical Assistance Program (LTAP)

In partnership with the LADOTD, she helped found and now coordinates the LA Local Road Safety Program (LRSP). Marie serves on the Louisiana Strategic Highway Safety Plan Implementation Team and is a member of the Executive Committee of the Louisiana Traffic Records Coordinating Committee, ITE Steering Committee for Vision Zero, and TZD Steering Committee. Marie is active in national road safety efforts and is a third-term member of the TRB Transportation Safety Management Committee, chair of the Towards Zero Deaths Subcommittee, panel member overseeing NCHRP 17-65 Guidance on Implementing the TZD National Strategy and NCHRP 17-69 A Strategic Approach to transforming Traffic Safety Culture to Reduce Deaths and Injury. She received her MS Degree in Environmental Engineering from LSU in 1985, and PHD in Human

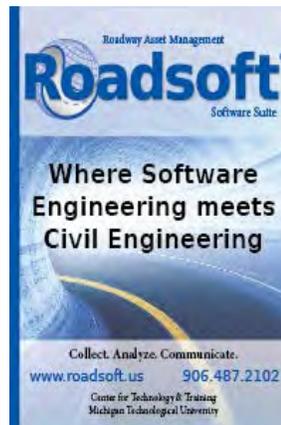
Resource Education and Workforce Development in 2003.

Robert Hull, PE

Senior Transportation Safety Engineer and Planning Manager, Cambridge Systematics and Safety Center

Robert joined CS after serving over 25 years with the Utah Department of Transportation (UDOT). As a CS project manager, he leads projects at the Federal and state levels to improve roadway safety management processes. He has served in leadership roles with the American Association of State Highway and Transportation Officials (AASHTO), National Cooperative Highway Research Program (NCHRP), and the Transportation Research Board (TRB). With over 13 years as the UDOT Director for Traffic and Safety he was responsible for developing statewide direction, policies, and engineering standards for all traffic and safety engineering programs. He founded and directed Utah's Zero Fatalities program that led to a culture of safety, innovation, and to "zero fatalities" being a UDOT strategic goal.

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Ballot Initiatives Raise More Than \$150 Billion for County Transportation

By Charlie Ban
NACo Senior Writer



When President-elect Donald Trump laid out his administration's priorities shortly after winning the general election, he stressed the need to rebuild infrastructure. Counties will likely take warmly to that, given that earlier in the evening, results poured in from ballot initiatives and bond issues that raised more than \$155.6 billion in projected revenue.

None are quite on the scale of Los Angeles County's Traffic Improvement Plan, which will increase sales taxes and extend another tax to raise \$120 billion. That plan will seek to expand rail and rapid transit and make it more accessible, repave streets, retrofit bridges for earthquakes and improve freeway traffic flow by reducing bottlenecks. Measure M continues a half-cent traffic relief tax and adds an additional half-cent sales

tax.

Sacramento County, Calif. voters also approved a half-cent sales tax for transit and road projects. The measure is expected to generate \$30 million per year over its 30-year lifespan, with a 70-30 split between road and transit spending from the proceeds.

Stanislaus County's 25-year half-cent sales tax will likely generate a total of \$975 million over its lifetime, after failed attempts to pass what became Measure L in 2006 and 2008. Elsewhere in California, Alameda, Contra Costa and San Francisco counties' voters approved \$3.5 billion in bonds to repair and update the Bay Area Rapid Transit system.

In three years, Kitsap County, Wash., commuters will be able to get to Seattle via ferry across the Puget Sound from three different locations, thanks to a tax increase of 3 cents on a \$10 purchase.

This wasn't just a West Coast trend. Charleston County, S.C., voters wanted a half-cent sales tax to raise \$2.1 billion to widen roads and allocate \$600 million to the Charleston Area Regional Transportation Authority to upgrade its buses and develop a bus rapid transit system.

Maryland's Prince George's County will issue \$200 million in bonds for transportation and public works, including funding for the Purple Line light rail, which will run to neighboring Montgomery County.

Arlington and Fairfax counties in Virginia will issue bonds totaling \$58.8 million and \$120 million, respectively, to pay for their shares of the Washington Metropolitan Area Transit Authority and for road projects.

Wake County, N.C., voters approved a half-cent sales tax hike to help fund a 10-year, \$2.3 billion plan to add commuter rail and increase bus service throughout the county.

Palm Beach County, Fla., voters approved a 10-year penny sales tax on the first \$5,000 of purchases, which is expected to raise \$810 million for county road and bridge repair, canals, drainage systems, parks and government buildings. Voters in neighboring Broward County rejected a similar measure.

In Nevada, each county voted on increasing its gas tax. Clark County, the state's largest, saw voters approve an increase that is expected to generate \$3 billion over 10 years.

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CDR Maguire – Solutions That Move People

The Benefits of Using Accelerated Bridge Construction for Disaster Recovery



Picture this: A wall of water rushing through a river corridor, overtopping its banks as it looks for the path of least resistance. Along the way, homes are destroyed, cars are swept away, and the crossings, culverts, and bridges that are the only means for getting across that river are destroyed.

That was the scene in Colorado in 2013, where places like Larimer County experienced some of the worst flooding in decades. Unfortunately, this type of flooding is becoming more and more common due to changing weather patterns, rising seas, and population shifts. And as communities look to rebuild from these kinds of disasters, they often rely on engineers to find solutions that will return life to normal as quickly as possible, as cheaply as possible. Hopefully, these solutions will also leave communities in better positions than they were before.



There are two issues here. First, there is an overwhelming list of recovery grants, which can sometimes take years to manage. Communities need experts who can identify, pursue, and expedite all possible federal funds to rebuild.

The second issue is expediting recovery. In many cases, decades have elapsed since original construction, so there are likely newer methods that can help a community rebuild faster and with more resilience to future disasters. These methods should be considered during the disaster recovery process.

You hear it at city and county council meetings all the time. "Why is it taking so long to repair that bridge?" Construction projects are always an issue for communities, even during normal times. After a disaster they can become even bigger

issues, as timelines are shortened to return to normalcy as quickly as possible. The federal government expects communities to build back better. Yet it still requires justification of the costs.

In the case of bridges, there is a methodology that expedites rebuilding AND satisfies the federal government. Indeed, the federal government promotes the use of the methodology through its "Every Day Counts" initiatives. The methodology is called Accelerated Bridge Construction, or ABC.

Accelerated Bridge Construction: A Case Study on Resiliency

The Folded Steel Plate Girder System, or FSPGS, is an ABC solution that offers benefits to recovering communities. Not only does FSPGS allow for a permanent bridge superstructure replacement in a matter of days instead of weeks, this innovative bridge design also provides a more resilient steel solution.

A Folded Steel Plate Girder System bridge is easier to maintain and inspect because of its open design. It reduces long-term costs when galvanized or fabricated with weathering steel. And it can potentially facilitate the environmental permitting process, which commonly creates project delays. Because the FSPGS is much lighter than concrete alternatives, the need to use heavier equipment is reduced.

Accelerated Bridge Construction is one of several methodologies that county engineers can use to expedite their bridge replacement projects and reduce inconvenience to constituents. Other methodologies include design build delivery and project

bundling. It is worth noting that these techniques can be employed not just in the case of disasters but for conventional construction, as well.

In the case of Accelerated Bridge Construction, particularly for small bridges, new techniques like the Folded Steel Plate Girder System, are cost competitive to conventional construction. As a result, there is no reason to inconvenience the traveling public with lengthy construction. County engineers in conjunction with their county managers can also advocate Accelerated Bridge Construction for projects implemented by the state or municipalities that similarly inconvenience their constituency.

There are really two important aspects to minimizing impact and maximizing recovery. To begin, the [key to recovery](#) is utilizing best practices to procure all appropriate funding in the community following a major disaster. Likewise, it's just as important to spend that money on time and money saving solutions like Accelerated Bridge Construction and concepts like the [Folded Steel Plate Girder System](#).

To learn more about both aspects, [consider experts](#) who can help you minimize impact and maximize recovery.

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FHWA Launches LEAP Program



NACE is pleased to inform you of a recent FHWA announcement relating to administering Federal Aid Funds directly to LPAs on an experimental basis.

The program named LEAP (Local Empowerment for Accelerating Projects) was announced in the Federal Register and can be found [here](#).

Specifically, the announcement states, ""the American Public Works Association (APWA), National Association of County Engineers (NACE), and other local entities have advocated for improvements to the federal-aid highway program delivery to LPAs."

The fact that FHWA directly mentions both NACE and APWA is a testament to our strengthened relationship with FHWA and our longstanding partnership with APWA. While this is a pilot program, it is a bold move on the part of FHWA. It is

worth noting that this was not the result of the FAST Act. It is an innovative decision that was made by FHWA. Many thanks to Administrator Greg Nadeau for his years of support and this decision in particular.

Please see [this article](#) in the AASHTO Journal.

Kevan Stone, NACo's Associate Legislative Director for Transportation and Infrastructure, distributed these comments to the Transportation Steering Committee.

I wanted to make you aware of a new transportation infrastructure pilot program that launches tomorrow. The U.S Department of Transportation's Federal Highway Administration (FHWA) announced earlier today that they will be accepting submissions for the Local Empowerment for Accelerating Projects (LEAP) Pilot Program. The LEAP program allows for direct funding from the federal government to local public agencies (LPAs).

This pilot program is designed to improve project delivery times for road projects and help to eliminate red tape delays, which often leads to increased costs for local government. With counties owning 45 percent of the nation's roads, this direct funding pilot program allows for LPAs to not only save precious financial resources, but complete projects faster for their communities.

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House Committee Releases Severely Critical Report on WOTUS Rule

WOTUS rulemaking process rife with legal shortcuts, predetermined conclusions, politically-driven timelines.



The House Committee on Oversight and Government Reform has released a report critical of the Obama Administration's controversial "Waters of the U.S." (WOTUS) rule-making.

Spearheaded by the committee's Republican staff, the report, Politicization of the Waters of the United States Rulemaking, examined several years of documents, emails and interview transcripts, and makes the case that the WOTUS rulemaking process was "rife with legal shortcuts, predetermined conclusions, and politically-driven timelines."

The report draws a number of highly critical conclusions, including:

The rule's tight timeline was based on political considerations. This prevented the rule from undergoing a full and meaningful review process.

The U.S. Army Corps of Engineers, which shares Clean Water Act (CWA) responsibilities with the Environmental Protection Agency, was cut out of the WOTUS rule-making process.

The rule is not based on sound science. The science document, to support the basis of the proposed rule, was finalized only after the rule was proposed.

The agencies did not consider alternatives to the WOTUS rule.

EPA did not adequately consider costs to all impacted entities, and did so by classifying the rule as "definitional" to avoid consultations required under the Regulatory Flexibility Act and Small Business Regulatory Enforcement Fairness Act.

The final rule was written before the public comment period closed; and

EPA and the Corps failed to adequately consult with states, local governments and tribes.

Waters of the U.S. is a term used in the CWA to define which waters fall under federal jurisdiction versus those that fall under state authority. Waters (and their conveyances) that fall under federal jurisdiction require federal CWA permits for construction and maintenance projects.

In 2014, as a result of several court cases, the EPA and the Corps proposed a revised rule. Although NACo expressed multiple concerns on the rule's impact on county-owned and maintained roadside ditches, bridges, flood control channels, drainage conveyances and wastewater and storm water systems, the rule was finalized in 2015.

Almost immediately after the rule was finalized, numerous lawsuits were filed in various district and appeals courts by 31 states and private parties. The WOTUS case is now before the 6th U.S. Circuit Court of Appeals.

WOTUS in the Courts

Almost immediately after the WOTUS rule was finalized, numerous lawsuits were filed in various district and appeals courts by 31 states and private parties. The cases, consolidated in Murray Energy Corporation v. U.S. Environmental Protection Agency, now rest in the 6th U.S. Circuit of Appeals.

The states that oppose the WOTUS rule include Alabama, Alaska, Arizona, Arkansas, Colorado, Florida, Georgia, Idaho, Indiana, Kansas, Kentucky, Louisiana, Michigan, Mississippi, Missouri, Montana, Nebraska, Nevada, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, Utah, West Virginia, Wisconsin and Wyoming.

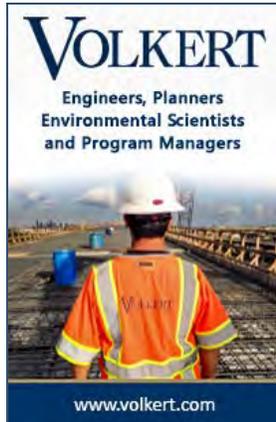
These states argue that the rule violates the Clean Water Act, Administrative Procedure Act, U.S. Constitution and the National Environmental Policy Act. A broad swatch of industry groups echoed many of the arguments made by the states.

Even though environmental groups have intervened in support of the rule, many groups have expressed concerns that the rule does not go far enough to protect water quality and have urged the courts to strike these sections of the rule.

The 6th U.S. Circuit Court of Appeals is scheduled to begin oral arguments after March 29, 2017.

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“1000 Year Flood” Strikes Baton Rouge, South Louisiana Parishes

By **Steven C. Strength, PE**

Program Manager, Louisiana Local Technical Assistance Program

More than 30,000 people evacuated, including help from the Cajun Navy

Heavy rains measuring more than 20 inches inundated parts of 20 Louisiana parishes between August 11-14, 2016. Some 146,000 homes and thousands of businesses were flooded across South Louisiana in what has been called the nation's worst natural disaster since Hurricane Sandy.

13 people died as a result. The most severe flooding occurred along the Comite and Amite Rivers north and east of Baton Rouge, with the Amite cresting more than 17 feet above flood stage following 4 days of intense rainfall. 1 gauge in Livingston Parish recorded 36 inches of rain in that period. 10 rivers from west of Lafayette to Hammond reached levels exceeding flood stage, many of which were also records.



Standing floodwaters remain in an Ascension Parish neighborhood 1 week after the severe flooding disaster declaration in Louisiana. (Photo by J.T. Blatty/FEMA)



Residents in the Baton Rouge area discard anything that was submerged in flood waters to begin the recovery

While occurring during the height of the Atlantic hurricane season, the “no-name” storm formed over land along the coast of the Gulf of Mexico and did not exhibit tropical characteristics, even though moisture drawn from the Gulf as the storm sat over southeast Louisiana helped to feed the deluge.

As rivers rose, major flooding to infrastructure occurred. Interstate 12 between Baton Rouge and Hammond, and I-10 both east and west of Baton Rouge became flooded and impassable. Damage to roads, bridges, and structures was widespread from west of Lafayette eastward through Baton Rouge to Hammond. Even after the rains subsided, the lower reaches of several rivers continued to rise as the floodwaters moved south and east toward Lake Pontchartrain, the main outlet for these waterways.

The Mississippi River was not appreciably affected because it is isolated from the adjacent river basins by levees, and its stages are primarily affected by stream flow from the Upper Mississippi and Ohio River basins.

The affected rivers, however, have less substantial levee systems and nearby community drainage systems depend on gravity flow across a relatively flat landscape. For this reason, some communities continued to deal with high water for weeks following the storm.

In Livingston Parish east of Baton Rouge, it was estimated by the Parish assessor that 75% of homes received damage, and nearly 100% of the commercial tax base was affected in the communities of Denham Springs and Walker, which contain major suburban shopping centers.

Approximately 30% of homes in Ascension Parish southeast of Baton Rouge took on water. Total damage estimates ranged from \$10-15 billion, and according to the Baton Rouge

process. (Photo by Laura Guzman/FEMA)



A crumbled section of LA-10 near Clinton in St. Helena Parish, 1 month after the 2016 historic flooding. (Photo by J.T. Blatty/FEMA)

Advocate, only about \$5 billion will be covered by flood insurance.

Most of the flooded areas do not fall within priority flood zones, as is the case in New Orleans and other more hurricane prone areas along the coast.

As the extent of the disaster became manifest, State, Parish, and volunteer organizations swung into action to rescue residents from homes and vehicles.

More than 30,000 people were evacuated through the combined efforts of the State Police, Parish Sheriff's offices, Louisiana National Guard, and other agencies. In addition, civilian volunteers brought their own boats to the hardest hit areas with an organized rescue flotilla that has come to be known as the "Cajun Navy."

Saint Bernard Parish, which was almost totally wiped out by Hurricane Katrina in 2005, sent 70 volunteers to help.

The River Center Convention Complex in downtown Baton Rouge, which hosted the 2014 NACE Annual Conference, and 70 other shelters were set up to receive some 11,000 evacuees. And the Red Cross sent 1,500 volunteers, joined by numerous faith-based and other volunteer organizations, to clothe, feed and provide related assistance to those affected.

Among the many facilities affected were schools, with 22 sites heavily flooded, according to Louisiana Superintendent of Education John White. A number of schools were forced to delay the opening of the school year and many classes were relocated or combined with other schools until repairs could be made. It was estimated that 265,000 children, about 30% of the state's school population, were affected in some way.

Parish government public works and engineering agency employees responded to the disaster in numerous roles, many in spite of having received damage to their own homes. Clearing trees, inspecting and repairing roads and bridges, ensuring that drainage structures were functioning properly, and responding to requests from citizens, filled the weeks following the flood. Many public employees worked extended hours in the cleanup and then went home to work on their own properties at night.

Flooded homes and businesses were gutted of their contents, and parishes organized the collection and disposal of hundreds of thousands of cubic yards of debris using contractors trained in Federal Emergency Management Agency (FEMA) procedures. In order to receive reimbursement, parishes must keep accurate records of damage and costs incurred in order to receive FEMA reimbursement. This effort has gotten everyone involved, from engineers and planners, to GIS specialists, equipment managers, construction inspectors, and accounting personnel.

In the midst of the recovery, the Louisiana Parish Engineers and Supervisors Association (LPESA), the State's NACE affiliate, featured several disaster related presentations at its October meeting in St. Mary Parish, including presentations by the Governor's Office of Homeland Security and Emergency Preparedness, and regional representatives of FEMA. Much of the discussion centered around the value of asset management and system inventories in aiding recovery and reimbursement for damage to infrastructure. J.E. "Butch" Ford, Parish Engineer for Bossier Parish, which experienced severe flooding in northwest Louisiana earlier in the year, expressed concern for the long term costs.

"We know there are going to be failures caused by the long term effects of these floods. Roads weren't designed to be continuously under water. You can't run debris trucks over local roads that were submerged for days at a time and not expect some residual effects." LPESA President George Mikhael of St. Mary Parish echoed the feelings of many, "We know about hurricanes and floods in Louisiana, but every event presents different challenges, and you always have to be ready to respond to the situation at hand."

Currently, public agencies remain on the job, homes are being rebuilt, contractors and equipment are everywhere, and traffic is much more congested as life here seeks its "new normal." Louisiana's parishes can be thankful for the help of their neighbors from far and near. At a recent training class in East Baton Rouge Parish, one public works supervisor who lost his home in the flooding summed it up, "We are a community. We have each other and we help each other. When you see everything you owned piled up in your front yard, ready to be hauled away, you start to recognize what is really important."

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November 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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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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NACo Analysis of 2016 Elections

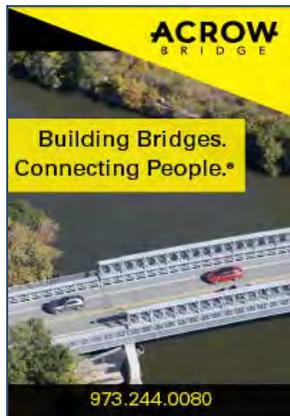
The National Association of Counties (NACo) has prepared a report, **U.S. Election Insight 2016: What's in Store for the Nation's Counties.**

President-elect Trump is already beginning his transition and congressional leaders are getting organized for the 115th Congress.

To help you digest the results of the election and what it means for county governments, please read the [Full Report](#).

The NACo analysis details what the election means for the composition and balance of power in Congress and the states, as well as how county priority issues could fare under the Trump administration and 115th Congress. It also includes a full list of former county officials who will be serving in the new Congress.

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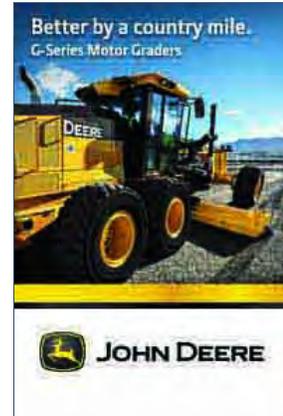


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TSP•2 Regional Meetings Announced

County road agencies are encouraged to participate



The AASHTO TSP•2 (Transportation System Preservation Technical Service Program) seeks to develop sound pavement and bridge management practices through the use of pavement preservation treatments and bridge preservation measures.

The program holds annual preservation partnership meetings, and through its program manager the National Center for Pavement Preservation (NCP), provides technical assistance and training opportunities. The AASHTO TSP•2 is comprised of representatives from states highway agencies, county road agencies, local agencies, industry, suppliers, consultants, and academia.

There are 4 regional pavement preservation partnerships: Northeast, Southeast, Midwestern, and Rocky Mountain West and 4 regional bridge preservation partnerships: Northeast, Southeast, Midwestern, and Western. Each of these partnerships holds an annual meeting to share knowledge, present new and emerging technologies, and discuss issues of mutual importance such as specifications, agency and contractor treatment training/certification, and research.

In October 2016, the pavement partnerships held a National Pavement Preservation Conference in lieu of regional partnership meetings which was attended by over 700 people. From the participation at this meeting, the interest in preservation by practitioners around the country was clear.

2017 TSP•2 Partnership Meeting Schedule

| | | |
|---|-----------------|-------------------|
| Midwestern Pavement Preservation Partnership | September 11-13 | Traverse City, MI |
| Northeast Pavement Preservation Partnership | May 8-10 | Portland, ME |
| Southeast Pavement Preservation Partnership | April 25-27 | Montgomery, AL |
| Rocky Mountain West Pavement Preservation Partnership | Fall (TBD) | Seattle, WA |

Regional pavement and bridge preservation partnership meetings will be held again beginning in the spring of 2017. County road agencies are particularly encouraged to participate in these informational and beneficial pavement and bridge preservation partnership meetings. Training in pavement and bridge preservation is also offered through the NCP for local agencies.

For further information about the TSP•2 Program, 2017 partnership meeting dates, or technical assistance and training opportunities, please visit the website www.tsp2.org or call NCP at 517-432-8220.

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ARTBA Launches Safety Certification Program for Transportation Project Professionals



The American Road & Transportation Builders Association (ARTBA) has launched a groundbreaking professional certification program developed by safety leaders from some of the nation's top transportation infrastructure firms and government, among others.

The "Safety Certification for Transportation Project Professionals™" (SCTPP) program is aimed at the thousands of transportation project supervisors, foremen, inspectors, project planners and designers who could make a huge, industry-wide safety impact by learning core competencies necessary to identify and mitigate potentially life-threatening on-site risks.

The SCTPP program is also intended to create a "safety benchmark" for all future civil engineering and construction management program graduates who are interested in employment with industry-leading firms.

"Ensuring that our project sites are the safest possible environments for all who work in and travel through them can't just be the safety director's job," say ARTBA Chairman David Zachry, president and CEO of the Zachry Corporation in San Antonio, Texas. "There are no safety 'accidents.' There are safety incidents. And we need to do our best to prevent them. It is our moral obligation and it is good business practice."

Zachry, who has been a driving force behind development of the SCTPP program, adds: "Our goal, collectively working through ARTBA and its Foundation, is to cause a demonstrable reduction in the number of deaths and injuries that occur on and around transportation project sites each year. We believe we can do that if all of the key decision makers, from project inception through completion, have safety top of mind. This program will identify and reward those who have demonstrated competency in this critical management area."

ARTBA recruited a high-level, independent certification commission to establish operational policies to guide the SCTPP program and provide leadership, governance and on-going oversight.

The nine-member commission is co-chaired by Ross Myers, CEO & chairman of Allan Myers, Inc., the largest civil construction and materials supply firm in the Mid-Atlantic region, based in Pennsylvania, and David Walls, president & CEO of Austin Industries in Dallas, Texas, one of the nation's largest diversified construction firms with an annual volume of \$2 billion and over 7,000 employee-owners.

The ARTBA Transportation Development Foundation (ARTBA-TDF) engaged Professional Testing, Inc., an internationally-recognized consulting firm specializing in helping industries and government agencies develop and manage effective, fair, valid, reliable and legally defensible assessment and evaluation services to work with industry safety leaders in developing the SCTPP program. It has been designed to meet the rigorous protocols required for accreditation by the American National Standards Institute (ANSI) and the International Organization for Standardization ISO/IEC 17024.

Identification of the target audience, core competencies to be tested, and development of the exam questions themselves has involved key safety personnel from: Zachry Construction, Lane Construction, Granite Construction, the Kiewit Infrastructure Group, Oldcastle Materials, The Vecellio Group, Barriere Construction, Superior Construction, Liberty Mutual Insurance, the Arch Insurance Group, the Laborers' Health & Safety Fund of North America, the Texas Department of Transportation, the National Institute for Occupational Safety & Health, Virginia Tech, The Center for Construction Research & Training, Plastic Safety Systems, InVia Pavement Technologies, and Mobile Barriers.

Read more on the [Safety Certification](#).

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Participate in Bridge Scour Countermeasures Survey

Deadline for completion - December 15

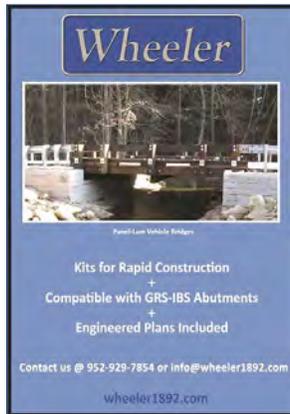
An investigation on the performance of bridge scour countermeasures is being performed by Iowa State University as part of a research project with the Iowa Department of Transportation.

The study includes a consensus-building effort, achieved by a survey of county engineers at the national level.

Please participate in the survey. Your contributions would be greatly appreciated!

[Complete the Survey](#)

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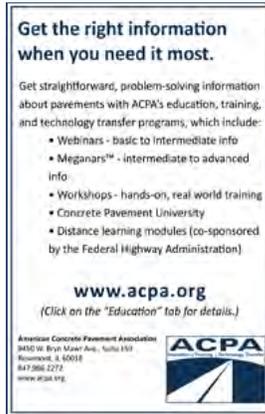
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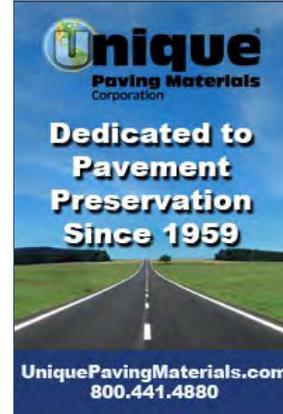
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November 2016

TRB Webinar: Safety on Low Volume Roads

November 29 ~ 1:00 PM - 2:30 PM EST

Organized by the TRB Standing Committee on Low Volume Roads

[Register Now](#)

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

Topics will include traffic signs, treatments of trees on rural roads, and a retroreflectivity field inspection kit.

Presenters

Paul Carlson, Texas A&M Transportation Institute
Karla Lechtenberg, University of Nebraska, Lincoln
Geoff Scott, Cornell Local Roads Program
Moderated by: Ron Eck, West Virginia University

Outline

Can traffic signs be too bright on low volume roads?
Cost-effective safety treatment of trees on low volume rural roads
Retroreflectivity field inspection kit for local agencies
Question and answer session

Learning Objectives

Evaluate which types of sign materials can improve safety by reducing glare
Evaluate methods for managing trees along low volume roads
Understand methods to comply with standards for sign retroreflectivity through the use of the field inspection kit

Registration Information

There is no fee for employees of TRB Sponsors or TRB Sustaining Affiliates who register using their work email address. In addition to employees of TRB sponsor organizations, the following are eligible to receive complimentary webinar registration: TRB and National Academies employees; Chairs of TRB standing committees, sections, or groups; Members of the media; Employees of tribal governments; and Members of Congress or their staff.

Other sites must pay \$55 per site.

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

Professional Development Hours

A certificate for 1.5 Professional Development Hours (PDHs) will be provided to attendees who register and attend the webinar as an individual. Please check with your licensing board to ensure that TRB webinar PDHs are approved by your board.

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President-Elect Trump Prioritizes Infrastructure

GOP Congress May Not

By David Bauer

ARTBA Senior Vice President of Government Relations



Upgrading the nation's infrastructure network was the first policy initiative President-elect Donald Trump cited during his Nov. 9 victory speech.

"We are going to fix our inner cities and rebuild our highways, bridges, tunnels, airports, schools, hospitals," he said. "We're going to rebuild our infrastructure, which will become, by the way, second to none, and we will put millions of our people to work as we rebuild it."

While the President-elect's enthusiasm for infrastructure investment has never been in doubt, it remains unclear if Republican leaders in Congress share his view.

Senate Majority Leader Mitch McConnell (R-Ky.) has thrown cold water on Trump's infrastructure plans, saying it is "not a top priority," NPR reported Nov. 9. House Speaker Paul Ryan (R-Wis.) has insisted the focus of House Republicans in 2017 will be on the policy initiatives included in the "A Better Way" governing vision he released earlier this year. He was dismissive of Trump's campaign promises to spend even more on infrastructure than the \$275 billion proposed by Hillary Clinton. "That's not in the Better Way agenda," he said, laughing," The Atlantic reported Oct. 6.

Not surprisingly, conservative activists in Washington, D.C., who consistently oppose virtually all federal transportation initiatives, are working to obstruct a Trump infrastructure plans. "Conservatives do not view infrastructure spending as an economic stimulus, and congressional Republicans rightly rejected that approach in 2009," a Heritage Action for America spokesman said.

Meanwhile, Democratic leaders in the House and Senate this week pointed to infrastructure spending as an area of common ground with the President-elect and are urging swift action on such a measure.

ARTBA President & CEO Pete Ruane has continued to highlight the broad bipartisan support that exists for transportation infrastructure investment and the potential healing effect an infrastructure package could have following a divisive election. He also underscored that accomplishing these goals remains challenging.

"Many other priorities and international events have sidetracked other presidents from their campaign promises. Nonetheless, we remain focused and committed to getting a real solution in 2017," Ruane said.

Reprinted from ARTBA Washington Newsline, November 11 edition.

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How Many Ways Can You Improve an Unsignalized Intersection?

[Editor's note: The Institute of Traffic Engineers (ITE) website has an excellent resource on improving safety at unsignalized intersections. It is written for local agencies, it has a wealth of information without being overwhelming, it is very easy to navigate, and it's free. The following is adapted from the Guide.]



From 2010 to 2012, more than 70% of all intersection-related fatal crashes nationwide involved unsignalized intersections. These accounted for approximately 1 of 6 fatal crashes on U.S. roadways. As such, and because the vast majority of intersections in the U.S. are unsignalized, it is vital that state and local transportation agencies consider how their design and management practices can better address safety performance, operations, and access for all users at these types of intersections.

Written for local agencies

The majority of unsignalized intersections are owned and operated by local agencies. Many smaller jurisdictions do not have professional traffic engineers on staff but must frequently make decisions on safety treatments and enhancements at unsignalized intersections. These agencies need practical guidance to assist them in arriving at, and justifying, these decisions to policymakers and the public. The Unsignalized Intersection Improvement Guide (UIIG) was developed to address this need.

Guide helps in identifying the problem and finding solutions

The UIIG is prepared to primarily aid local agency practitioners (city and county) in selecting design, operational, maintenance, enforcement, and other types of treatments to improve the safety, mobility, and accessibility of all users at unsignalized intersections. It is designed under the assumption that an unsignalized intersection (or group of unsignalized intersections) has been identified as having a problem related to traffic safety, operations, or access.

The UIIG assists the user in confirming there is indeed a problem and identifying the type and potential cause of the problem, and then offers possible treatments—also identified as countermeasures or strategies—that address the problem. The selection of the desirable treatment for implementation is to be determined by the agency with input from and review by the affected stakeholders within the community.

Written for non-engineers

The UIIG's primary audience is the agency (or individual) responsible for the roads within a local government jurisdiction, especially those agencies lacking staff with a formal education in highway and traffic engineering principles. However, even trained staff from state and local highway agencies may find this Guide helpful as they address various problems at their unsignalized intersections.

Designed to stay current

The UIIG is hosted by the Institute of Transportation Engineers (ITE) under the sponsorship of the Federal Highway Administration (FHWA), with full access by all interested parties at no cost. It has been prepared as a web-based resource with the intent that it will be used online and that it can be modified as necessary to incorporate new information. By using the UIIG online, users will have access to the latest information on the various treatments that can be used to improve safety, mobility, and access at unsignalized intersections.

Where to find the guide

Access the Guide.

Reprinted from Kansas LTAP Newsletter, Fall 2015 issue.

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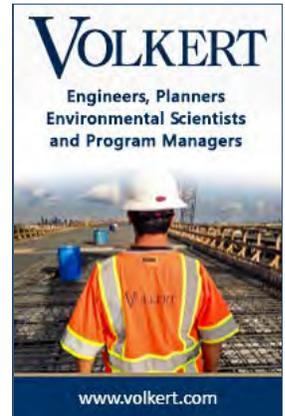
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