

## **NACE UPDATE**

The almost bi-weekly newsletter for Board members, Committee Chairs, and Members  
February 11, 2009- Volume 09 Number 4

(Note: Sources of information include the AASHTO Journal, NACo staff, Senate and House publications, the Federal Highway Administration, and other association news journals)

### **Free One-Day Safety Workshop will be held at NACE 2009: Developing County Solutions to Improve Rural Road Safety**

On Thursday April 23, 2009 from 9:30 am to 5:00 pm this peer to peer workshop is planned at the Hotel Pere Marquette, Peoria IL. Co-sponsored by the National Association of Counties, FHWA and NACE its goal is to present best practices in safety programs currently being accomplished nationwide at the county level and teaming county elected and professional officials who want to improve their safety programs. Registration is free but limited. To register for this workshop contact James Davenport, National Association of Counties at [jdavenpo@naco.org](mailto:jdavenpo@naco.org) or Tony Giancola, NACE Executive Director at [agiancol@naco.org](mailto:agiancol@naco.org)

### **Early Bird Registration for NACE 2009 Further Extended to February 27, 2009**

Haven't got your early bird registration payment in as yet. Not to worry since the early bird registration has been extended to February 27, 2009. Please have your check or money order dated by February 27, 2009.

### **Senate Passes Economic Recovery Bill**

The Senate yesterday passed 61-37 an \$838 billion economic recovery bill that includes more than \$45 billion in new spending for transportation projects. Additional details can be found at <http://tinyurl.com/AJnewsalert021009>. Conferees start meetings today. The House and Senate Conference on the American Recovery and Reinvestment Act of 2009 consists of Senate Majority Leader Harry Reid, (D-NV); Senator Daniel Inouye (D-HI), Chairman, Senate Committee on Appropriations; Senator Max Baucus (D-MT), Chairman, Senate Finance Committee; Senator Thad Cochran (R-MS) Vice-Chairman, Senate Committee on Appropriations; Senator Charles Grassley (R-IA), Ranking Member, Senate Finance Committee; Congressman David Obey (D-WI), Chairman, House Committee on Appropriations; Congressman Charles Rangel (D-NY), Chairman, House Ways and Means Committee; Congressman Henry Waxman (D-CA), Chairman, Energy and Commerce Committee; Congressman Jerry Lewis (R-CA), Ranking Member, House Committee on Appropriations; Congressman Dave Camp (R-MI), Ranking Member, House Ways and Means Committee

### **House Passed \$819 Billion Economic Recovery Bill on January 28<sup>th</sup>.**

The House of Representatives on January 29, 2009 approved 244-188 an \$819 billion economic recovery bill after accepting three transportation-related amendments on the floor and voting down two others. The House-approved version contains \$30 billion for highways, \$12 billion for mass transit, \$3 billion for airports, and \$1.1 billion for Amtrak and intercity passenger rail. View the full story at <http://tinyurl.com/AJnewsalert012809>

### **Congress Nearing Completion of the Economic Stimulus Package**

The House passed the American Recovery and Reinvestment Act (ARRA, H.R.1) by a vote of 244 to 188, with 11 Democrats and all the Republicans voting against it.

**Transportation Stimulus:** The House bill provides \$43.1 billion for transportation programs and the Senate bill provides \$45.5 billion. Both bills fund highways and bridges, transit, aviation and rail. In most cases the legislation includes 100 per cent funding with no match requirements. There are use it or lose it provisions or time limits for spending the funds in both bills after which the funds could lapse, be redistributed or be taken back and a number of oversight and transparency reporting requirements. In general the House bill provides 90 days for obligation of 50 percent of the transportation funds while the second 50 percent must be obligated by August 1, 2010. The Senate provides 180 days for 50 percent of the funds and one year for the second 50 percent of the funds.

**Highways and Bridges:** The House bill provides \$30 billion for highways and bridges with no state or local match required. The money will be distributed among the states based on states' 2008 share of highway and bridge dollars. There are \$800 million in set asides, including \$300 million for Indian reservation roads and \$250 million national park roads. Of the remaining \$29.2 billion, 55 percent or \$16.1 billion would go to the States and 45 percent or \$13.1 billion would be distributed within the States using the Surface Transportation Program (STP) formula. Priority will be given to projects on the STIP and/or TIP. The STP formula divides spending between areas of above 200,000 population, under 200,000 population, in areas of less than 5000 population as well a portion that can be spend anywhere in a State and a set aside for enhancements. In general, this means that \$20.5 billion will be at the discretion of the states, \$7.4 billion will be divided by local areas determined by population, and \$1.3 billion will go for enhancement projects. The Senate provides \$27 billion for highway and bridge investments with no match requirement. The funds are distributed to the states using the STP formula and can be use for STP-eligible projects. There are about \$500 billion set asides for Indian reservation roads and national parks, forest and wildlife refuges. Of the remaining \$26.5 billion, half will be provided to states and must be obligated within 180 days. The second half will be available for obligation for a full year with 80 percent going to local jurisdictions and 20 percent to states. It appears that this means local governments will get about \$10.5 billion in highway funds.

### **Oberstar Vows to Have Authorization Bill on House Floor by Memorial Day**

House Transportation & Infrastructure Committee Chairman James Oberstar, D-MN, said recently his goal is to have a surface transportation authorization measure on the floor before the end of May. There has been speculation in the last month that Congress will not complete a six-year transportation authorization this year and will have to extend the present bill, known as "SAFETEALU," beyond its Sept. 30 expiration date. Oberstar acknowledged his May goal might be ambitious, but he expects to meet it. The new Congress has focused on a massive economy recovery bill worth more than \$800 billion, of which more than \$40 billion would be dedicated to transportation projects. But Oberstar, in a story published Monday by *Congress Daily*, said the recovery bill discussions should not slow things down for the multiyear authorization. "In fact, it'll make our task easier because the [recovery package] is going to clear off the table a large number of projects that the states need to deal with," he said. The recovery legislation should allow states to deal with deferred maintenance while the authorization bill later

this year will “go deeper into the needs of new capacity.” The last authorization measure was due in 2003 but did not pass Congress until 2005. The final bill authorized federal spending of up to \$286.4 billion for surface transportation programs through September 2009. Oberstar said his committee will consider increasing the federal gasoline tax of 18.4 cents per gallon, which has not gone up since 1993. But that might not be politically viable, he noted. Jack Schenendorf, who served as vice chairman of the National Surface Transportation Policy & Revenue Study Commission, said it’s critical that Congress enact an authorization measure this year containing more funding. If it fails to do, the Highway Trust Fund would likely run out of money, he said. The commission last January called on Congress to invest at least \$225 billion per year to upgrade and maintain transportation infrastructure. It supported an increase in the federal gas tax.

“One of the wrinkles here that has not occurred in any previous bill is that if [SAFETEA-LU] is extended for six months or a year, the trust fund cannot support the program,” Schenendorf recently told *The Bond Buyer*. If a short-term extension of the current law is passed in September in lieu of a long-term measure, “they would still have to find a way to get more money into the system.”

### **Senators Propose Rural Revitalization Act**

Senators Kent Conrad (D-N.D.) and Blanche Lincoln (D-AR) have introduced S. 323, the Rural Revitalization Act of 2009. The legislation aims to boost struggling rural economies with federal investments in multiple sectors crucial for rural competitiveness and revitalization. The proposal would make significant investments in rural development priorities, including infrastructure projects, energy programs, housing assistance and rural health care. Many of the acts provisions are included in the current stimulus packages and NACo is working with the Senators’ staffs to keep these programs critical to rural counties in the final package.

The act includes funding to: expand transmission lines; construct renewable fuel pipelines; build and maintain rural roads and highways; support rural hospitals and repair school buildings; expand funding for USDA Rural Development Programs and the Economic Development Administration; and increase funding for small businesses in rural areas. (Contact: Erik Johnston 202/942-4230 or [ejohnston@naco.org](mailto:ejohnston@naco.org)).

### **Investment in Infrastructure: Focus on Dams**

The Association of State Dam Safety Officials (ASDSO) has released new numbers on the national cost of rehabilitating the nation’s non-federal dams and recommends a federal program to fund rehabilitation of dams, which will encourage state parallel funding programs, provide for cost sharing and stretch the funding pool to maximize the number of dams that will be rehabilitated. As the new Congress and Administration focus funding on infrastructure improvements and the American Society of Civil Engineers releases its 2009 Infrastructure Report Card, state dam safety officials announce new estimates for upgrades to dams. The total cost of needed dam repairs nationwide is \$50 billion, including \$16 billion for high-hazard-potential dams. These cost estimates have increased significantly since the Association’s 2003 report (\$36 billion for all dams and \$10.1 billion for high-hazard-potential dams).

Of the \$16 billion directed toward high-hazard dams (those whose failure would likely cause loss of human life – this classification does not indicate dam condition), roughly \$8.7 billion is needed to repair publicly owned dams with the remaining \$7.3 billion needed for privately owned dams.

Further, in order to eliminate the existing backlog of 1819 deficient high-hazard-potential dams over the next ten years, the number repaired will need to be increased by an additional 270 dams per year above the number currently being repaired - at an annual cost of \$850 million. ASDSO estimates that, in 2007, about \$700 million was spent collectively to rehabilitate about 341 dams (according to state data on dam rehabilitations completed during that year).

The nation's approximately 85,000 regulated dams provide vital benefits, including flood protection, water supply, hydropower, navigation, irrigation and recreation. While the estimated cost of rehabilitating our nation's dams is high, the collective cost of deferring maintenance on these structures is staggering.

The latest data from the National Inventory of Dams (NID), maintained by the US Army Corps of Engineers, shows that the number of deficient dams in the nation is increasing – up by 36% in the last five years.

Dam owners -- municipal, state and private – not state or federal regulators -- are responsible for dam maintenance and repairs. Many dam owners, both public and private, are facing rehabilitation price-tags averaging in the hundreds of thousands of dollars, which few can afford.

While federal agencies own or regulate only about 4% of the 85,000 dams in the US, they too face formidable challenges as the nation's dams continue to age, downstream development increases and dam design and construction standards evolve. The US Army Corps of Engineers is spending roughly \$317 million to fix a dangerously leaking Wolf Creek Dam in Kentucky; the Corps is working with the US Bureau of Reclamation on a ten-year \$1.5 billion project to upgrade Folsom Dam in California; Center Hill Dam in Tennessee is undergoing rehabilitation estimated to cost \$263 million; and the list goes on.

ASDSO reports that state dam safety officials are preparing for a potential influx of needed funds, as state and federal lawmakers begin to focus on infrastructure. Many states are compiling lists of “shovel-ready” dam rehab projects – those where construction could begin within two to 24 months. ASDSO is aware of 272 projects in 21 states that meet this definition. The funding need for these projects alone reaches almost \$382 million, which is the tip of the iceberg for dams in need of rehab.

ASDSO endorses legislation that would provide federal funds to be cost-shared at 65 percent federal to 35 percent state/local for non-federal publicly owned dams. The legislation would provide funds to states based on the number of high hazard dams in each of the participating states.

### **Winter Deicing - Best Practices and Recently Completed Research Findings**

Wednesday, February 25th, 1:00 PM EST

This web-based informational exchange will feature examples of deicing best practices from local agencies. Topics will include salt storage, prewetting operations, adjusting plow routes,

calibrating equipment, training drivers, spreaders vs. chutes and experimenting with gradation. It will also feature a research update about the effects of deicing chemicals on Portland cement concrete. Presenters will include:

Mark Cornwell, consultant specializing in winter maintenance best practices and salt reduction strategies  
Jerry Peterson, manager, Manistee County  
Mike TerHorst, district supervisor, Ottawa County  
Ken Hall, weighmaster, Kent County

The research update will feature Dr. Lawrence Sutter, PhD, principle investigator in a South Dakota pooled fund project TPF - 5(042): Investigation of the Long Term Effects of Magnesium Chloride and other Concentrated Salt Solutions on Pavement and Structural Portland Cement Concrete.

To register, click < [www.michiganltap.org/2009WM](http://www.michiganltap.org/2009WM) >

This Webinar is being brought to the transportation community in the interest of information exchange through the cooperative effort of Michigan's Local Technical Assistance Program and the University Transportation Center for Materials in Sustainable Transportation Infrastructure at Michigan Tech. Technical assistance is being provided by the Federal Highway Administration's Office of Corporate and Professional Development. If you have questions, please contact Michigan's LTAP: [ltap@mtu.edu](mailto:ltap@mtu.edu) or 906-487-2102

### **Traffic Signal Systems**

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2080 includes 13 papers that explore the preempt trap of the highway-railway interface, fully actuated versus nonactuated coordinated phases, effectiveness of lead-lag phasing on progression bandwidth, high-resolution gueue discharge and the effect on signal phasing, integration of real-time pedestrian performance measures into traffic signal systems, microsimulation of split-cycle offset optimization technique and coordinated actuated traffic control, piecewise optimum delay estimation for improved signal control, and more. [\[More\]](#)

### **Pricing, Economics, and Finance**

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2079 includes 18 papers that explore road pricing, pay-as-you-drive pricing, congestion pricing, mileage-based road user charges, vehicle-miles-traveled revenue collection system, a new road financing system for U.S. metropolitan areas, a municipal mobility manager, and value pricing. This issue of the TRR also examines transportation benefit-cost analysis, concession agreements for providing transportation infrastructure, unleashing private-sector investment resources on transportation networks, public-private partnerships, user impacts of multimodal transport projects, value capture mechanisms, transport project appraisal in Israel, and the case for funding using performance management. [\[More\]](#)

### **Highway Safety: Planning; Young Drivers; Older Drivers; Indian Nations; Roundabouts; Traffic Law Enforcement; and Trucks and Buses**

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2078

includes 18 papers that explore safety-conscious planning in midsized metropolitan areas, safety and accessibility effects of pay-as-you-drive strategies, driver injury severity causes in single-vehicle-deer crashes, road hazards detection by novice teen and experienced drivers, effect of passenger age and gender on fatal crash risks of young drivers, actual and perceived behavior of older drivers on freeways, older driver behavior related to fatal crashes and more. [\[More\]](#)

**Safety Data, Analysis, and Modeling**

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2083 includes 22 papers that explore data-driven perspective on safety risk management, macrolevel annual safety performance measures, tool with road-level crash prediction for safety planning, congestion and number of lanes on urban freeways relationship to safety, accident modification factors, identifying hazardous road locations, identifying hot spots, safety influence area for four-legged signalized intersections, and more. [\[More\]](#)