



National Association County Engineers

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NACE UPDATE

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members
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(Note: Sources of information include the AASHTO Journal, NACo staff, Senate and House publications, the Federal Highway Administration, and other association news journals)

TIGER Grants Announced by US DOT

The U.S. Department of Transportation (DOT) announced 51 recipients who will receive funding under the \$1.5 billion Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program, which was authorized last year as part of the American Recovery and Reinvestment Act (ARRA) to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects. The 51 projects were selected from nearly 1,400 applications received, which totaled over \$57 billion in funding requests.

In announcing the awards, Transportation Secretary Ray LaHood noted that “TIGER grants will tackle the kind of major transportation projects that have been difficult to build under other funding programs.” LaHood also said that “This will help us meet the 21st century challenges of improving the environment, making our communities more livable and enhancing safety, all while creating jobs and growing the economy.” Awardees were selected based on their contribution to U.S. economic competitiveness, improving safety and the condition of the existing transportation system, increasing quality of life, reducing greenhouse gas emissions and demonstrating strong collaboration among a broad range of participants including the private sector. The complete list of award recipients is available [here](#). Today’s award announcement by U.S. DOT is online at <http://www.dot.gov/affairs/2010/dot3010a.htm>.

President Obama Unveils \$3.8 Trillion Budget Proposal

The Obama Administration released a \$3.8 trillion Fiscal Year (FY) 2011 budget proposal to Congress February 1. Congress has begun hearings on the proposed budget. Following is an overview of the budget’s proposals for various public works and infrastructure programs.

Transportation

The proposed budget includes \$79 billion for the US Department of Transportation (DOT) and its programs, about a \$2 billion increase over the current year.

- Recommends extending the current SAFETEA-LU authorization through March 2011. SAFETEA-LU, the federal surface transportation law, expired September 30, 2009. The budget states that during this extension period the Administration will work with Congress to reform surface transportation programs and put the system on a viable financing path. A temporary extension expires February 28.

- Proposes \$4 billion to create an infrastructure bank. The National Infrastructure Innovation and Finance Fund would invest in projects of regional or national significance. Established as a new operational unit within DOT, the fund would provide resources for projects through, grants, loans or a blend of both and will leverage non-federal resources, including private capital.
- Proposes establishing a new \$30 million Transit Safety Program. The Administration late last year proposed legislation to establish nationwide safety standards and for federal enforcement of those standards.
- Proposes \$527 million for livable communities. As part of the Partnership for Sustainable Communities' multi-agency initiative with the Environmental Protection Agency (EPA) and the Department of Housing and Urban Development (HUD), the funding will assist state and local governments to invest in transportation that helps advance sustainable development.
- Proposes \$1 billion to sustain large-scale multi-year support for high-speed rail. The economic recovery act provided \$8 billion for high speed rail.
- Proposes small increases for highway and transit funding. Highway funding would increase by about \$200 million from \$41.1 billion in FY10 to \$41.3 billion in FY11. The funding includes \$200 million for a competitive Livable Communities grant program. Transit funding would increase by about \$70 million, from \$10.73 billion in FY10 to \$10.8 billion in FY11.
- Proposes \$20 million to establish an Office of Livable Communities in the Office of the Secretary. The office would coordinate multimodal and interagency (HUD and EPA) livability efforts and lead DOT's investment decisions that focus on livable communities.
- Proposes \$1.14 billion, more than a 30 percent increase from 2010, for the Next Generation Air Transportation System, the Federal Aviation Administration's long-term effort to improve safety, efficiency and capacity of the aviation system.

Snow Delays Action on Senate Jobs Bill

(AASHTO News)

In a surprise move Senate Majority Leader Harry Reid introduced a scaled back version of the Jobs Bill for action the week of February 22. The bill would extend the surface transportation programs and deposit \$19.6 billion to the Highway Trust Fund.

Reid had hoped to see a vote on a jobs bill in the Senate before Presidents' Day week-long recess. But a record-setting blizzard in Washington forced the postponement of Senate caucus meetings, and also prevented 15 senators from returning to Congress from their home states.

Senate Finance Committee leaders Max Baucus (D-MT) and Charles Grassley (R-IA) unveiled the Finance Committee's proposed \$85 billion bill on Thursday, which includes an array of tax incentives and extensions of expiring legislation. The two leaders issued a joint statement urging that the bipartisan effort which led to the draft bill be continued as the Senate considers the first in what is likely to be a series of job creation measures.

In a surprise move, Senator Reid went to the floor to offer instead a scaled-back version of the jobs bill, containing only four provisions, including the following transportation actions:

- extension of the federal-aid highway and transit programs to December 31, 2010;
- transfer of \$19.5 billion to the Highway Trust Fund, which is projected to keep the Highway Trust Fund solvent until March of next year, avoiding another insolvency crisis that could occur for the Trust Fund late in the fiscal year;
- restoration of lost obligation authority for the highway program as a result of last year's rescissions; and
- an expansion of the Build America Bonds program.

Reid also took steps to preclude any amendments being added to the bill, which will be offered as a substitute for the House jobs bill, H.R. 2847. He also introduced a cloture motion that will be scheduled for a vote on February 22. If passed, the bill could then be considered in the Senate on February 24. The current extension expires on February 28.

If passed by the Senate on Wednesday, the amended bill would still be subject to a House-Senate conference to reconcile differences. The House bill, H.R. 2847, called the Jobs for Main Street Act, would extend the highway and transit programs through the end of the fiscal year, September 30, 2010. That bill would also provide general fund revenue to the Highway Trust Fund, which is, in part, interest that would have normally accrued to the account since 1998. However, the House bill also contains some \$36 billion for highway and transit infrastructure investment. Senate leaders had deferred any infrastructure investment to later jobs bills.

REGISTER NOW! NACE 2010 CONFERENCE LINKS

NACE 2010 conference information is now available on the NACE website:

www.countyengineers.org (under NACE Events).

Delegate & Guests can register on-line:

http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/delegateapp.cfm

Exhibitors can register on-line:

http://www.naco.org/NACETemplate.cfm?Section=NACE_Events&Template=/cfiles/nace/exhibitapp.cfm

In addition to on-line registration and PDF files of brochures, see information on conference overview, travel, hotel, golf outing and more!

American Society of Civil Engineers magazine *Civil Engineering* has a great feature article on the construction of the Super Span of the Dallas Cowboys new stadium. We have set up tours on Tuesday afternoon. *More information about signing up to follow.* To view the article go to the following link. http://pubs.asce.org/magazines/CEMag/2010/Issue_01-10/article1.htm

2010 Sign Maintenance & Management Workshop, Fargo ND

This workshop will be held on March 17 - 18, 2010. The brochure is available on the ATSSA website at www.atssa.com/cs/roadway-traffic-safety-events.

WEBCAST ANNOUNCEMENT: 4 Sessions of Michigan's County Engineers' Workshop

The following is a link that goes to a flyer specifically for the 4 webcast sessions **which is open to anyone nationwide**: http://michiganltap.org/downloads/Email_brochure_2010.pdf

OVERVIEW

If you are not attending the 2010 County Engineers' Workshop in person, you can still take part in several sessions via the web. This year, 4 of the sessions from the first day of workshop will be broadcast live through the web. You can attend any or all of the 4 sessions from the comfort of your own office—all you need is a computer with speakers, and a high-speed Internet connection.

COST & REGISTRATION

\$40 per connection to access any or all of the webcast sessions (listed below). There is no limit to the number of people who can listen in on a single connection: set up with a computer and projector, and multiple staff members at your office can participate.

To register, email your contact information (name, phone#, organization, address) to ltap@mtu.edu or call the Michigan LTAP program at the Center for Technology & Training (906-487-2102).

FOR MORE INFORMATION

For more information about both the live workshop and the webcast sessions, visit: http://www.michiganltap.org/workshop/2010_cew.html

Webcast sessions include:

WED, FEBRUARY 24

9:30 - 10:00 AM

State-of-the-Art Asphalt Pavement Maintenance
Thomas Wood, Minnesota DOT

11:15 - 11:45 AM

Want to Change the World? — How Michigan Construction Career Days is Attracting the Next Generation of Road Workers
Brindley Byrd, Michigan Construction Career Council

1:15 - 1:45 PM

Out of the Lab & Under the Bridge — Carbon Fiber Support Beams Cut Construction Costs
Dr. Habib J. Dagher, University of Maine

1:45 - 2:45 PM

Sharing Resources to Get Stuff Done — Mutual Aid the Road Commission Way(s)
Tom Byle, P.E., Kent County Road Commission
Jerry Byrne, Kent County Road Commission
Bob Lewis, Lenewee County Road Commission
Dorothy Pohl, Ionia County Road Commission

HAVE YOU VISITED Our Local Roads Matter website!

Dan Fedderly, Executive Director Wisconsin County Highway Association, Dunn County Supervisor and former Wisconsin County Highway Superintendent presented the “rural county” view in a briefing to Congressional Staffers for the National Association of Counties. To view his presentation visit the NACE Local Roads Matter Campaign site <http://countyengineers...org/LRM/index.html> or click on the Local Roads Matter button on the left side of this page. Then click on the Social Media Center.

Returning to the Stone Age

County Road Agencies in Michigan Suffer from Lack of Funding

The County Road Association of Michigan (CRAM) has announced the results of their annual survey to determine the state of Michigan’s crumbling county road and bridge network. Over the past three years, the number of county road agencies returning paved roads to gravel has more than tripled. Thirty eight counties have now returned more than **100** miles of paved roads to gravel; approximately **35** miles in 2009 alone. Results indicate that by 2010, half of Michigan’s county road agencies will be faced with the decision of moving backward to maintain their infrastructure. “As Michigan pauses to assess the condition of our great state, lawmakers must consider the condition of our long-neglected transportation infrastructure,” Association Director, John Niemela said. “Last year, newspaper headlines hailed the return to the stone age. This is exactly what we have seen in recent years.”

In 2007, CRAM first announced that county road agencies were returning paved roads to gravel because they did not have sufficient revenues to reconstruct the roads. By 2008, **25** road commissions had returned an estimated **50** miles of paved roads to gravel. The results of CRAM’s recent survey reveal the further deterioration of Michigan’s county road system. When paved roads crumble to the point they are no longer safe for motorists to travel and there is not enough funding available for reconstruction, road agencies put public safety first even if it means returning paved roads to gravel. “MTF revenues have fallen to 1998 levels while construction costs over the past decade have skyrocketed,” Niemela said. “County road agencies have reached the point where they can no longer afford to patch roads that have failed until funding becomes available for reconstruction. Resources are better spent investing in capital preventive maintenance (CPM) to extend the life of road surfaces.” When adequately funded, preventive maintenance helps to extend the life of roads in good condition by applying lower cost treatments at the appropriate time. This slows the rate of deterioration and yields long-term savings. “It really is a pay now, or pay more later scenario,” Niemela said. “The longer we continue to underfund our road and bridge network, the more it will cost to bring our transportation infrastructure back to good condition.” “The pulverization of roads in Michigan has made national headlines several times in the past year. It is a graphic image that should serve as a wake-up call to legislators, but is by no means the only startling news,” Niemela said. Over the past three years, **79** county road agencies have reduced maintenance, preservation, or construction programs; **77** have reduced or eliminated maintenance or replacement activities on hard surface roads; **68** have reduced or eliminated gravel road maintenance; **63** have reduced or eliminated roadside mowing and brush control; **49** counties reduced or eliminated bridge/culvert replacements; and levels of service have been reduced statewide for winter maintenance. The

survey also showed that the worst is not behind us. In 2010, **65** counties plan to delay necessary capital preventive maintenance due to a lack of funding; **54** anticipate reductions of traffic safety measures such as re-striping roads or replacing signs and guardrail; and **45** counties plan to delay a local road or bridge project which could have a negative impact on communities and local businesses. “Legislation to increase transportation funding has been introduced in both the Michigan House and Senate,” Niemela said. “The time for action is now. The longer we wait, the more expensive the solution will be. Inaction is costing the state hundreds of millions of dollars annually in the deterioration of our road network. Michigan voters deserve better.” “Investing in highway, road and bridge funding is the long-term economic stimulus Michigan needs. It is Asset Management 101- The right fix, at the right time, will yield long-term savings.” CRAM represents Michigan’s 83 county road agencies and is part of the Michigan Transportation Team (MTT), a broad-based, bipartisan partnership of business, labor, local government, associations and citizens with the common goal of improving Michigan’s transportation infrastructure. For the past three years CRAM has surveyed county road agencies to determine the impact of decreased Michigan Transportation Fund (MTF) revenues and skyrocketing costs on our county road system.

Survey results available at http://www.micountyroads.org/PDF/2010_Survey_Compare.pdf

New U.S. Communities Contracts

Uniform and Work Apparel

The City of San Antonio has awarded ServiceWear Apparel, the U.S. Communities Uniform and Work Apparel contract. The contract was awarded to ServiceWear Apparel on December 11, 2009 and is available for use by participating agencies nationwide effective immediately.

ServiceWear Apparel, distributes a comprehensive range of high-quality apparel from leading brands such as Red Kap®, Chef Designs, Hi Visibility by Red Kap, Bulwark®, The Force®, Lee® and Wrangler Hero® among others, designed to fulfill the needs of the various public agencies within state and local governments nationwide. Unique benefits include:

- Multiple fast and easy ordering methods.
- Thousands of garment customization options.
- The ability to fit every employee regardless of shape or size for the same low price.
- Knowledgeable Customer Service Representatives and Sales Specialists specifically trained for government procurement ready to answer all your questions.
- A quality assurance guarantee.
- There are no oversize charges.
- FOB destination shipping.

For more information on our new Uniform and Work Apparel contract, please visit

www.uscommunities.org/contracts or contact us at info@uscommunities.org.

Roofing Supplies and Related Products and Services

Cobb County, Georgia has awarded Garland/DBS, Inc. the U.S. Communities Roofing Supplies and Related Products and Services contract. The contract was awarded to Garland/DBS on November 25, 2009 and is available for use by participating agencies nationwide effective immediately. Under the terms of this nationally bid contract, participating agencies of U. S. Communities will be able to purchase materials and services from the entire Garland/DBS, Inc. catalog at best available government pricing. As an employee-owned, service-driven organization, Garland/DBS, Inc offers:

- Single-source accountability in designing and implementing complex roofing projects since 1895
- Full range of high-performance materials for modified, BUR, metal, sustainable, restoration and maintenance applications
- Optional managed bid to local Garland-approved contractors for additional savings on installation
- Local service reps supported by technical staff for comprehensive engineering, architectural, and design support
- Ten-step process for identifying and resolving roof problems
- Computerized roof-asset management services

For more information on our new Roofing Supplies and Related Products and Services contract, please visit www.uscommunities.org/contracts or contact us at info@uscommunities.org.

For a complete list of all U.S. Communities contracts please visit our website at www.uscommunities.org.

Latest Quarterly Newsletter of Recycled Materials Resource Center

The Recycled Materials Resource Center is pleased to announce the release of the latest issue of their quarterly newsletter. In this issue, details on the benefits of CCPs in sustainable construction, the RMRC's participation in the 89th TRB annual meeting, and Dr. Melton's collaboration with the University of Cagliari in Sardinia, Italy. Please use the link, http://www.rmrc.unh.edu/newsletters/vol_1_no_2.pdf

Committee for Pavement Technology Review and Evaluation Letter Report: January 15, 2010

TRB's [Committee for Pavement Technology Review and Evaluation](#) has issued its fourth letter report to Victor M. Mendez, Administrator of the U.S. Federal Highway Administration

(FHWA). The committee was established at the request of the FHWA to provide strategic advice and guidance on the FHWA's Pavement Technology Program as authorized under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. The letter report addresses stakeholders' involvement in the Pavement Materials Program; FY2009 accomplishments, the FY 2010 plan, and the longer-term context for program planning; program assessment and development of performance measures; and the training of highway personnel.

[\[More\]](#)

TIM Performance Measurement Knowledgebase

The U.S. Federal Highway Administration has launched a website designed to provide transportation professionals the knowledge and tools they need, including sample documents and models from other states, to successfully implement program-level traffic incident management (TIM) performance measures in their state. [\[More\]](#)

Federal Highway Administration Focus States Initiative: Traffic Incident Management Performance Measures Final Report

The U.S. Federal Highway Administration has released a report that explores an effort by multiple states to measure TIM performance using common performance metrics. [\[More\]](#)

Speed Management Information Resources

The U.S. Federal Highway Administration has established a website that includes a collection of resources dealing with speed management. The information on the site may be searched by keyword, browsed by title, browsed by author, or browsed by topic. The topics include engineering, enforcement, education, safety analysis, traffic calming, and work zones. [\[More\]](#)

Sign Installation Guide

The U.S. Department of Agriculture's Forest Service has released a guide that explores how regulatory, warning, and guide signs are properly mounted and installed on roads. The guide includes drawings and photographs showing the specifications for placing signs along Forest Service roads and is intended to help new employees or volunteers install road signs. The guide is based on standards established by the Manual on Uniform Traffic Control Devices and the Sign and Poster Guidelines for the Forest Service. [\[More\]](#)