
Utah Technology Transfer Center Newsletter

TA ON THE MOVE

The Direction in Transportation Progress

Brought to you by Utah's LTAP (Local Technical Assistance Program)

Volume 15, Number 3

Summer (July) 2002

Interlocal Agreements Save Money

taken from a 2002 Road School presentation by Keith Broadbent, Former Santaquin City Mayor & Richard Nielson, Assistant Public Works Director, Spanish Fork City

Interlocal agreements are a highly effective way for a group of cities or towns to work together toward a common goal and save money at the same time. The agreement is established as a contract among governmental entities who want to work together to provide services to the taxpayers for a minimal cost.

Utah Code 11-13 is the interlocal cooperation act. This code states that the "purpose of this chapter is to permit local government units to make the most efficient use of their powers by enabling them to cooperate with other localities on a basis of mutual advantage and thereby to provide services and facilities in a

manner and under forms of government organization that will accord best geographic, economic, population, and other factors influencing the needs and development of local communities, and to provide the benefit of economy of scale, economic development, and utilization of natural resources for the overall promotion of the general welfare of the state."

Interlocal agreements allow local government agencies to: (1) make budget dollars stretch farther; (2) work with other entities to accomplish common goals; and (3) combine resources to acquire items that they can't afford on their own.

Some examples of interlocal agreements include:

- South Utah Valley Municipal Water Association
- Equipment Pool
- Utah Municipal Power Agency
- GPS/GIS resource team
- Chipseal work

The South Utah Valley Municipal Water Association, for example, was formed to pool water rights and water rights acquisition; work as a group to compete with larger entities; have a stronger voice with the CUP, make limited water resources go farther; conduct a ground water study in Southern Utah Valley and a regional waste water treatment study.

An equipment pool interlocal agreement allows each city to list their equipment with an hourly cost (with or without providing an operator). Then they have a system in place for cooperating cities to be able to rent the equipment they need (and the personnel if needed) from

(continued on page 4)

INSIDE THIS ISSUE

Legislative & Regulatory Update	2
Hats Off! To 2002 Road School Truck "Roadeo" Winners & Participants.....	4
Breakaway Mailbox Supports Reduce Accident Severity	4
What Our Partners Are Doing.....	5
FYI/Calendar of Events (July-September).....	6-7
Focus on Current Issues: Securing the Roads.....	8
Fucos on the Field: What is "Click, Listen & Learn"?	10
HyperCalc Plus	10
Focus on Engineering: Heads Up on Federal Government Rules and Information Affecting Local Agencies	11
2002 APWA Standard Plans & Specifications Still Available.....	12
8th International Conference on Low-Volume Roads Coming to Reno in 2003	12

About *On the Move*

On the Move is published quarterly by the Utah Transportation Technology Transfer Center at Utah State University. Subscriptions are free and are available by calling, writing or e-mailing:

Utah Technology Transfer Center

Utah State University
4111 Old Main Hill
Logan UT 84322-4111
1-800-822-8878
utaht2@cc.usu.edu

Articles may be submitted to the editor at the above address. To obtain permission to reprint any articles from *On the Move*, please call the Center.

Director Doyt Y. Bolling
Coordinator Keri Shoemaker
Field Projects Manager Dee Hadfield
Field Engineer Stuart Thompson
Network Administrator Brian Birch
Newsletter Julie Duersch
Phone/Fax (435) 797-2931/797-1582
E-mail utaht2@cc.usu.edu

Check out our Web site at...
<http://www.utaht2.usu.edu/>

USU is an equal opportunity education institution/equal opportunity employer

About the *Utah T² Center*

The Transportation Technology Transfer Program is an integral part of a nationwide Local Technical Assistance Program (LTAP) financed by the Federal Highway Administration, state departments of transportation and local transportation agencies. The Center bridges the gap between research and practice by translating the latest state-of-the-art technology in transportation into implementable products and information for the special use of local transportation agencies and personnel.

For more information about the LTAP program or items in this newsletter, please call us at 1-800-822-8878.



Legislative & Regulatory Update

excerpt from NACE UPDATE, May 17, 2002

House Committee Approves Supplemental Funding

On Thursday, May 9, the House Appropriations Committee approved a \$29.4 billion supplemental appropriations bill. A summary of the Chairman's proposal can be obtained at: [www.house.gov/appropriations/news/107_2/03supsumm.htm]. The bill contains funding for many county activities, for example:

First Responders

The bill includes \$326 million for the Federal Emergency Management Administration (FEMA) and the Office of Homeland Security to assist state and local governments with comprehensive planning including the development of mutual aid agreements and to begin the citizen corps initiative.

Of the \$326 million, \$175 million is dedicated to planning for first responders. An additional \$56 million is devoted to Emergency Operation Centers and \$50 million is devoted to the Citizen Corp as a modest down payment. The balance would go toward enhancing FEMA's urban search and rescue teams.

NACo's Task Force on Homeland Security has called for the creation of new and highly sophisticated planning and management systems at the city-county and multi-county level to strengthen the existing Integrated Emergency Management System (IEMS), which has been poorly funded for years. This is where we call for an additional \$500 million for this effort.

Governor Ridge has emphasized that comprehensive planning must be approved before funds are dispersed. (Contact Donald Murray by phone at (202) 942-4239 or e-mail [dmurray@naco.org].)

Airport Security Funding

The bill provides \$4 billion in funding for the Transportation Security Administration. Much of this money will land up at local government owned airports. Responding to concerns by NACo and other local government organizations concerning the requirement that the National Guard be replaced at commercial airports by local law enforcement officials, \$75 million was earmarked to reimburse local governments for the cost of providing these officials.

An additional \$200 million was provided to the Federal Aviation Administration to compensate airports for new security requirements imposed after 9-11. Additionally, \$850 million will be available for modification of airports for the purpose of installing baggage explosive detection systems and \$630 million for the purchase by airports of explosive detection systems. The bill also provides \$75 million for grants to port authorities for security enhancements. (Contact Bob Fogel by phone at (202) 942-4217 or e-mail [bfogel@naco.org].)

Highway Funding

The bill provides \$4.4 billion in highway funding that the President had proposed to cut. Action had been anticipated since the outcry over the cut in funding recommended in the Bush budget. The \$4.4 billion would bring the FY2003 highway funding up to the guaranteed or authorized level. The Senate is expected to provide at least the \$4.4 billion level and perhaps more. (Contact: Bob Fogel 202/942-4217; bfogel@naco.org)

In recent weeks, a battle had been brewing between the House Transportation & Infrastructure Committee and the House Appropriations Committee over legislation (H.R. 3900) introduced by the Chairman of the Appropriations Committee, Rep. Bill Young (R-FL), that calls for the elimination of the RABA provision for FY 2003. With the reauthorization of TEA-21 up in 2003, the House Transportation & Infrastructure Committee strongly opposes H.R. 3900 fearing its enactment would set a precedent that RABA is unnecessary.

The leadership of the two committees worked together to come to an agreement to accept the House Transportation & Infrastructure Committee's adopted version of H.R. 3694. In exchange for agreeing to the legislation, the House Transportation & Infrastructure Committee will accept authorizing language from the House Appropriations Committee for \$124.2 million for 49 earmarks on highway projects that had previously been deemed ineligible for funding by the Department of Transportation.

As previously reported, the Senate has its own version of the highway funding restoration legislation, S. 1917. It has not yet been marked-up by the Senate Environment & Public Works Committee which has jurisdiction over the bill. S. 1917 has been pulled from the Committee's schedule three times as Senator Jim Jeffords (I-VT), Chairman of the Committee, is hoping to increase support for his proposal to set the highway funding level at \$5.7 billion instead of the \$4.4 billion restoration supported by the House. A mark-up of S. 1917 has not yet been rescheduled.

Highway and Bridge Safety in the News

The safety of two lane highways and aging bridges came under scrutiny last week with major news agencies. On May 7th, Dateline NBC aired its examination of the accident rate on two lane highways. The article can be viewed at [www.msnbc.com/news/748422.asp?0na=x2313241&cp1=1#BODY]. The Road Information Program (TRIP) issued its analysis of the nation's 100 high volume bridges with the highest deficiency ratings. The full report can be accessed at [www.tripnet.org].

NACE Updates/Legislative Alerts Web Site

To keep posted on important legislative "calls to action," you can access the NACE legislative alerts at their Web site: [www.naco.org/affils/nace/leg/index.htm#updates]. You'll find the issues listed with links to more information, and a chance to easily contact your elected representatives in the U.S. House of Representatives and Senate by e-mail.

Every voice counts, and this site makes things easier than ever for you to make a difference in influencing policy in Washington. Your experience and ideas count!

Advisory Board

Joe Anderson

Utah Local Governments Trust

Loren R. Anderson
Civil & Environmental
Engineering
Utah State University

Denton Beecher
Box Elder County

Kenneth H. Bullock
Utah League of Cities & Towns

Larry Bulloch
City of St. George

Shawn Guzman
Utah Association of Counties

Paul Mooney
FHWA, Utah Division

Clyde Naylor
Utah County

Ken Berg
Utah Department of
Transportation

Jon Ruiz
Ogden City

Dean Steele
Utah Risk Management Mutual
Association

The T² Center Advisory Board meets twice annually (and as needed) to make recommendations and evaluate the effectiveness of the program.

(continued from page 1)

other cities who have the equipment (and trained personnel) already.

The Utah Municipal Power Agency combines the cities of Provo, Spanish Fork, Salem, Nephi and Levan to allow them to buy power as a group for a better price than they could get on their own.

Working through an interlocal agreement, Springville, Spanish Fork, Payson, Salem and Santaquin are utilizing GPS/GIS technology and services. This agreement was initiated in 1997, to reduce the cost of implementing this vital technology. In 2001 they were able to provide this service for only \$36/hour, where an independent consultant would charge \$120/hour.

Springville, Mapleton, Spanish Fork, Salem, Elk Ridge, Payson, Santaquin, Genola and Goshen work through an interlocal agreement to save money in chip seal operations. The cost to bid chip spreading before the agreement was \$1.05/square yard. With the agreement, the cost is \$0.64/square yard; a savings of 39%!

As illustrated with these examples, interlocal agreements are indeed a cost-saving measure available to Utah cities and towns. They become particularly helpful with smaller entities that need to provide service to the public, but have very limited funds available to do so.

To learn more about these interlocal agreements, please contact Richard J. Nielson, P.E., Assistant Public Works Director with Spanish Fork City. He can also be reached by e-mail at [mielson@spanishfork.org] or by phone at (801) 798-5000 x. 26. Or you can contact Keith Broadhead, Public Works Inspector for Spanish Fork City by e-mail at [kbroadhead@spanishfork.org] or by phone at (801) 798-5000 x. 25.

You can also learn more at the Utah T² Center Web site [www.utaht2.usu.edu].

Hats Off! To 2002 Road School "Truck Road-ee" Winners & Participants!

Our hats are off to the many fine equipment operators who participated in the annual "Truck Road-ee" sponsored by the Utah Local Governments Trust at Road School in April 2002.

- 1st Place went to Todd Howard, Riverton City
- 2nd Place went to Rusty Scoffield, Tremonton City
- 3rd Place went to Blair Hampshire, Davis County
- Kevin Dull & Steve Twitchell from Moab
- Cody Thompson from Kaysville City
- Ross Romero from Washington City
- Dennis Kinder & Jay Johnson from St. George
- Rex Broadhead & Kim Snyder from Heber City
- Ruben Johnson & Wayne Anderton from Tooele County
- KC Skinner from Riverton City
- Brandon Mason from Midway City

Great works guys!

Breakaway Mailbox Supports Reduce Accident Severity

There are tens of millions of mailboxes on rural and suburban roads and streets. Accident data have shown that mailbox supports can contribute to the severity of an accident. AASHTO publishes *A Guide for Erecting Mailboxes on Highways* (Mailbox Guide) which contains information on mailbox supports and their location on the roadside.

Local agencies should communicate with their citizens, particularly the home-building community, to ensure that mailbox support systems do not contribute to the severity of accidents.

The Utah T² Center has two very effective videos illustrating the dangers from mailbox supports that do not "breakaway" upon impact:

- [Mailboxes May Be Hazardous to Your Health](#) (14 minutes) #592
- [A Guide to Mailbox Safety in Montana](#) (10 minutes) #15 (also a publication by the same title, #4011)

To checkout these videos (and publications) from our free lending library, please contact the Utah T² Center. You can call us at 1-800-822-8878, or go on-line to our Website at [www.utaht2.usu.edu] for a complete listing of available materials from our lending library. You can search by keyword or title.

Other safety materials related to roadway and roadside design are also available from the Utah T² Center library.

What Our Partners Are Doing

More Training Opportunities for YOU!!!

Our thanks to these important partners for sharing this information and working with us in our efforts to serve the local agencies of Utah.

Utah League of Cities & Towns

If you desire more information on League activities, or to register for a League sponsored event, please call the Utah League of Cities & Towns directly at (801) 328-1601 or 1-800-852-8528 or go to their Web site [www.ulct.org].

Planning & Zoning Workshop

July 9, 2002 in Enterprise (all day)
Sydney Foncesbeck will conduct this training.

95th Annual Convention

September 11-13, 2002 at the Salt Lake City Sheraton

This three-day conference highlights important municipal topics. Keynote addresses, concurrent workshops and a trade show provide excellent information for all who attend. A spouse's program also offers informative workshops for the spouses of elected and appointed officials.

Utah Association of Counties

For more information on UAC activities, or to register for a UAC sponsored event, please call them directly at (801) 265-1331 or go to their Web site [www.uacnet.org].

Annual Convention

November 13-15, 2002 in St. George

APWA, Utah Chapter

For more information on APWA activities, call Bob Davis with DMJM at (801) 486-4454. Please note that all monthly luncheons are held at the West Valley Family Fitness Center from 12 noon till 2 pm (the board meets from 10:30-11:30 am prior to the luncheons).

Monthly Luncheon

July 18, 2002 in West Valley City

Discussion topic: confined space and trench shoring.

Annual Fall Conference

August 21-22, 2002

Monthly Luncheon

September 26, 2002 in West Valley City

Discussion topic: GIS and stop-sign/streets/sidewalks inventory.

ITE, Utah Chapter

For information on ITE activities, please call Jason Davis with UDOT Program Development at (801) 965-4190 or by e-mail at [jdavis@dot.state.ut.us].

Utah Local Governments Insurance Trust

For information on these and other Trust activities, please call Craig Bott at 1-800-748-4440. You can also e-mail Craig at [cbott@ulgt.org]. Also, check out their Web site at [www.ulgt.org].

Region 1 Training

August 4-10, 2002
September 15-21, 2002

Region 2 Training

June 30-July 6, 2002
August 11-17, 2002
September 22-28, 2002

Region 3 Training

July 7-13, 2002
August 18-24, 2002
September 29-October 5, 2002

Region 4 Training

July 14-20, 2002
August 25-31, 2002

Region 5 Training

July 21-27, 2002
September 1-7, 2002

Region 6 Training

July 28-August 3, 2002
September 8-14, 2002

Utah Risk Management Mutual Association

For information or to register for these and other URMMA training activities, please call Joanne Glantz at (801) 225-6692 extension 18. You can also check out their Web site at [www.urmma.org].

Police Defensive Driving Training

July 2, 2002 in Riverdale
August 6, 2002 in Cedar City
September 10, 2002 in Springville
September 26, 2002 in Kanab

This is offered in conjunction with POST and UAC. The 8 hour training costs \$15 for URMMA and UAC members and \$30 for non-members. *This training meets URMMA requirements for Defensive Driver Training.*

HR/Personnel

July 19, 2002 (location to be determined)

Cost for this training is \$35 for URMMA members, \$70 for non-members.

Ethics

July 11, 2002 in West Jordan (morning)
July 25, 2002 in Draper (evening)
August 22, 2002 in Centerville (morning)

August 29, 2002 in Plain City (evening)
The cost for this training is \$15 for URMMA members, \$30 for non-members. Morning sessions are for city employees while evening sessions are for elected and appointed officials.

Roundtable on Volunteers

July 16, 2002 in Cedar City (12:30-2 pm)

The cost for this training is \$5 for URMMA members, \$10 for non-members.

(continued on page 8)

FYI: For Your Information

Work Zone Traffic Control & Flagger Training Still Available for Summer Season...Plan now for Fall Training Needs

The Utah T² Center is expanding our Work Zone and Flagger Training. Our flagger certification is now available through the American Traffic Safety Services Association (ATSSA). With this expanded partnership, we have modified our fee schedule for this training:

- 1-9 people = \$40/person
- 10-15 people = \$400/agency
- 16-20 people = \$640/agency
- 21-25 people = \$840/agency

This price schedule allows agencies to save money by sending their employees for a flat rate based on the number of

employees who need training. The fee includes the ATSSA kit, AATSSA pocket guides, and traffic control manual provided to each employee trained.

It's not too late to arrange flagger training for your summer employees. You are also encouraged to plan ahead for your fall training needs...call today to get the best date for your agency!

Contact Stuart Thompson with the Utah T² Center to schedule "on demand" training for full- or part-time employees. You can reach him by calling toll-free 1-800-822-8878.

Sign Management

Sign Management Systems are vital for maintenance of agencies sign inventories. The large number of liability lawsuits related to the condition and placement of traffic signs emphasizes the importance of sign management.

An easy-to-use, economical, GIS-based system is being developed at the Utah T² Center. This system is targeted to those agencies that are currently not using a Sign Management System, those that wish assistance in taking advantage of technological advances in database management, and those that choose not to invest in higher-end management systems.

The Center will offer training on implementing this program in your agency. Contact Stuart Thompson with the Utah T² Center for more information. He can be reached toll-free at 1-800-822-8878.

Updates on these and other calendar items are available at the Utah LTAP/T² Web site

[www.utaht2.usu.edu]

July 2002

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4 	5	6
7	8	9	10	11	12	13
14	15	16	17 HMA Construction Workshop (SLC)	18 APWA Monthly Luncheon	19	20
21	22	23	24 	25	26	27
28	29	30				

Remove this section and post to keep up with training opportunities & events!

August 2002

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
			APWA Annual Conference			
25	26	27	28	29	30	31

For more information about any of these activities, please call the Utah T² Center at 1-800-822-8878.

September 2002

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 	3	4	5	6	7
8	9	10	11	12	13	14
		Utah League of Cities & Towns Annual Convention (Salt Lake Sheraton)				
15	16	17	18	19	20	21
	Winter Maintenance & Anti-icing Workshops					
	Nephi (tentative)	Cedar City	Richfield	Vernal (tentative)		
22	23	24	25	26	27	28
				APWA Monthly Luncheon		
29	30					



(continued from page 5)

**Roundtable on Parks & Recreation
July 16, 2002 in Cedar City (2:15-3:45
pm)**

The cost for this training is \$5 for URMMA members, \$10 for non-members.

**Roundtable on Public Works/Sewer
July 17, 2002 in Cedar City (8:30-10
am)**

The cost for this training is \$5 for URMMA members, \$10 for non-members.

**Roundtable on Vehicle Incentives
July 17, 2002 in Cedar City (10:15-11:45
am)**

Cost for this training is \$5 for URMMA members, \$10 for non-members.

**Law Enforcement Tabletop Liability
Exercise**

**August 7, 2002 in Cedar City (8:30 am-
12 noon)**

The cost is \$20 for URMMA members, \$50 for non-members.

**URMMA Summer Conference
August 7-9, 2002 in Cedar City**

**OSHA
September 18, 2002 in Plain City**

This 8 hour training costs \$20 for URMMA members, \$40 for non-members.

**Risk Management Retreat
October 1-3, 2002 in Daniel's Summit**

cost for this training is \$25 for URMMA members, \$75 for non-members. October 1 will focus on law enforcement; October 2 will be a supervisor's lecture; and October 3 will be a general risk management workshop.

Need More Information?

For our updated workshop and training calendar, please go on-line [www.utaht2.usu.edu]. To request a workshop, please call us at 1-800-822-8878.

Focus on Current Issues

Securing the Roads: U.S. Actions to Enhance Surface Transportation Security

excerpt from an article by Vince Pearce, FHWA, published in Traffic Technology International

In the months following the terrorist acts of 11 September, intense effort has been focused on understanding the state of security of travel on the nation's roadways, and on improving the existing level of security. These efforts have taken place within and across modes and between agencies that had not previously had reasons to work together. The activity has encompassed agencies at federal, state and local levels, as well as the private sector, academia, and many associations supporting these participants. Progress has been significant but not particularly visible. This article describes some of the effort, the findings and the results.

FHWA's activities in surface transportation security are aimed at ensuring that surface transportation operating agencies throughout the nation have the necessary tools, techniques, information, and understanding to be able to prevent, prepare for, respond to, and recover from natural and man-made disasters.

The goal is to have operational policies, protocols, procedures, practices and improvements in place within each region that will enable people and goods to move safely and effectively during threatening situations while still enabling emergency access to the scene(s), and to facilitate re-establishment of transportation after an emergency.

FHWA and related activity is best understood in stages, based on the structure in use by the Office of Homeland Security (OHS). This structure divides an emergency into six stages, chronologically: Detection; Preparedness;

Prevention; Protection; Response; and Recovery.

Detection

Detection most commonly involves collection and distribution of intelligence information. USDOT has been active in this area, particularly in assuring that intelligence moves between federal agencies and state/local ones, as well as "bridging the gap" between transportation agencies and those in law enforcement and emergency management.

Preparedness

Preparedness begins with effective and thorough planning, but it does not end there. Unless the plans are understood by participants, and practiced regularly, and unless the resources those participants need are available when and where they are needed, full preparedness cannot be achieved.

To accomplish this, FHWA is working with AASHTO to survey the state of emergency management plans and to develop technical guidance on "state-of-the-art" emergency planning for the new and emerging threat scenarios.

There is a solid foundation on which this is being built, including the expertise at federal and state emergency management agencies, as well as the experience that transportation agencies have had in planning for emergencies such as hurricanes and earthquakes, and huge special events like Olympic Games.

FHWA, in support of regional emergency planning is conducting three series of workshops in 2002. One of these series focuses on transportation supporting military mobilization and another on response to and recovery from unpredicted events such as acts of terror

In the last of these workshops, FHWA will be working with up to 10 metro areas and regions to bring together the many organizations involved in (or dependent upon) transportation at the time of an emergency, and working through two "tabletop exercises" to identify areas in which preparedness can be strengthened.

Prevention

Efforts in preventing further acts of terrorism are most strongly visible in areas such as freight movement and border crossings. FHWA's Office of Freight Management and Operations, in cooperation with the Federal Motor Carrier Administration, USDOT'S ITS Joint Program Office and the Departments of Justice and Treasury, is working on three high-impact projects: Air Cargo Electronic Supply Chain Manifest, Electronic Seal System for Container Movement, and Asset Cargo Tracking. All three projects were originally designed to improve various aspects of freight mobility and efficiency. However, all three have as part of their design the ability to pinpoint location of freight assets and cargo based upon the latest reporting point.

Protection

Protection activities have several different components. One area has been protecting the information systems upon which transportation agencies depend to carry out their duties.

A second area has been protection during special events. USDOT has been an active partner and provider of expertise, most visibly in preparation for the 2002 Winter Olympic Games in Salt Lake City. Although details have not been

released regarding the specific measures implemented, transportation security was at heightened levels, and accomplished in ways designed to minimize impact on transportation effectiveness and assure that those affected had ample warning so they could make appropriate travel provisions.

USDOT has developed, and distributed to state DOTs, a process that will enable state and local agencies to assess the threats to their critical infrastructure, and to take preventive measures. FHWA is working with AASHTO to develop a comprehensive survey of techniques to identify, assess threats, and to develop protection plans for critical transportation infrastructure. FTA has developed a technique specialized for transit agencies, and is funding its use at 33 of the largest transit agencies around the United States. FHWA also is working with AASHTO in discussions of fielding teams of experts to assist states in answering specific questions about critical infrastructure, with a particular focus on major structures such as bridges, tunnels, and interchanges.

Response

Response is typically defined as what is done starting at the moment of the emergency, for the remainder of that day, or for the following 24-hour period. Effective response is the core of the learning and exercises on the first day of the FHWA response and recovery workshops. Also, FHWA is working with AASHTO to develop technical materials to help state and local agencies better prepare for response, starting with a guidebook.

FHWA has been working with organizations involved in developing and deploying '511' telephone traveler information systems to understand how 511 (and other traveller information tools) support getting information to citizens at the time of an emergency, and how these systems are "stressed" by the extremely high demands for information under those circumstances.

One particularly critical element in response is the ability of agencies to communicate with one another. FHWA's Incident Management workshop, implemented through the National Highway Institute (NHI), is being offered around the country to assist in bringing transportation and public safety (police, fire, and emergency medical) responders together to discuss and work on how to address incidents that occur on or that affect the transportation network.

Recovery

Recovery starts on the day following an emergency but can extend days and months afterward. During recovery, agencies work to re-establish safe, reliable, and secure transportation on the region's roads despite whatever damage may have occurred. Recovery is the focus of the second day of the FHWA response and recovery workshops.

FHWA Divisions play a key part in processing state requests for emergency relief funds, a special category of federal -aid highway funding that can be available following a catastrophic failure of highway infrastructure due to an external cause. FHWA also is active in improving how transportation is carried out when areas, such as those contaminated by hazardous materials, must be avoided for an extended period.

Conclusion

Although a great amount has been learned and shared, and many actions have been or are being taken in response to what has been learned, we have much more to do. The surface transportation network is unique in the degree of its exposure and in its criticality to the nation's economy and the quality of life of its citizens. Fortunately, it is highly redundant and resilient. The agencies responsible for the operation of those networks are working together at an unprecedented pace to ensure that all Americans can continue to rely on the transportation infrastructure.

Focus on the Field

What is "Click, Listen & Learn?"

by N. Dee Hadfield, Field Projects Manager

Click, Listen & Learn is a workshop training program being developed by the American Public Works Association (APWA) and co-sponsored by the Local Technical Assistance Program (LTAP). The purpose is to help keep the cost of training to a minimum as well as make information more easily accessible to government agencies throughout the United States.

These workshops are conducted over the Internet as well as by phone so that interested individuals can participate from across the nation. The visual portion of the program is transmitted over the Internet and the audio portion is transmitted over the phone lines. This format makes it easy for any agency to put on a *Click, Listen & Learn* workshop. All that is needed is a meeting room with Internet access and a telephone system with a speakerphone.

The subjects are primarily related to the transportation industry and deal with new or changing regulations or old maintenance practices being done in a new way.

The workshops should prove very useful for most government agencies throughout the state and the nation. Workshops are two hours in length and normally run from 9:00 a.m. to 11:00 a.m. MST.

The following are examples of the subjects that have been or will be held in the near future:

Already Conducted

- May 21, 2002--Conflict Solving for the New Supervisor
- June 27, 2002--Storm Water NPDES Phase II: Setting Measurable Goals for Your BMP's

Upcoming Workshops

- July 17, 2002--Implementing GASB 34: What It Could Mean For You
- October 29, 2002--Effective Use of Chemicals and Abrasives for Winter Road Maintenance
- December 5, 2002--Risk Management and Tort Liability of the Roadways: What You Need to Know to Protect Your Agency

Click, Listen & Learn workshops have a registration fee of \$125.00 per site, which is paid to APWA to cover the cost (telephone and internet access) of the workshop. The Utah T² Center will try to schedule convenient locations that will maximize attendance and keep costs at a minimum.

Information about the *Click, Listen & Learn* program, schedule, past discussion, questions and answers from past sessions can be accessed on the Internet at [<http://www.apwa.net/education/ctl/>].

The Utah T² Center goal is to have complete coverage of the state and is looking for locations to hold *Click, Listen & Learn* workshops. If you have a meeting room with Internet access and telephone service and are interested in co-sponsoring a *Click, Listen & Learn* workshop please contact the Utah T² Center by calling 1-800-822-8878 or (435) 797-2931.

You can also contact Dee Hadfield for site set-up details and assistance. He can be reached through the Center phone numbers (given above) or by e-mail at [dhadfiel@cc.usu.edu]. Our goal at the Utah T² Center is to get information and low cost training to as many agencies as possible. Be sure to keep these courses in mind when looking for convenient, high quality training.

HyperCalc Plus

Free Ware Available at T² Center Web Site

HyperCalc Plus provides a convenient means for converting between English and Metric (SI) units. For example the "Length" Context provides the functionality to convert between five metric units and nine English units. One meter equals 39.370 or 39 and 3/8 inches. Entering a value on the meter side automatically produces the equivalent inches, and vice versa.

There are 13 Contexts for common units. In addition there are two specialty groups of units: "Civil Structural" containing 12 contexts including mass, force, pressure, moments, etc. and "Electrical" containing 18 contexts.

HyperCalc Plus also provides forms for "Transportation" equations including:

- Sight Distance,
- Vertical Curve,
- Vertical Passing Distance,
- Horizontal Curve, and
- Passing Distance.

Forms for "Drainage" equations include: Continuity, Darcy-Weisbach, Friction Factor, Hazen-Williams, Mannings, Circular Shape Properties, Trapezoid Shape Properties, Rational Formula, and Reynolds Number.

Extensive help files are included. HyperCalc Plus may be downloaded free at the Utah T² Center Web site at: [www.utaht2.usu.edu]. (You simply select the Downloads item under Services.)

The application was developed at Utah State University as part of a joint project involving Utah State University, the Utah Department of Transportation, and the Federal Highway Administration. It is provided as Free Ware, no registration or licensing fees are required. Professor William J. Grenney, Ph.D. was the Principal Investigator on the project.

Focus on Engineering

Heads Up on Federal Government Rules & Information Affecting Local Agencies

by G. Stuart Thompson, Field Engineer

The following pieces of information from the federal government are of particular interest to local agencies. Action on these items is recommended.

Notice of Proposed Amendments to MUTCD: Request for comments

NACE passed along this information from Ernie Huckaby, FHWA, who can be reached at (202) 366-9064. The docket will be open for 90 days, until August 19, 2002.

"On behalf of the MUTCD Team, this is to announce that Proposed Revision No. 2 of the Manual on Uniform Traffic Control Devices (MUTCD) has been published in the May 21, 2002 Federal Register (page 35850).

Go on-line to find proposed MUTCD Revision No. 2 changes!

mutcd.fhwa.dot.gov

The text of the entire MUTCD reflecting all the proposed Revision No. 2 changes, and a "Change List" detailing each proposed change, can be accessed on the MUTCD Web page [mutcd.fhwa.dot.gov]."

DOT Releases Preliminary Estimates Of 2001 Highway Fatalities

On April 22, 2002 the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced its preliminary

analysis of highway traffic fatalities in 2001. According to these estimates, traffic fatality and injury rates remained at historic lows in 2001. Deaths of children ages 15 and under dropped to the lowest level since record-keeping began.

The fatality rate per 100 million vehicle miles (VMT) continued its downward trend to 1.50 in 2001, from the rate of 1.52 in 2000. The total number of people killed in highway crashes in 2001 was estimated to be 41,730, compared to 41,821 in 2000. The number of people injured dropped from 3.2 million in 2000 to 3.0 million in 2001. In 2001, vehicle miles traveled increased slightly to 2.778 trillion in 2001, up from 2.75 trillion in 2000.

"Losing nearly 42,000 of our friends, neighbors and family members to highway crashes is unacceptable," said U.S. Transportation Secretary Norman Y. Mineta. "All of us – individuals as well as government – must work together to change the nation so that highway safety is every American's priority."

The 2001 statistics also continue to show the increased risk of death and injury when drivers and passengers do not wear seat belts or have their children properly restrained in child safety seats: 60 percent of those killed in crashes last year were not belted.

"As an emergency physician, I can tell you firsthand that a seat belt often makes the difference between survival and death in a crash," said Jeffrey W. Runge, M.D., NHTSA Administrator. "The data are clear about the value of seat belts in reducing the severity of injury and the economic cost to society."

NHTSA's Fatality Analysis Reporting System (FARS) also shows that, in 2001:

- Motorcycle fatalities increased for the fourth year in a row following years of steady improvement. With 3,067 killed in 2001, it was the highest number of motorcycle fatalities since 1990.
- The percentage of alcohol-related deaths in 2001 remained unchanged at 40 percent – 16,652 deaths.
- Fatalities involving large truck crashes dropped from 5,211 in 2000 to 5,192 in 2001.
- The number of pedestrians killed, 4,698, remained virtually unchanged.
- Young drivers (16-20) were involved in 7,547 fatal crashes in 2001 compared to 7,607 in 2000.
- The number of fatalities for children under five dropped 5.4 percent from 706 in 2000 to 668 in 2001.
- The number of fatalities for children ages five to 15 dropped 5.5 percent from 2,105 in 2000 to 1,990 in 2001.

NHTSA annually collects crash statistics from 50 states and the District of Columbia to produce the annual report on traffic fatality trends. The final 2001 report, pending completion of data collection and quality control verification, will be available in August. Summaries of the preliminary report are available on the NHTSA Website at [www.nhtsa.dot.gov].

For more information please contact Rae Tyson at (202) 366-9550.

2002 APWA Standard Plans & Specifications Still Available

The long awaited 2002 APWA Manual of Standard Plans & Specifications is now available to purchase. The cost is \$55 for a set, plus \$10 shipping.

To order, please contact the Utah T² Center:

- by phone at 1-800-822-8878,
- by fax at (435) 797-1582, or
- by e-mail at [utaht2@cc.usu.edu].

We'll need your name, agency, mailing address, and phone to process your order. Check, money order, or agency POs are welcome.

8th International Conference on Low-Volume Roads Coming June 23-25, 2003 to Reno

The 8th International Conference on Low-Volume Roads is scheduled to be held in Reno, NV on June 22-25, 2003. This conference is held every 4 years. The last one was held in Baton Rouge in 1999 and had an attendance of nearly 400, representing 30+ countries. The Transportation Research Board is leading the conference planning effort. For the Conference Announcement and Call for Papers, please go to the following Web site [www4.trb.org/trb/calendar.nsf/web/lvr8].

At this Web site and the related links, you will find information about the conference hosts, sponsors, conference information, pre- and post-conference

workshops, and call for papers. You are invited attend the conference and also, if interested, submit a paper for possible presentation. Areas of subject content include:

- Planning and Finance
- Technology Transfer
- Traffic Operations
- Roadway Safety
- Structures
- Materials, Stabilization, and Recycling
- Unsealed Roadways and Surface Treatments
- Pavement Design and Construction
- Pavement Management; and
- Erosion.

**Utah State
UNIVERSITY**



U.S. Department of Transportation
Federal Highway Administration

LTPOT
GOING THE EXTRA MILE

NON-PROFIT ORGANIZATION
U.S. POSTAGE PAID
LOGAN, UTAH
PERMIT#1



Utah Technology Transfer (T²)Center
Utah State University
4111 Old Main Hill
Logan UT 84322-4111

Address Service Requested