

Federal Highway Trust Fund Insolvency and MAP-21 Reauthorization

Issue 1: Last month we covered the looming crisis in the Federal Highway Trust Fund (HTF). The Congressional Budget Office (CBO) projects the HTF will be insolvent by as early as July. The insolvency of the Highway Trust Fund will result in the elimination of any new Federal transportation spending in FY 2015 and will result in drastic reductions: highway investments will go from \$41 billion to \$6 billion, and transit investments from \$11 billion to \$3 billion. An interruption in funding will affect over 112,000 construction projects, and nearly 700,000 jobs.

What impact will the insolvency of the Highway Trust Fund have? Without an infusion of an estimated \$16 billion of additional funding, roughly \$50 per American, the HTF goes to \$0 and all outlays stop until a reserve is built back up. Hence no work in all of FY 2015 and half of FY 2016

Until Congress adds new revenue to the Highway Trust Fund, the federal government will be unable to commit to funding any new transportation projects, depriving states and municipalities of resources critical to maintaining and improving the infrastructure that supports our economy. Many infrastructure projects are slowing, or stopping already due to the uncertainty of the future of the HTF. Insolvency of the Highway Trust Fund will send shockwaves through the fragile economy only now recovering from the Great Recession. Deferred necessary repairs will become larger and more expensive in the future. Job losses will not only be in transportation construction jobs and supporting business, but also several multiples more in commerce and businesses that rely on a surface transportation network that is well maintained and upgraded to meet their needs. Citizens are urged to urge Congress act now by hashtagging **#FixTheTrustFund** to bring awareness to the issues via social media.

Issue 2: Immediately on the heels of the looming crisis of the Highway Trust Fund is the expiration date of the "Moving Ahead for Progress in the 21st Century" Act (MAP-21) on September 30, 2014. MAP-21 is the federal surface transportation bill that was passed on June 29, 2012. That \$105 billion, two-year bill did not significantly alter total funding from the previous authorization, but it did include many significant reforms. The CBO estimated that enacting MAP-21 reduced the federal budget deficit over the 2012-2022 period by \$16.3 billion. Discussions have begun in Washington DC on the scope and duration of a new federal surface transportation bill. ASCE is keeping current on these discussions and strongly encourages members of Congress to provide a robust funding package that provides long term stability for the nation's transportation systems.

ASCE members keep abreast of these developments and lend support by becoming Key Contacts. To be one, sign up on the ASCE webpage www.asce.org.

Who among your Congressman below will vote to build America with you? How will you vote on Tuesday, May 20?



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New “Waters of the United States” Definition Released

On April 21, 2014, the U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (Corps) jointly released a new proposed rule – Definition of Waters of the U.S. Under the Clean Water Act – that would amend the definition of “waters of the U.S.” and potentially expand the range of waters that fall under federal jurisdiction. The proposed rule, in the Federal Register, is open for public comment for 90 days, **until July 21, 2014**.

The proposed rule would revise regulations that have been in place for more than 25 years to provide more clarity about the regulatory scope and jurisdiction of the CWA based on two Supreme Court decisions. The goal is to define which waters, which could include small streams, ditches and wetlands, fall under the scope of the Clean Water Act. The 2014 proposed rule would replace the existing 2003 and 2008 guidance.

The following waters would be jurisdictional by rule:

- Waters susceptible to interstate commerce, traditional navigable waters (no change from current rules);
- All interstate waters, including interstate wetlands (no change from current rules);
- The territorial seas (no change from current rules);
- Impoundments of the above waters or a tributary, as defined in the rule (no change from current rules);
- Tributaries of the above waters (more inclusive than current rules because “tributary” is newly and broadly defined); and
- All waters, including wetlands, adjacent to a water identified in the above categories (by including all adjacent waters, the proposal is more inclusive than current rules).

Why “Waters of the U.S.” Regulation Matters:

The proposed “waters of the U.S.” regulation could have significant impact on municipalities and counties across the country, in the following ways:

- **Seeks to define waters under federal jurisdiction:** The proposed rule modifies existing regulations, regarding which waters fall under federal jurisdiction through the Clean Water Act (CWA). The proposed modification aims to clarify issues raised in recent Supreme Court decisions that have created uncertainty over the scope of CWA jurisdiction and focuses on the interconnectivity of waters when determining which waters fall under federal jurisdiction. Because the proposed rule could expand the scope of CWA jurisdiction, municipalities and counties could face significant cost and delay impacts as more waters become federally protected and subject to new rules or standards.
- **Potentially increases the number of municipal and county-owned ditches under federal jurisdiction:** The proposed rule would define ditches as “waters of the U.S.” if they meet certain conditions. This means that more municipal and county-owned ditches would likely fall under federal oversight. In recent years, Section 404 permits have been required for ditch maintenance activities such as cleaning out vegetation and debris. Once a ditch is under federal jurisdiction, the Section 404 permit process can be extremely cumbersome, time-consuming and expensive, leaving municipalities and counties vulnerable to citizen suits if the federal permit process is not streamlined.

Applies to all Clean Water Act programs, not just Section 404 permits: According to the National Association of Counties, the proposed rule would apply not just to Section 404 permits, but is also relevant to other Clean Water Act programs, including stormwater, water reuse and green infrastructure. Such programs may become subject to increasingly complex and costly federal regulatory requirements under the proposed rule.



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Continuing Education Made Easy

Part 6:

Continuing Education Documentation

Sam Shamsi, PE, F.ASCE

This is a multi-part series of short articles on Continuing Education which started in December 2013. Parts 1 to 5 covered continuing education basics, modes, and licensing requirements. In this last and 6th part, we discuss how to best document your continuing education activities. The entire series can also be accessed from the Continuing Education page of the Pittsburgh Section Web site: <http://www.asce-pgh.org/continuingeducation>



Record Keeping

According to NCEES Continuing Professional Competency Guidelines (NCEES, 2013), the requirement to maintain adequate continuing education records is the responsibility of the licensee. The following record keeping practices are recommended.

- A log showing the type of activity claimed, sponsoring organization, location, duration, instructor or speaker name, and PDHs earned. This is intended to require specific information on each continuing education activity where PDH credit is claimed. For example, it is not acceptable to simply state, "Attending educational activities at ABC Company." Specific information on each Continuing Competency Activity (CPC) is required. The log helps the proper completion of any continuing education activities form at the time of renewal.
- Attendance verification records in the form of completion certificates or other documents supporting evidence of attendance. The general rule is that the licensee must have sufficient verification for credits claimed. Certainly, those activities that are of a longer duration (such as over an hour) should have verification. On occasion, it is recognized that short activities, such as a meeting of a technical or professional society, might include a 30-minute speaker and verification was not provided in the meeting. This should be an unlikely exception.

A sample activity log from Pennsylvania State Registration Board is provided below.

PENNSYLVANIA STATE REGISTRATION BOARD FOR PROFESSIONAL ENGINEERS, LAND SURVEYORS AND GEOLOGISTS

Continuing Professional Competency Activity Log

Your Full Name	Complete License Number (letters and all numbers including zero)

All activities must be relevant to professional practice 1 PDH = 50 minutes of instruction or presentation

Continuing Professional Competency Activities CE courses, correspondence, televised, videotaped, short courses, tutorials, seminars, employer-sponsored courses, workshops or conferences relevant to professional practice

Date(s) of Course	Title of Course	Sponsor/Provider Name	Location	Instructor	Duration	PDH	Taught?	
							Yes	No

Examples of right and wrong ways of filling out a CPC reporting form is provided below.

Examples of right and wrong ways of filling out the CPC standard reporting form

EXAMPLE 1 (WRONG: Insufficient description, too general)

ACTIVITY DATES		ENG or SURV ^a	SPONSORING ORGANIZATION	ACTIVITY LOCATION (City, Jurisdiction)	INSTRUCTOR ^b	DATA SOURCE ^c	ACTIVITY			PDHs EARNED		
Start	End						Type ^d	Content ^e	Description ^f	Total ^g	Jur ^h	Model
3/20/10	3/20/10	Eng	Big Time Engineering Co.	Hometown, State		SR			Basic supervision	6.5	6.5	

EXAMPLE 2 (CORRECT)

ACTIVITY DATES		ENG or SURV ^a	SPONSORING ORGANIZATION	ACTIVITY LOCATION (City, Jurisdiction)	INSTRUCTOR ^b	DATA SOURCE ^c	ACTIVITY			PDHs EARNED		
Start	End						Type ^d	Content ^e	Description ^f	Total ^g	Jur ^h	Model
3/20/10	3/20/10	Eng	Big Time Engineering Co.	Hometown, State	John Doe	SR	4	B	"Supervising the Staff" In-house seminar	6.5	6.5	

Are You Ready For a Continuing Education Audit?

Licensing boards may conduct audits of licensees for verification purposes. In fact, auditing a percentage of randomly selected CPC reporting forms is strongly encouraged by the NCEES. State board staff can also cursorily review CPC reporting forms to look for obvious errors, and board members can review a sample to assess the quality and accuracy of returned forms. Each year, approximately 2% of all Active Board Certified Environmental Engineers, Board Certified Environmental Engineering Members, and Board Certified Environmental Scientists are randomly selected for audit by the American Academy of Environmental Engineers.

An ASCE-Pittsburgh Member Audit Story: I've been audited twice by two different state registration boards over the span of my 40 year professional engineering career. In the first instance, I was notified by a phone call from the state board of registration that they were conducting a random audit and wished to see back-up documentation to support my claim of the required hours of continuing education for the prior year of practice to support my license renewal application. In the second instance, a few years later, I received a letter from a different state board indicating that, again, I had been randomly picked for an audit of my continuing education records.

Was it time to PANIC? Could I lose my license in the state in question; what about other states where I was registered if I could not back-up my claimed CE credits? It certainly could have been a dark day had I not kept records that backed-up my claim of PDH or CEU credits! I must admit that my records- keeping would not pass an inspection by the Inspector General's office, but I did have hard copies of several forms of documents that I was able to copy and submit to these registration boards. Certainly, copies of PDH/CEU certificates made out to me and signed and dated by the authenticating party were the best form of documentation. However, in a few instances, all that I had as back-up was a copy of the conference program which showed dates, topics, presenters, and length of presentation, as well as my personal notes taken during these sessions. In both cases the boards accepted my documentation and renewed my P.E. license. Since then, I have continued to keep complete files of my CE activities just in case that third audit notice arrives!

References and Resources

- National Council of Examiners for Engineering and Surveying (NCEES) (2013). Continuing Professional Competency Guidelines.

For more information, contact Continuing Education Committee Chair **Sam Shamsi**, at sam.shamsi@jacobs.com

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Pittsburgh Section Opportunities to Learn and Network

Maintain technical proficiency and current knowledge, and learn what other members, companies, organizations, and lawmakers are doing. **Mark your calendars now.**

Member prices extend to non-member spouses or one guest of member, except as noted by ‘*’.

May 16, 2014, Friday, EE for CEs – all day seminar 8 am to 5 pm

1. Basic, Practical Electrical Engineering Every Civil Engineer Needs to Know
2. Topics:
 - a. Electrical engineering basics,
 - b. electrical safety for construction sites,
 - c. traffic signals,
 - d. pumps,
 - e. generators,
 - f. electric valve actuators,
 - g. plus some cool toys (subsurface utility detection).
3. Hilton Doubletree in Green Tree, 500 Mansfield Avenue
4. **Registration Fees:**
 - a. Members: \$135,
 - b. Non-Members: \$150,
 - c. Students: \$75,
 - d. Vendors/Exhibitors: \$250 (includes one registration).
5. Seminar brochure and registration form will be available in March.
6. Members \$135
7. **Who Should Attend:** Civil Engineers who have forgotten basic electrical engineering and wish to refresh their knowledge of how electricity affects their projects.
8. for sponsorship/exhibitor opportunities Contact **Sam Shamsi, PE, 412-298-7932** sam.shamsi@gmail.com, or Kathryn Power, EIT, KathrynPower@live.com.

Event Sponsorship and Exhibition Space Available:

Please contact Seminar Manager, **KathrynPower** for sponsorship/exhibitor information.

May 17, 2014, Saturday, ASCE Family Picnic sponsored by YMF

1. for all Members of ASCE and their families
2. Hamburgers and hotdogs provided.
3. Bring a side dish of your choice. BYOB!
4. Monroeville Park West, 2399 Tilbrook Road, Monroeville, PA
5. RSVP: By 5/9/14 to Jamie-lynn.widows@hatchmott.com

May 20, 2014, Tuesday, Primary election Day

May 21, 2014, Wednesday, Infrastructure Opportunities and Challenges Program

1. Joint with Society for Marketing Professional Services and ASCE Pittsburgh Section T&DI
2. 11:30 AM – 1:30 PM
3. Rivers Club
4. Panel members will be:
 - a. ALCOSAN - David Borneman, Director of Engineering and Construction
 - b. PennDOT District 11-0 - Cheryl Moon-Sirianni, Assistant District Executive for Design
 - c. Port of Pittsburgh Commission - James McCarville, Executive Director

May 27, 2014, Tuesday, Girl Scouts Outreach Event

1. Contact Leanne McConnell: lfn5023@gmail.com

June 10, 2014, Tuesday, International Bridge Conference High School Outreach

1. Contact Linda Kaplan: lkaplan@gfnet.com

June 12, 2014, Thursday, Strategic Planning Meeting,

1. 3 PM to 7 PM
2. at ESWP

June 25, 2014, Wednesday, Pennsylvania Infrastructure Report Card release

1. contact: Greg Scott: gscott@bh-ba.com

July 4, 2014, Anything That Floats

1. contact: Sonya Flournoy: sonya.flournoy@lrkimball.com

July 21 - 23, SEEC (Shale Energy Engineering Conference)

1. Lawrence Convention Center
2. Share knowledge of how to enjoy the economic benefits and solve the problems to the environment and health



Introducing Sustainability Committee of ASCE Pittsburgh

ASCE defines "sustainability" as follows: "A set of environmental, economic and social conditions in which all of society has the capacity and opportunity to maintain and improve its quality of life indefinitely without degrading the quantity, quality or availability of natural, economic, and social resources."

As the stewards of society's physical infrastructure, civil engineers lead the progression of the planning, design and construction industry into the age of sustainability.

Civil engineers consider a duty to current and future generations to maintain and improve the quality of life without degrading our resources in all life cycle stages of our projects where possible. We continuously educate ourselves on the most current sustainable design techniques, technological developments, and best practices in the industry. The benefits of these concepts must then be clearly conveyed to the public policy makers and the voters who provide the political support and financial backing for our public works projects and to the private entities whose works and operational efficiency can be enhanced through the incorporation of sustainable practices.



Awareness of the topic of sustainability is greater than ever with our aging infrastructure systems and the continued need for substantial upgrades in the near future. Increasing the level of sustainability in our projects is a concept that has been proven to reduce life cycle costs enabling future generations to better maintain our vital infrastructure.

The ASCE Pittsburgh Sustainability Committee

The ASCE Pittsburgh Board of Directors formally established an official committee dedicated to the topic of sustainability. The committee's primary function is to be the central body regarding the topic of sustainability at the ASCE Pittsburgh Section. Current ASCE Pittsburgh Section Director **Tom Batrone, P.E.**, with engineering firm **Hatch Mott MacDonald** accepted the role as Chair of the newly formed committee. **Jason Borne, P.E.**, accepted the role as Vice Chair of the committee.



Tom Batrone

Tom and Jason welcome all interested persons with a genuine interest in the topic of sustainability within all disciplines of civil engineering works to become members of the committee. ASCE membership is not required to participate on the committee, however active membership is required to obtain voting status.

To learn more about the committee and its mission and objectives go to:

<http://www.asce-pgh.org/sustainability>.

For more information, contact **Tom Batrone** at **Hatch Mott MacDonald**, **412-497-2922**, thomas.batrone@hatchmott.com



Jason Borne



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Transportation Secretary Praises Funding Bill

Pennsylvania Representatives and Senators joined state Transportation Secretary Barry Schoch at a luncheon sponsored by the Mon Yough Area Chamber of Commerce to discuss the local benefits of Act 89, the transportation bill that passed last year.

The bill increases the number of projects PennDOT can take on to reduce the number of structurally deficient bridges in the state.

It also contains a provision for a public-private partnership that could help complete the Mon-Fayette Expressway. Several legislators were presented with a "Transportation Visionary Award" by chamber leadership.

In the photo (left to right) are: Senate Democratic Leader Jay Costa, Senator Tim Solobay, Senator Jim Brewster, and Secretary Schoch.



U.S. Transportation Secretary: Change Needed Now To Help Eroding Highway Fund

WASHINGTON -- For every gallon of gasoline drivers purchase, about 18 cents goes into a federal Highway Trust Fund -- but that's not enough to prevent the fund from going broke. Now, the nation's transportation secretary and other leaders are coming up with ways to boost the fund and repair the nation's aging infrastructure.

U.S. Transportation Secretary Anthony Foxx says the consequences could be dire if the transportation trust fund runs out of money. About 700,000 jobs are at risk, transportation projects could halt and by 2020, businesses could lose \$1 trillion a year in sales.

"The cumulative effects of short-term measure that Congress has passed over the years -- 18 continuous resolutions, for instance -- has meant that the pipeline of projects is slowing and our ability to grow America in the right way is also slowing," Foxx said.

"We've got to make a change and we've got to do it now."

Foxx sent a four-year, \$302 billion long-term transportation bill to Congress that, instead of relying on the gas tax, will use pro-growth business tax reform, he says. Also, the bill will put about \$150 billion into the system beyond what the gas tax raised.

Income to the trust fund is the 18.4 cents-per-gallon Motor Fuel User Fee, usually erroneously referred to as a "gas tax", which hasn't been adjusted for inflation since 1993.

With more fuel-efficient vehicles on the road, Rep. Gerry Connolly, D-Va., says the federal gas tax no longer raises enough money. Congress can't afford to wait either, Connolly says. "Congress has a moment of truth and we are going to have to do something and we are going to have to do it this year," Connolly said. Connolly says funding future infrastructure projects is vital and said nowadays, people "know the cost of everything, but the value of nothing."

With a bankrupt trust fund, transportation and infrastructure projects will grind to a halt.

"We're going to have to break out of this dysfunctionality and understand that in order to make investments in infrastructure, we are going to have to pay for them," Connolly said.

A pattern of underinvesting in transportation projects is now hurting the country, Foxx says.

"The bad news is that we've been underinvesting in our transportation system and in order to invest at the right levels, we have to figure out a way to get there from a funding perspective and that is a challenge," Foxx said.



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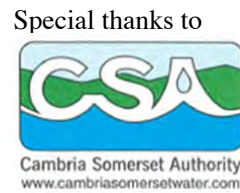
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You are invited to attend the **2014 National Concrete Canoe Competition**. NCCC2014 is being hosted by the University of Pittsburgh at Johnstown Student Chapter of the American Society of Civil Engineers (ASCE). We expect approximately 400 students from 24 colleges and universities throughout the United States, and some international teams.

Thursday, June 19th

Canoes and displays are presented for judging and open to the public for viewing between the hours of 8:00am to 4:00pm on the Campus Mall in front of Blackington Hall.

Friday, June 20th

Technical presentations will be made from 8:00am to 5:00pm in the main hall of the Pasquerilla Performing Arts Center [PPAC].

Saturday, June 21st

The race events will be held on the Quemahoning Reservoir [The Que] and the Quemahoning Recreational Area. If attending, you may see signs directing you to NCCC. There will be food for purchase during lunchtime for spectators. Races begin at 8:00am, and will continue until completed at approximately 4:00pm.

Please extend this invitation to whomever you think might be interested. We look forward to a large turnout from the local community, as well as engineering professionals in and around Johnstown. If you know you will be attending, drop me an email and let me know. It will help me anticipate the number of spectators.

We hope you will come out and enjoy the competition. As the students often say, *“We aren’t here for a long time, but we are here for a good time”*. Come be a part of it.

Sincerely,

Brian L. Houston, Associate Professor of Civil Engineering Technology
bhouston@pitt.edu

2014 NCCC Qualifying Schools

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 Louisiana Tech
 Wisconsin-Madison
 City College New York [CCNY]
 Drexel
 Univ of Kansas
 Nevada-Reno
 Tongji [TJU Shanghai, China]
 Wisconsin-Platteville
 Universite Laval
 Michigan Tech
 Akron
 Univ of Washington
 Cal Poly - SLO
 Cal Poly - Pomona
 Utah State
 New Mexico State
 Univ of Florida
 Puerto Rico - Mayaguez
 Texas A&M
 Cornell
 Ecole de Technologie Supérieure [ETS]
 Fairmont State



Display



Cross section showing construction phases

Find more info about ...

...concrete canoe competitions

www.concretecanoe.org

...Pitt Johnstown ASCE

upjasce.wix.com/pittjohnstownnasce

...Civil Engineering

www.asce.org

Thursday, June 19, 2014	8:00 to 4:00	Display Day ★	Campus Mall
Friday, June 20, 2014	8:00 to 5:00	Presentations	Campus PPAC
Saturday, June 21, 2014	8:00 to 4:00	Race Day ★	Quemahoning

Items with stars are likely of most interest to the general public

Construction Laborers Union Pushes for Highway Funding



The Laborers' International Union will air a radio commercial noting the Liberty Bridge is rated structurally deficient, as are one of every nine bridges in the nation. It will also display a billboard near the bridge that says, "This bridge was built to last 50 years ... in 1928."

Three other billboards are part of the campaign:

1. "Be prepared when crossing this bridge," and shows an orange life jacket.
2. a school bus with a chunk of fallen bridge on it. The bus is wrapped with police tape and emblazoned with: "Think this can't happen? Well think again."
3. "Potholes not only cause injury. They cost U.S. drivers \$80 billion in auto repairs." A dog is shown leaning out a car window, wearing a neck brace.

In announcing the ad campaign, LIUNA pointed out that many of the union's half-million members work on road and bridge construction projects and that inaction would hit the industry hard. LIUNA also said that "Another short-term patch, simply duct-taping the roads and bridges we all rely on, must be off the table."

The administration has proposed a four-year, \$302 billion plan that increases overall transportation spending by 37 percent.

The Senate Environment and Public Works Committee filed a bipartisan six-year measure that would continue spending at current levels plus inflation.

WHO SHOULD ATTEND

Industry professionals interested in learning about the latest advances in geosynthetic design, specification, installation, testing, application, performance, and repair for shale oil and gas development.

WHY YOU SHOULD ATTEND

- Learn the latest technologies used in modeling and monitoring the formation of fractures, well integrity and seismic impact of the disposal of produced water in injection wells;
- Learn best practices to manage existing infrastructure and to develop new infrastructure;
- Learn the latest information, innovations, and technologies for cost effective and environmentally sound practices for water resources;
- Learn to streamline processes, enhance productivity, and drive change;
- Understand the changing regulatory environment that drives the industry.

FOUR PROGRAM TRACKS

1. GEOLOGICAL AND GEOTECHNICAL ASPECTS OF SHALE OIL & GAS WELL DEVELOPMENT

This track covers the geological and geotechnical aspects of site characterization, drilling, hydraulic fracturing, stimulation and cleaning of the wellbore. Papers present procedures, advancements, case studies and field data addressing the technologies used in modeling and monitoring the formation of fractures, well integrity and seismic impact of the disposal of produced water in injection wells.

2. WATER RESOURCES MANAGEMENT IN SHALE OIL & GAS DEVELOPMENT

This track focuses on the broad array of water resource issues associated with hydrocarbon rich shale development, including water sources and supplies, water quality requirements, alternative sources, and the impacts of these demands on the environment. It will also address issues related to the water that results from hydraulic fracturing and drilling operations, including both flow-back and produced water, and potential means of treatment, disposal, and reuse of these waters.

3. ENVIRONMENTAL, REGULATORY AND PUBLIC POLICY ISSUES

This track addresses topics related to current and evolving scientific based environmental impacts of shale oil and gas production and the most cost effective and environmentally sound practices being developed in the industry. The track explores public policy issues and the current status of regulatory requirements, including the dynamics between local and federal requirement.

4. SUPPORTING INFRASTRUCTURE DEVELOPMENT FOR SHALE OIL & GAS PRODUCTION

The infrastructure track addresses topics related to the impacts to existing infrastructure (roads, bridges, pipelines, etc.) by shale oil and gas developments, and to the planning, design, construction, operations, and maintenance of new infrastructure.

Plus Pre Conference Short Courses

1. **Civil Engineering Best Practices for Well Site Environmental Protection**
2. **Best Practices for Shale Oil and Gas Development**



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Deadlines for all material is the first Friday of the month prior to publication.

To change your address and to update your membership information, go to the website www.asce.org and select "Update Your Membership" under the "Members Only" link, or call (800) 548-2723 and ask for the membership department. Also contact the editor so that the change(s) can be made to the local database.

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