



National Association County Engineers

A.R. Giancola, P.E. Executive Director  
25 Mass. Ave NW Suite 580, Washington, DC 20001  
Phone: (202) 393-5041 Fax: (202) 393-2630  
Email: [nace@naco.org](mailto:nace@naco.org) Web: [www.countyengineers.org](http://www.countyengineers.org)

*The Voice of County Road Officials*

**NACE UPDATE**

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members  
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**PHILLIP M. DEMERY, P. E., TRANSPORTATION & PUBLIC WORK DIRECTOR  
SONOMA COUNTY CALIFORNIA INSTALLED AS NACE PRESIDENT**

The NACE 2010 Annual Management and Technical Conference, held in Fort Worth TX from April 25 – 29, 2010 saw the installation of Phillip M. Demery, P. E., Public Works Director, Sonoma County California as its President. 346 delegates & speakers, 86 guests, and 240 exhibitor representatives attended the conference. Highlights of the Opening ceremonies included remarks from the National Association of Counties (NACo) President Valerie Brown, Chair of the Board of Supervisors, Sonoma County CA and NACo President- elect, Glen Whitley, County Judge, Tarrant County TX (and host county). Remarks were provided at the General Legislative Session from Gregory G. Nadeau, Deputy Administrator, Federal Highway Administration; John Horsley, Executive Director, American Association of State Highway and Transportation Officials; Bill Meadows, Texas Transportation Commissioner, and Bob Fogel, Senior Legislative Director, NACo.

Phil Demery has been a County Public Works Director in California for 16 years. He is currently the Transportation and Public Works Director for the County of Sonoma which is located 30 miles north of San Francisco in the heart of wine country and has a population of 470,000. Phil has served as President of the County Engineers Association of California (CEAC). He has been a member of NACE since 1994 and served as the Western Region Vice President, Secretary-Treasurer and President-elect. He is a graduate of Colorado State University, receiving his B.S. and M.S. Degrees in Civil Engineering/Hydraulics.

Other officers elected and/or installed included Mark A. Craft, P. E., Engineer – Manager, Gratiot County Road Commission, MI as President-elect; Richie Beyer, P. E., County Engineer, Elmore County, AL as Secretary-Treasurer; Ramon D. Gavarrete, P. E., County Engineer, Highlands County, FL as Southeast Region Vice President; Keith D. Berndt, P. E., County Engineer, Cass County ND as North Central Region Vice President; Jon F. Rice, P. E., Managing Director, Kent County Road Commission, MI as Northeast Region Vice President; Dale D. Wegner, Jr. , P. E., County Engineer, Coconino County, AZ as Western Region Vice President, and Tom Stoner, P. E., County Engineer, Harrison County, IA as South Central Region Vice President. Additionally, Brian P. Keierleber, P. E., County Engineer, Buchanan County IA was selected as Rural County Engineer of the Year and Donald J. Theisen, P.E., Public Works Director; Washington County MN was selected as Urban County Engineer of the

Year. Virgil Hawkins, P. E., Assistant County Engineer, Wright County MN was selected the Project/Program Manager of the Year.

### **States Make the Case for Building Essential Transportation Capacity**

(AASHTO News)

State transportation leaders have identified their most urgently needed capacity expansion projects that are critical to rebuilding the economy and keeping a competitive edge worldwide in a series of new reports by the American Association of State Highway & Transportation Officials, the first of which was released Monday in Fort Worth, Texas.

The first in the series, "[Transportation Reboot: Unlocking Gridlock](#)," shows how population growth and related congestion are straining existing transportation networks. The report offers state-by-state examples of urgent capacity needs. In the Lone Star State alone, an estimated \$300 billion in new funds is needed to provide roads for an expected population boom during the next 30 years, according to the Texas Transportation Commission.

"Our report shows that we are experiencing system overload," AASHTO Executive Director John Horsley said at a news conference Monday in Fort Worth. "While congestion levels declined with the recession, congestion is now returning, costing millions in lost time and productivity. Capacity increases are needed in transit, rail, and particularly in highways."

Texas Transportation Commissioner William Meadows and Chris Bauserman, president of the National Association of County Engineers, also spoke at the news conference.

The report outlines a four-part approach to improving the nation's transportation system:

1. Preserve and modernize the system
2. Improve system performance
3. Shift trips to other options such as intercity passenger rail, mass transit, bicycles, and walking; and shift more freight from trucks to rail
4. Add needed highway capacity

### **Interim Notice of Funding Availability for the Department of Transportation's National Infrastructure Investments under the Transportation, Housing and Urban Development, and Related Agencies Appropriations Act for 2010; and Request for Comments**

The US Department of Transportation (DOT) has issued an interim notice announcing the availability of funding and is requesting proposals for the Department's National Infrastructure Investments discretionary grant program. The notice, published in the April 26th Federal Register, announces selection criteria and pre-application and application requirements for the \$600 million program. This program is also being called TIGER II because it is similar to, although not identical with, the \$1.5 billion Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, authorized by last year's Recovery Act.

As with the TIGER program, funds for TIGER II are to be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area or a region. Through its Federal Register notice, DOT is soliciting applications for TIGER II Discretionary

Grants. Because the TIGER II Discretionary Grant program is a new program, the interim notice also requests comments on the proposed selection criteria and guidance for awarding funds. DOT will take all comments into consideration and may publish a supplemental notice revising some elements of the notice.

Eligible applicants include state and local governments, transit agencies, port authorities, MPOs and other political subdivisions of state or local governments and multi-state or multi-jurisdictional groups (through one lead agency). Eligible projects include, highway or bridge projects eligible under Title 23, public transportation projects eligible under Chapter 53, Title 49, passenger and freight rail projects and port infrastructure investment.

Up to \$35 million of the amount available for TIGER II Discretionary Grants may be used for TIGER II Planning Grants. TIGER II Planning Grants may be awarded, like TIGER II Discretionary Grants, to eligible applicants, and may be used for activities related to the planning, preparation or design of eligible projects, including transportation corridors or regional transportation systems. Applications for planning assistance may be made alone or as part of a TIGER II Discretionary Grant application.

DOT is particularly interested in receiving comments on its intention to conduct a multi-agency evaluation and award process with the Department of Housing and Urban Development (HUD) for DOT's TIGER II Planning Grants, and HUD's Community Challenge Planning Grants. HUD is authorized to use \$40 million for "Community Challenge Planning Grants" to foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities. This multi-agency approach for planning awards would be consistent with DOT and HUD's participation in the "Partnership for Sustainable Communities" with the U.S. Environmental Protection Agency (EPA) to help gain better access to affordable housing, more transportation options, lower transportation costs and a cleaner environment.

Comments must be received by May 7, 2010. Pre-applications are due by 5 P.M. EST on July 16, 2010. Final applications are due by August 23, 2010, at 5 p.m. EST. DOT will evaluate all applications and announce the projects that have been selected to receive TIGER II Discretionary Grants no sooner than September 15, 2010.

More information is posted in the April 26th Federal Register under Transportation Department, funding availabilities, [http://www.access.gpo.gov/su\\_docs/fedreg/a100426c.html](http://www.access.gpo.gov/su_docs/fedreg/a100426c.html) , and by visiting the DOT website: <http://www.dot.gov/recovery/ost/tigerii/> . Full notice at: <http://edocket.access.gpo.gov/2010/pdf/2010-9591.pdf>

### **Federal Highway Administration Proposes Revision of Rules to Make Roadway Markings Brighter**

To further improve roadway safety by making pavement markings brighter and easier to see, Federal Highway Administrator Victor Mendez today proposed to establish the first-ever standards for maintaining the reflectivity of centerlines, lane lines and edge lines on all roads used by the public. Full release and link to comments page:

<http://www.fhwa.dot.gov/pressroom/fhwa1008.htm>

All NACE members are encouraged to review and comment on these proposed regulations which are due on August 20, 2010. Since these regulations propose significant requirements for county road with regards to pavement markings with no funding identified we remain concerned that they constitute an unfunded mandate on local government. A future NACE action alert will be sent.

### **EPA Announces Plans to Regulate Coal Ash**

(EPA Press Release)

The U.S. Environmental Protection Agency announced on May 4<sup>th</sup> that it is proposing the first-ever national rules to ensure the safe disposal and management of coal ash from coal-fired power plants. Coal combustion residuals, commonly known as coal ash, are byproducts of the combustion of coal at power plants and are disposed of in liquid form at large surface impoundments and in solid form at landfills. The residuals contain contaminants like mercury, cadmium and arsenic, which are associated with cancer and various other serious health effects. EPA's risk assessment and damage cases demonstrate that, without proper protections, these contaminants can leach into groundwater and can migrate to drinking water sources, posing significant health public concerns.

This action will ensure for the first time that protective controls, such as liners and groundwater monitoring, are in place at new landfills to protect groundwater and human health. Existing surface impoundments will also require liners, with strong incentives to close the impoundments and transition to safer landfills, which store coal ash in dry form. The proposed regulations will ensure stronger oversight of the structural integrity of impoundments in order to prevent accidents like the one at Kingston, Tennessee. This action also will promote environmentally safe and desirable forms of recycling coal ash, known as beneficial uses.

The dangers associated with structurally unsafe coal ash impoundments came to national attention in 2008 when an impoundment holding disposed waste ash generated by the Tennessee Valley Authority broke open, creating a massive spill in Kingston that covered millions of cubic yards of land and river. The spill displaced residents, required hundreds of millions of dollars in cleanup costs and caused widespread environmental damage. Shortly afterwards, EPA began overseeing the cleanup, as well as investigating the structural integrity of impoundments where ash waste is stored.

“The time has come for common-sense national protections to ensure the safe disposal of coal ash,” said EPA Administrator Lisa P. Jackson. “We’re proposing strong steps to address the serious risk of groundwater contamination and threats to drinking water and we’re also putting in place stronger safeguards against structural failures of coal ash impoundments. The health and the environment of all communities must be protected.”

The proposal opens a national dialogue by calling for public comment on two approaches for addressing the risks of coal ash management under the nation’s primary law for regulating solid waste, the Resource Recovery and Conservation Act (RCRA). One option is drawn from authorities available under Subtitle C, which creates a comprehensive program of federally enforceable requirements for waste management and disposal. The other option includes remedies under Subtitle D, which gives EPA authority to set performance standards for waste

management facilities and would be enforced primarily through citizen suits. A chart comparing and contrasting the two approaches is available on EPA's Web site.

Under both approaches proposed by EPA, the agency would leave in place the Beville exemption for beneficial uses of coal ash in which coal combustion residuals are recycled as components of products instead of placed in impoundments or landfills. Large quantities of coal ash are used today in concrete, cement, wallboard and other contained applications that should not involve any exposure by the public to unsafe contaminants. These uses would not be impacted by this proposal.

EPA is seeking public comment on how to frame the continued exemption of beneficial uses from regulation and is focusing in particular on whether that exemption should exclude certain non-contained applications where contaminants in coal ash could pose risks to human health. The public comment period is 90 days from the date the rule is published in the Federal Register.

Coal combustion residual impoundments can be found in almost all states across America, most often on the properties of power plants. There are almost 900 landfills and surface impoundments nationwide. Since the spill at Kingston, EPA has been evaluating hundreds of coal ash impoundments throughout the country to ensure their structural integrity and to require improvements where necessary. The results of the assessments are on EPA's Web site.

More information about the proposed regulation:

<http://www.epa.gov/coalashrule>

To view the chart comparing the two approaches: [http:// www.epa.gov/coalashrule/ccr-table.htm](http://www.epa.gov/coalashrule/ccr-table.htm)

To view results of the impoundment assessments:

<http://www.epa.gov/epawaste/nonhaz/industrial/special/fossil/surveys2/index.htm>

**Listen to NACE President Chris Bauserman Discuss Critical Issues in the New Authorization of the Surface Transportation Program! Visit Our Local Roads Matter website!**

Chris E. Bauserman, NACE President & County Engineer, Delaware County OH discusses the important issues associated with the next transportation authorization in this important PODCAST. To view his presentation visit the NACE Local Roads Matter Campaign site <http://countyengineers...org/LRM/index.html> (click on Social Media Center).

**NACE members are invited to participate in a scheduled "The New 2010 Interactive Highway Safety Design Model (IHSDM)" web conferencing event on Wednesday, May 19, 2010.**

Web Conference Details –

The New 2010 Interactive Highway Safety Design Model (IHSDM)

Wednesday, May 19, 2010

Start time: 11:00 am (EDT)

End time: 12:30 pm (EDT)

### Registration -

Meeting URL, teleconferencing number and additional instruction will be sent to you after registration. [Please register by May 18](#) (Registration URL: [http://www.nhi.fhwa.dot.gov/resources/webconference/web\\_conf\\_learner\\_reg.aspx?webconfid=20227](http://www.nhi.fhwa.dot.gov/resources/webconference/web_conf_learner_reg.aspx?webconfid=20227))

### General Information -

The Interactive Highway Safety Design Model (IHSDM) is a suite of safety analysis tools to evaluate the safety and operational effects of project-level geometric design decisions on highways. The complete IHSDM suite consists of six modules. This web conference will provide an overview of the soon-to-be-released IHSDM 2010 Public Release, focusing on the following major enhancements/additions: the Crash Prediction Module -- intended to be a faithful software implementation of Part C (Predictive Method) of AASHTO's Highway Safety Manual which provides crash prediction methodologies for two-lane rural highways, multilane rural highways and urban/suburban arterials; an expanded Design Consistency Module, which now accommodates both low- and high-speed facilities; and enhanced reporting capabilities. For more information of Highway Safety Manual, please go to: [www.highwaysafetymanual.org](http://www.highwaysafetymanual.org). For more information of IHSDM please go to: IHSDM Wiki: <http://www.ihsdm.org/wiki/Welcome> and the attached "IHSDM Resource List".

### New from US DOT

*US DOT's Strategic Plan for 2010-15 Posted for Review and Comments*  
<https://dotstrategicplan.ideascale.com/>

### Statistics on County/Rural Roads by State

The National Association of Counties posts road mileage by state in this report.

<http://docs.google.com/viewer?a=v&pid=sites&srcid=ZGVmYXVsdGRvbWFpbnx0cmJjb21taXR0ZWVhZmIzMHxneDo1NThkMDEzMjg2ZWQ1M2Uy>

For 2008 stats visit FHWA at <http://www.fhwa.dot.gov/policyinformation/statistics/2008/>

### Low Volume Road Statistics in Dept. of Agriculture Report

Here is a new Department of Agriculture study which may be of interest to Low Volume Road Committee members: <http://www.ams.usda.gov/AMSV1.0/RuralTransportationStudy>

The study links the agricultural production of the US to multimodal transportation methods including exports, so it is not strictly limited to road transport, however, most agricultural products are at some point transported on the rural roads. I found it to be extremely interesting from a policy and transportation standpoint as the study is a long range holistic analysis of the transportation system.

### AASHTO Launches Enhanced Website on Climate Change and Transportation

The website is meant to serve as the primary AASHTO communication tool for transportation and climate change. The main purpose of the website is to serve state DOTs and transportation practitioners, by sharing information on Federal and state climate policy and regulations and the various strategies for GHG reduction strategies as well as climate adaptation. The website is also meant to foster information sharing and coordination among the state DOTs, and to facilitate

timely networking among state DOT staff working on climate change. An important additional purpose of the website is to demonstrate to stakeholders that state DOTs are proactively responding to climate change, and to communicate the solutions that state DOTs can influence or implement to reduce GHG emissions and adapt to forecasted climate change. Visit <http://climatechange.transportation.org>.

**The National Highway Institute and TCCC announce that the following new trainings are available. New Web-based Trainings!**

**131128 TCCC Testing Self-Consolidating Concrete (SCC)**

This training was prepared by the Transportation Curriculum Coordination Council (TCCC) in partnership with NHI to review the properties and applications of SCC as well as the test methods used for measuring SCC properties according to ASTM test methods. This training is recommended for TCCC levels I, II, and III.

The course includes an overview of the fresh properties of SCC, including terminology, target guidelines, and quality control. In addition, ASTM test methods for slump flow and flow rate, passing ability using the j-ring, column segregation, static segregation, and making SCC test cylinders are reviewed.

**131130 TCCC Advanced Self-Consolidating Concrete (SCC)**

This training was prepared by the Transportation Curriculum Coordination Council (TCCC) in partnership with NHI to review advanced concepts, properties, and applications of SCC. The training was contributed by the National Concrete Pavement Technology Center at Iowa State University and is recommended for TCCC levels II, III, and IV.

The course will cover the basic characteristics of SCC and the advantages of using SCC compared with conventional concrete. In addition, it will discuss SCC's composition and proportioning as well as fresh and hardened properties. Finally, specific examples where SCC has been used and the details of SCC use in slipform paving will be reviewed.

**NACE Executive Director Announces Plans for Retirement in 2011**

NACE Executive Director, Tony Giancola, advised the Board of Directors that he plans on retiring in 2011 allowing succession planning to commence on his replacement. He has served as NACE Executive Director since 1993.