

PRESIDENT'S REPORT

Chris Bauserman, P.E., County Engineer, Delaware County, OH

My oldest daughter is about to start her sophomore year in college. She is studying to become a teacher and will be spending the month of January teaching in China while living with a Chinese family. As a result, I have found myself reading and learning more about China, their culture, economy and politics.

Last month, I read a Time Magazine article (June 01, 2009) that focused on the massive investment in infrastructure that is currently underway throughout China. I learned that China, like the U.S., is facing a serious economic crisis and like the US, has a large economic stimulus program underway. Theirs totals \$586 billion compared to our \$787 billion ARRA program. I was particularly interested to learn that over 75% of China's stimulus program is dedicated to infrastructure investment. That stands in stark contrast to the 10% of our ARRA stimulus package that is being spent

on infrastructure.

The types of projects being completed under China's stimulus program are also dramatically different than ours. Their list of projects includes the construction of new ports, airports, bridges, schools, hospitals, highways and railroads. The list includes the 1.4 mile, \$216 million Baling River Bridge and a \$527 million bridge across the Yangtze River.

A list of our own ARRA funded projects is much less impressive. Due to the rigorous review and approval process associated with spending federal funds, and the much maligned "shovel ready" criteria, our own stimulus program will fund those projects that are the easiest to move forward, not necessarily those that are the most important. Some reports are saying that up to 60% of our transportation stimulus funding will be spent on paving existing roads. I'm sure those roads

need paved, but one has to wonder if those really are the community's most important transportation infrastructure projects.

Last week, in the wake of criticism that the ARRA was not having enough immediate economic impact, a member of the President's staff suggested that perhaps it was time to consider a second stimulus package. This idea was likely floated as a trial balloon and is apparently not yet being seriously considered. However, if this idea goes any further, we need to be prepared with a firm unified response that demands a significantly larger share targeting infrastructure investment and a streamlined federal project approval process that will allow us to quickly deliver projects. This isn't, after all, a new concept. We just need to look to the Far East and see that the Chinese Government got it right on this one.

SENATE COMMITTEE APPROVES 18-MONTH HIGHWAY EXTENSION; HOUSE PRESSES FOR 6-YEAR BILL

The Senate Environment and Public Works Committee approved 18-1 on July 15th an 18-month extension of federal highway programs from October of this year through March 2011, a policy the Obama administration has supported. The next day, the House Highways and Transit Subcommittee held a hearing to highlight the economic advantages of moving forward instead with its six-year proposal that would fund highways, transit, transportation safety programs, and high-speed rail at \$500 billion through 2015.

The legislative push comes as Congress scrambles to save the Highway Trust Fund from insolvency. The Federal Highway Administration has said the trust fund could run short on being able to pay all state reimburse-

ment claims as early as August. With the looming cash shortfall and the Sept. 30 expiration of federal surface transportation programs authorized under the 2005 law known as "SAFETEA-LU," both chambers are moving swiftly to enact a remedy. But their approaches differ greatly. In the Senate, EPW Committee Chairwoman Barbara Boxer, D-CA, told her committee's members at the mark-up session that her legislation would continue the current highway program at Fiscal Year 2009 funding levels, authorizing about \$41 billion in FY 2010 and another \$20.5 billion in the first half of FY 2011. Boxer's bill – which must be reviewed by at least three more Senate committees (Banking, Housing, and Urban Affairs; Commerce, Science, and Transportation; and

Finance) before reaching the floor – does not contain the transportation policy changes that had been sought by the Obama administration. She explained that while she agrees that certain policy changes are needed, she wanted to move a "clean" bill that simply extends current authority for an additional 1½ years.

"With the Highway Trust Fund running out of funds even as we speak, the most important thing is predictability for this crucial priority," Boxer said. "In order to assure passage of this extension, we are keeping this bill clean. If, when we get to the floor, there is broad agreement on other provisions, we will of course work with all members and colleagues to consider inclusion of those measures."

OBERSTAR SUGGESTS MARK UP MIGHT WAIT UNTIL SEPTEMBER; PROPOSES \$7.3 BILLION FOR TRUST FUND

House Transportation and Infrastructure Committee Chairman, James Oberstar, said July 16th he will strive to gain congressional approval this month to transfer \$7.3 billion from the federal government's General Fund to the Highway Trust Fund to ensure there is enough money available to reimburse states for obligated highway projects. Oberstar also said his six-year surface transportation authorization measure, which he had hoped to mark up in committee this month, might have to be pushed back until the fall.

See inside for more photos from NACE 2009 in Peoria, Illinois - Corporate Member Plaques

BALLOT FOR NACE CONSTITUTION AND BY LAWS CHANGES MAILED

Attention NACE Voting Members: As a result of action by the Board and membership at the recent annual conference in Peoria IL, NACE voting members will be receiving a ballot in the mail for changes in the NACE Constitution (2 items) and By Laws (1 item). It will hit the mail by the end of this week and the deadline for returning your ballot is August 31, 2009.

NACE MEMBERS JOIN COUNTY LEADERS TO FIGHT EXPANSION OF CWA

“Counties support Clean Water Act, but not expansion of federal reach”

NACE Members David Brand, County Engineer, Madison County, OH and Mark Storey, Public Works Director, Whitman County, WA were in the nation’s Capital mid-July along with other elected county commissioners to urge key members of Congress not to support controversial legislation which would needlessly expand the federal reach of Clean Water Act (CWA).

They met with several members of Congress and legislative staff on behalf of the National Association of Counties (NACo) to voice the concerns about The Clean Water Restoration Act (CWRA). NACo and NACE supports the CWA, but believes the CWRA would result in significant negative impacts on local governments and economies without improving protections of the nation’s critical water resources. The bill (S.787) was recently passed out of a Senate committee and could be on the Senate floor in the weeks ahead.

“Expanding the federal reach of the Clean Water Act will cost us more in time and money and impede our efforts to maintain our properties, both public and private,” Brand said. “The last thing we need in these difficult economic times is more Washington oversight in Madison County OH. Instead, we need to Restore the Partnership to better serve our common communities.”

The bill aims to change the definition of “waters of the United States.” By removing the word “navigable” from the CWA, waters traditionally under state and local authority would fall under the jurisdiction of the federal government. This would affect a number of current CWA programs and cost counties taxpayer dollars through increased unfunded mandates.

NACo President Don Stapley, supervisor, Maricopa County, Ariz., said that NACo supports CWA provisions that protect wetland habitats and rivers and streams, but does not support federal efforts to change the definition of the Clean Water Act and expand federal authority.

“The legislation would drastically expand federal clean water jurisdiction and create significant bureaucratic obstacles and lead to increased costs to counties without necessarily enhancing environmental protections of waterways and wetlands,” Stapley said.

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On June 16, 2009 NACE Assistant Executive Director, Bonnie West, visited Fort Worth and met with the NACE 2010 planning committee. We met with and toured the Sheraton Fort Worth Hotel, Fort Worth Convention Center, guest program sites including the National Cowgirl Muesum and the conference wide event site, Billy Bob's of Texas (located in the Stockyards area). NACE 2010 is shaping up to be a fantastic conference - informative technical sessions, great food and lots of fun in store. You won't want to miss it and don't forget to bring your dancing shoes, or should I say, dancing boots! Registration begins this October.

Pictured at right - Back Row: Bonnie West, NACE; Joe White, Ellis County; Ted Kantor, Limestone County; Don Bonifay, TACERA; Ron Drachenberg, Fort Bend County; Front Row: Robert Berndt, Renee Lamb, and Joe Trammel, Tarrant County; Jodi Evans and Steve Evans, Fort Bend County.

MICHIGAN PERSPECTIVE

By Mark A. Craft, P.E., Engineer-Manager, Gratiot County Road Commission (MI) and NACE Secretary-Treasurer

Last year, Michigan had the highest unemployment rate in the nation, at 6.9%. It's a year later, and Michigan still holds the highest unemployment rate, which now stands at 14.1%. The current economic climate is significantly impacting the funding of our road systems.

In Michigan, the County Road Commission's principle source of funding is the Michigan Transportation Fund (MTF), which is derived from fuel taxes (19 cents a gallon for gas, 15 cents a gallon for diesel fuel) and license registration fees. In the last five years, our Michigan Transportation Fund has continually declined. Our annual revenue has decreased 13% since 2004. It is projected that we will see an additional decrease of 5% in the upcoming year. This is making it exceedingly difficult just to perform our basic functions.

The hardships we as local road agencies

face are very real. The majority of county road commissions in Michigan have had to reduce staff, eliminate construction projects, postpone equipment purchases, reduce or eliminate road preservation treatments, along with reduce levels of service.

As all of you know, pavement preservation is vital to our local road networks. With our decreasing funding, we do not have the resources to maintain our roads at their current condition level. The real problems are yet to come, unless changes are made to properly fund the roads in our state.

These problems are statewide. Our road systems are deteriorating and there are no funds to rehabilitate or reconstruct them. More than 20 of the 83 counties in Michigan have turned some rural roads back to gravel with no immediate plans to repave. Approximately 50 miles have been reverted in the last three years.

As county road agencies continue to talk with state legislators about this crisis, many of them doubt motorists would support higher

taxes to fund road projects during these tough economic times.

If there is anything good that might come from this, it is that we are required to be as efficient as possible and to look for and share new cost effective ideas.

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MELENDEZ CONFIRMED AS FEDERAL HIGHWAY ADMINISTRATOR

Former Arizona state transportation official Victor Mendez has been confirmed by the U.S. Senate as Administrator of the Federal Highway Administration (FHWA). "Victor's lengthy record of delivering major infrastructure projects on time and his enthusiasm for innovative solutions to complex transportation problems make him an excellent addition to the team," said Jeff Paniati, FHWA's Executive Director, who had been serving as Acting Administrator since January 20. "His leadership and experience are exactly what the nation's highways need right now."

Mendez, the former director of Arizona's Department of Transportation, will deal with critical and timely issues in his role as the nation's top federal highway official, including implementing the American Reinvestment and Recovery Act, the largest new investment in the nation's infrastructure in years, and the reauthorization of the surface transportation law, which will guide federal investment in the nation's network of roads and bridges for years to come.

Under his leadership at ADOT, Mendez oversaw the construction of the Regional Freeway System in the Phoenix area that was built six years ahead of schedule. He delivered statewide construction programs on time, including major infrastructure improvements throughout the state. In addition, he worked to improve the agency's customer service within motor vehicle and highway division offices.

Mendez started at ADOT in 1985, beginning as a transportation engineer. He worked his way up the agency, becoming Deputy Di-

rector in 1999 and, later, Acting Director in 2001. He also served as president of the American Association of State and Highway Transportation Officials in 2007.

LOUISIANA LEGISLATIVE SESSION

By Dennis E. Woodward, P.E. Director of Public Works, Lincoln Parish and NACE State Director

The Regular Session of the Louisiana Legislature adjourned at 6:00 pm on Thursday, June 25, 2009. By all account this was one of the most successful sessions for our Parish (County) Government Association supported proposals in recent memory. The State of Louisiana, like many other states, is experiencing a loss of revenue and budget shortfalls and there were cuts to some programs important to local government, but transportation funding to local government took only a minor hit. There were also a number of measures passed that will be of great benefit to local government and most measures that would have been detrimental to local governments were defeated.

A number of bills that modify the Louisiana Bid Law to benefit local governments were passed. The limit on the cost of a public works contract that would require a public body to advertise and receive bids was raised from \$100,000 to \$150,000. This change will allow public entities to perform work using their own crews or select a contractor without going through a bid process for project costing less than \$150,000 including labor and materials. The limit for the purchase of materials and supplies without a bid was also raised from \$20,000 to \$30,000. The purchase of materials and supplies costing between \$10,000 and

\$30,000 requires that the public entity receives three quotes.

In Louisiana parishes receive 20% of the mineral severance tax revenue that the State collects on all natural resources other than sulphur, lignite, or timber to compensate the parish for the wear and tear on their infrastructure caused by the extraction of these natural resources up to \$850,000 per parish. The Legislature approved a ballot measure to allow voters to decide if they want to raise the cap from \$850,000 to \$2,850,000 per parish with 50% of the increase dedicated to local roads. If this constitutional amendment passes about half of Louisiana's 64 parishes will receive an increase in revenue from severance taxes on natural resources.

Several bills that would have been detrimental to local governments were defeated. One would have increased Louisiana's Homestead Exemption from the \$75,000 to \$150,000. Other bills that would have hurt local government's abilities to collect sales & use taxes did not pass. In Louisiana property is reassessed every four years for property tax purposes. Millage rates are then adjusted so that local governments will receive the same taxes that they did the previous year. Local governments have the option to roll those millages back up to the previous levels to increase revenue with a two-thirds vote of the body after extensive advertisement. Several bills that would have restricted the local government's ability to roll forward millages after reassessment were defeated. Most local governments were extremely pleased to escape this Legislative Session with little damage and are glad that they are out of session until next year.

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NACE CORPORATE MEMBERS AT NACE 2009 IN PEORIA, ILLINOIS

New member, fifteen-year and twenty-year plaques were presented at NACE 2009 in Peoria, IL by then President, Sue Miller and President-Elect, Chris Bauserman (see photos below). Plaques were also sent to the following members who were not in attendance at NACE 2009. New members: JT&A, Inc., Tourney Consulting Group LLC, and Trans Tech Systems, Inc. Five years: Better Roads Magazine and Soil Nail Launcher, Inc. Ten years: Unique Paving Materials.

We appreciate the support of all our NACE Corporate Members. For more information about these companies including contact information and web links, see the NACE website at: www.countyengineers.org. Thanks again!

Photos by: James T. Treber, Remember When Photography



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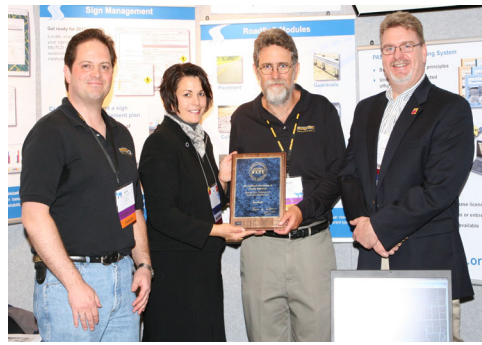
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NACE 2009 Special Thanks!

Our special thank you to long time NACE corporate member, Caterpillar, Inc. for their hometown hospitality in Peoria, Illinois. The afternoon tours of local Caterpillar facilities were very interesting. And the Caterpillar event that evening at their Edwards Proving Grounds was exceptional! We were treated to dinner, special equipment demonstration, hands-on exhibits and photo op, history of Caterpillar movie and fireworks. Followed by an evening dessert reception with a fun band. A very special thank you to Debbie Closen for coordinating the efforts and making it a night NACE attendees won't soon forget.

Join us next year for NACE 2010 in Fort Worth, Texas April 25-29, 2010!

Being held at the Sheraton Ft. Worth Hotel and the Ft. Worth Convention Center.

Registration begins this October! Contact NACE at nace@naco.org for more information.

PAVEMENT PRESERVATION: OPTIMAL TIMING OF PAVEMENT PRESERVATION TREATMENTS (FHWA-NHI-131114)

Web-conference training \$25 per participant. Choose from one of the four following dates: September 18, 2009: 10:00 am - 3:30 pm EST; October 30, 2009: 10:00 am - 3:30 pm EST; November 23, 2009: 1:00 pm - 5:30 pm EST; December 4, 2009: 10:00 am - 3:30 pm EST.

Training Details: Many agencies perform pavement preservation or preventive maintenance. An important issue facing such programs is identifying the best time to apply a preventive maintenance (PM) treatment. Applying PM treatments too soon or too late is just not effective from a cost, performance, or managerial view. This four-hour seminar explores some of the work performed under NCHRP Project 14-14 and the OPTime tool that was developed as part of that project to help agencies determine the optimal time to apply a treatment. Topics range from defining goals, characteristics of good pavement preservation programs, collecting treatment performance relationship data, and key cost and benefit considerations. Taught online in a virtual classroom, the course is taught by a lead author of the report and includes access to the NCHRP 523 report and a download of the OPTime timing software add-on.

Registration: Enrollment will be available via the NHI Web site. Participants will receive further instruction via e-mail upon enrollment. For more information and to register, see: http://www.nhi.fhwa.dot.gov/training/brows_catalog.aspx (enter Key Word: Pavement Preservation or the course # listed above). For questions, contact Corey Martin at (703) 235-0540 or corey.martin@dot.gov.

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Our nation's local roads are critical to every facet of our lives. Safe and efficient roads and bridges are necessary for economic vitality, to revitalization, to schools, to trade, to healthcare, to business, in times of crisis, to families and to our overall quality of life. See the Local Roads Matter button on the NACE website www.countyengineers.org (on the left side of page). A needs assessment brochure is available at the following link: NACE Needs Assessment brochure: http://countyengineers.org/LRM/downloads/needs-assessment-brochure_WEB.pdf.

Visit the NACE Local Roads Matter Campaign site at: <http://countyengineers.org/LRM/index.html>

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