WHEREAS, The Manual on Uniform Traffic Control Devices (MUTCD) had its beginnings within AASHO in 1927, and the first MUTCD, as we know of it today was issued in 1935 jointly by AASHO and its local government partners, and

WHEREAS, Over the earlier and ensuing years, the MUTCD contents have been developed by a national committee representing the users; AASHO/AASHTO, and local governments, other safety organizations; providing input to BPR/FHWA on the MUTCD between 1961 and 1979, as an “advisory” group until Federal Guidelines in 1979 ended the advisory relationship the National Committee had with FHWA, causing the National Committee to reconstitute so as to continue to provide comments on the MUTCD provisions to the FHWA, and

WHEREAS, The AASHTO and the National Committee represent the traffic control device interests of 100% of the nation’s jurisdictions, fulfilling the MUTCD goals of traffic control uniformity for all streets and highways, and

WHEREAS, The AASHTO and National Committee are heavily represented by highway operating agencies who have the ultimate responsibility for using and applying traffic control strategies and devices, and who have the potential for the liability associated with such use, and

WHEREAS, the enormity of the nation’s highway and street infrastructure means that there will be exceptions, though they may be rare, to every rule, traffic situational circumstances vary considerably, necessitating flexibility in the application of the traffic control strategies and devices, and

WHEREAS, It is essential that the MUTCD standards, guidance and options be well-supported to the maximum extent possible by research results and the measured observations of road user performance by the highway operating agencies; the MUTCD highly regards the exercise of engineering study and engineering judgment to meet the provisions of the MUTCD for the use and application of traffic control strategies and devices, and

WHEREAS, The last edition of the MUTCD, in 2003, made it clear in Section 1A.09 that “…while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment.”

WHEREAS, The 2009 edition of the MUTCD removes from Section 1A.09 the reference to engineering judgment being a possible deciding factor for applying the MUTCD standards, guidance and options and, instead, has inserted a sentence in Section 1A.13(A) within the definition of “standard;” “… Standard statements shall not be modified or compromised based upon engineering judgment or engineering study;” and

WHEREAS, These changes in wording to the 2009 MUTCD, Sections 1A.09 and 1A.13(A), were not published in the NPA for public review and comment, and were subsequently changed with no opportunity for review and comment by AASHTO and other members of the National Committee, and

WHEREAS, AASHTO recognizes and strongly supports the need for uniformity in the application of traffic control strategies and devices, the revised wording reduces the ability of
experienced traffic engineers to apply traffic control strategy and device principles in a manner that best meets the operational and safety needs of road users, and

WHEREAS, After the January 2010 meeting of the National Committee, letters were sent by both the National Committee and AASHTO to USDOT, FHWA Office of Transportation Operations (OTO) requesting that the additional sentence to the definition of “standard” be deleted; the request was denied, the reasoning being that the change was merely a clarification of existing understandings, and

WHEREAS, AASHTO recognizes the responsibility of MUTCD users, under law, to apply its provisions correctly, in a consistent and uniform manner; strongly believing that public safety comes first, but the overall impacts of the MUTCD, including those from potential liability claims, must also be considered; now therefore be it

RESOLVED, That reference should be made to Section 1A.09 of the 2003 MUTCD regarding engineering judgment and engineering study, in that the revised wording of Section 1A.13(A) of the 2009 MUTCD is, in fact, new wording and a new requirement, not merely a clarification of existing wording; and be it further

RESOLVED, That the last sentence of Section 1A.13 (A) in the definition of “Standard” should be deleted; and finally be it

RESOLVED, That this proposed resolution by the AASHTO Standing Committee on Highways, be forwarded to the AASHTO Board of Directors for consideration and approval for submission to FHWA.
WHEREAS, The Highway Safety Manual has been developed to provide additional safety tools to member states and to facilitate achievement of AASHTO’s safety goal; and

WHEREAS, The Joint Task Force on the Highway Safety Manual was established to guide the development of the manual and is comprised of members of the Standing Committee on Highways Subcommittees on Design and Traffic Engineering and the Standing Committee on Highway Traffic Safety Subcommittee on Safety Management; and

WHEREAS, The Highway Safety Manual will be published in the spring of 2010 and the Joint Task Force will sunset at this time, though implementation of the Highway Safety Manual will require ongoing support and guidance from representatives of AASHTO member departments; and

WHEREAS, The Standing Committee on Highway Traffic Safety supports the Subcommittee on Safety Management establishment of a Task Group on Technical Safety Publication Oversight and Coordination with the purpose of coordinating input to and review of technical publications and working with the National Cooperative Highway Research Program and the Transportation Research Board to address safety practitioners’ needs; now therefore, be it

RESOLVED, That the responsibility for guiding the implementation and future development of the Highway Safety Manual will be assigned to the Standing Committee on Highway Traffic Safety Subcommittee on Safety Management Task Group on Technical Safety Publication Oversight and Coordination; and be it further

RESOLVED, That the Standing Committee on Highways Subcommittees on Design and Traffic Engineering will appoint three members each to serve as active voting members of the Safety Management Task Group on Technical Safety Publication Oversight and Coordination in order to maintain the level of coordination and interaction that has resulted in a practical and applicable manual; and be it further

RESOLVED, That the Chair of the Transportation Research Board’s Joint Task Force on the Development of the Highway Safety Manual will be invited to serve and appoint two members of the TRB Joint Task Force to serve as non-voting members of the Safety Management Task Group on Technical Safety Publication Oversight and Coordination.
WHEREAS, Approximately one half of all U.S. traffic fatalities occur on local roads (i.e., non-state and non-federally owned roads); and

WHEREAS, It is recognized that there is a need to accelerate and enhance safety improvement on local roads to meet the American Association of State Highway and Transportation Officials (AASHTO) fatality reduction goal;

WHEREAS, The Standing Committee on Highway Traffic Safety (SCOHTS) has adopted this resolution on May 14, 2010; be it

RESOLVED, That States are encouraged to designate a contact person(s) in the DOT to work with local safety stakeholders; be it further

RESOLVED, That States are encouraged to support efforts to facilitate application of safety funds on their local roads; be it further

RESOLVED, That States are encouraged to include local road safety stakeholders and local road issues and priorities during the Strategic Highway Safety Plan (SHSP) update and implementation planning process; be it further

RESOLVED, That States are encouraged to enhance and coordinate collection of and access to local road or community level crash data for local safety planning and decision making; finally be it further

RESOLVED, That States are encouraged to utilize existing mechanisms such as Local Technical Assistance Program centers and the appropriate associations or chapters of local government organizations (such as those representing counties, cities, municipalities) to communicate the AASHTO and SCOHTS safety messages.
WHEREAS, the American Association of State Highway and Transportation Officials (AASHTO) participated in the creation and implementation of the National Quality Initiative (NQI) in November, 1992; and

WHEREAS, the AASHTO Board of Directors (BOD) designated one of its members to serve as Co-Chairman of the NQI Steering Committee and delegated responsibility for the remaining four positions on the NQI Steering Committee apportioned to AASHTO to the Standing Committee on Highways (SCOH); and

WHEREAS, the AASHTO Board of Directors also delegated responsibility for interaction and collaboration with and reporting from NQI to SCOH; and

WHEREAS, SCOH appointed one SCOH member from each of the four AASHTO Regions to serve on the NQI Steering Committee and has continued to do so after NQI evolved into the National Partnership for Highway Quality (NPHQ) on October 1, 2000 and began to be funded by individual annual contributions from Steering Committee member agencies, organizations, and firms; and

WHEREAS, oversight of the NPHQ program was transferred to the AASHTO Standing Committee on Quality at the AASHTO 2002 Annual Meeting with the provision that the BOD and SCOH would continue to provide their respective historical membership on the NQI and NPHQ Steering Committees; and

WHEREAS, SCOH resumed oversight of the NPHQ program following the Standing Committee on Quality being superseded by the new Standing Committee on Performance Management at the AASHTO 2008 Annual Meeting; and

WHEREAS, NPHQ funding has been significantly reduced due to the downturn in highway program funding and Steering Committee member entities reducing or not making their annual contribution to the program; and

WHEREAS, NPHQ has developed and submitted to SCOH a plan for obtaining additional NPHQ funding through solicitation of sponsors for various suitable NPHQ program activities and expenditures as described in the attached Prospectus for NPHQ Sponsorships; and

WHEREAS, SCOH continues to emphasize obtaining optimum quality and service in delivered highway projects and continues to support the NPHQ program and its efforts to champion and herald the importance of continuous improvement of highway quality and customer service in completed highway projects for highway users; now therefore, be it

Resolved That SCOH continues to support the NPHQ program and its mission and supports the attached initiative proposed by NPHQ for the purpose of soliciting additional program funding.
The National Partnership for Highway Quality (NPHQ) combines the expertise and energy of public agencies, industry organizations, academia and private firms to advance quality, safety and service to America’s highway users. The leaders of NPHQ recognize that the evolution from provider to partner with America's highway users ushered in a new era of commitment to build better highways for the drivers of today and tomorrow.
"My real admiration for the Interstate System is not what it did for me as a soldier or what it did for our national security, but what it did for our country and our society...It gave birth to new communities. It gave birth to new industries. And it reshaped our country for the better..."

General Colin L. Powell, USA (Ret)

Celebrating the 50th Anniversary of the U.S. Interstate Highway System

Vision, integrity, vigor and determination: these are the qualities that made America great. In practice, they were complemented by unfettered individual mobility, through a national system that delivered raw materials to production sites, brought workers together to produce goods and transported finished products to market on time, while ensuring that both troops and motorists could traverse a vast nation with safety and ease. This critical component of individual freedom inspires human endeavor, and led to the development of a strong, dynamic America, the most mobile Nation in the world.

Transportation infrastructure, which may not capture the imagination of a skillfully entertained society, is, nonetheless, the cornerstone of access to the American dream. It has long served as the engine of American prosperity. And it has delivered the goods, creating a positive impact on our culture, on our economy, on every aspect of our way of life.

What can be more important to our future than to expand, enhance and maintain the highway system that captured the imagination – and the business – of a global society? The National Partnership for Highway Quality (NPHQ) contends that we must:

- Modernize and expand our transportation infrastructure to ensure that America remains competitive at home and abroad;
- Cultivate an environment in which legislators have the political will and clout to make transportation infrastructure funding a top priority; and,
- Grow and protect the transportation infrastructure investment to meet both public and business demands for safe, efficient, and reliable travel.

In today’s era of globalization, NPHQ recognizes that three complementary programs are required to steward the United States highway program:
To do so, NPHQ will build on more than 17 years of faithful performance as the sole National program bringing together leaders from Federal, State and Local public highway agencies, academia, highway industry organizations and individual companies, for the purpose of combining their expertise and energy to lead the U.S. highway program to ever higher levels of quality and service for the benefit of the taxpaying highway users.

Looking forward, NPHQ promises:

- **Safety First!** Quality highways are an entitlement to those who fund the U.S. highway program through the taxes they pay into the federal budget and the Highway Trust Fund. After all, what is more important to mobility than personal safety and that of our families, friends and neighbors?
- **Innovation.** Quality processes and tools create a work environment that promotes more efficient time management and better workmanship, resulting in a better finished product, safer work zones and reduced near-term and life cycle costs.
- **Teamwork.** Quality project management concepts like partnering promote personal commitment, more effective communications and greater cooperation among all project staff, creating an environment that results in a higher quality of completed work. Quality project management also includes the customer on the team, keeping the highway user informed.
- **Recovery.** Highways that are delivered with an emphasis on quality operate at peak efficiency, demonstrating responsible stewardship of the taxpayers' hard-earned investment, and help drive our Nation's economic recovery.
- **Environmental Management.** Quality highways minimize congestion, reducing our consumption of oil and the level of harmful emissions in the atmosphere. They also incorporate environmentally sound construction and design practices. Did you know that the single largest investor in environmental mitigation is the U.S. highway program? Today's highway project delivery practices are in sync with the general public on the necessity of environmental management and the need to integrate environmental performance into daily decisions at the Federal, State and Local level.

**SPONSORS:**

America's highway network is an essential element of our transportation infrastructure and its quality is critical to our economic growth and ability to compete in the world marketplace. That's why partnering with NPHQ is more valuable than ever. Sponsors reach their target audience and achieve their goals across multiple platforms with greater ease and more flexibility than ever before.

NPHQ has designed valuable opportunities for budgets large and small to expose its sponsors to transportation industry leaders. Sponsoring organizations will receive special recognition to promote their leadership and involvement with NPHQ. To build maximum exposure
within the transportation industry for sponsors, NPHQ sponsorships:

- Include customized opportunities to increase your organization’s visibility with appropriate key audiences
- Support relationships with potential customers and strengthen relationships with current ones
- Help access niche markets in which your presence is magnified
- Differentiate your organization and its products from those of your competition
- Promote your robust, long-term commitment to advancing highway quality, safety and service to America’s highway users

Who should sponsor NPHQ programs? Organizations who wish to:

- Impact the efficient movement of people and goods on America's highways
- Uncover critical safety challenges and identify effective solutions
- Make transportation infrastructure funding a national priority
- Modernize and expand transportation infrastructure to ensure America remains competitive

**OPPORTUNITIES TO INVEST:**

America’s highway system is critical to security, individual mobility, economic vitality, participation in global markets, and the opportunity for individuals to pursue the American dream. Rather than declining in appeal or influence, today’s roadways operate in an era of heightened importance, providing an extraordinary and vital link for the myriad individuals, families, businesses, and organizations that comprise and support our Nation’s communities.

The chief mission of NPHQ is to advocate for the roadway customer’s demands – for practices, technologies, innovations and programs that ensure our highways operate at peak performance for these communities now and into the future. To participate in and support its mission and the work of its allies in the highway program, NPHQ offers the following investment opportunities:

**U.S. Highway Users Survey**

NPHQ will conduct a comprehensive marketing research study, a national survey that has not been undertaken in a decade. The goals of the study are to:

1) **Provide a statistically valid assessment of America’s highway system from its users’ perspectives:** Survey findings and insights will be packaged in a comprehensive report that can be shared with key stakeholders, including government agencies and legislators, to guide them in developing policies that can save lives on our roads and highways.
2) **Generate and package research data that can inform and support America's highway users:**

NPHQ will explore the creation of a customer or highway users’ regional highway quality rating, one that can be released on an annual basis by asking one or two questions in a very low cost, short annual survey.

3) **Generate information that can inform key stakeholders:**

Generate information on several key issues that can be used to inform and support the advocacy role of key stakeholders.

4) **Provide strategic guidance for the organization:** Provide research-based insights and recommendations that can guide NPHQ’s strategic focus and related work plan to ensure that the highway quality cause is advanced in the most efficient and effective manner possible.

For this specific project, NPHQ seeks funding of $100,000:

<table>
<thead>
<tr>
<th>Service Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Market Research Firm Professional Fee</td>
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</tr>
<tr>
<td>CATI Programming</td>
<td>$2,000</td>
</tr>
<tr>
<td>Telephone Interviewing Fieldwork</td>
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<tr>
<td>Telephone Sample</td>
<td>$2,400</td>
</tr>
<tr>
<td>Report Printing and Distribution</td>
<td>$24,000</td>
</tr>
<tr>
<td>Marketing</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$99,920</strong></td>
</tr>
</tbody>
</table>

In return for your sponsorship, you will receive:

**$1,000 Sponsorship**
- Logo displayed on NPHQ website and logo link
- Logo displayed on all advance materials
- Logo displayed in U.S. Highway Users Survey Report

**$5,000 Sponsorship**
- Logo prominently displayed on NPHQ website and logo link
- Logo prominently displayed on all advance materials
- Logo prominently displayed in U.S. Highway Users Survey Report
- One-time use of NPHQ mass e-mail list to promote your organization

**$10,000 (and up) Sponsorship**
- Logo prominently displayed on NPHQ website and logo link
- Logo prominently displayed on all advance materials
- Logo prominently displayed in U.S. Highway Users Survey Report
- Two-time use of NPHQ mass e-mail list to promote your organization
- Opportunity to co-host an Annual Conference session*
- Opportunity to introduce a speaker or VIP guest at an Annual Conference session*

*The NPHQ Annual Conference will announce U.S. Highway Users Survey results.
NPHQ Steering Committee Membership

Members of the Steering Committee share a common interest in the advancement of quality, safety and service to America's highway users. They know that roadways supply mobility, and mobility is key to the American dream.

The goal of the Steering Committee is to illustrate that a focus on quality - in roadway project management, design and delivery - produces innovation in practices, technologies and training that fuel rapid advancement of America's transportation systems. And, in doing so, renews the commitment to America's most vital resources, its people, with a promise to provide safe, modern and efficient highways to keep our Nation prosperous.

To become a member of the Steering Committee, NPHQ requires contributions in the following amounts:

**Principal, Voting Membership**
- Attend meetings and monthly web conferences, lead and participate in discussions and participate in program decisions
- Ascending contribution amounts based on size of membership for industry organizations
- $5,000 per year for firms and other entities, such as academia
- One-year listing on NPHQ web site for organizations ranging from State Departments of Transportation, Contractors, Engineering Consultants, Suppliers, Fabricators, Producers, etc.

**Associate Membership**
- Attend meetings and monthly web conferences and participate in discussions
- $500 per year
- One-year listing on NPHQ web site for organizations ranging from State Departments of Transportation, Contractors, Engineering Consultants, Suppliers, Fabricators, Producers, etc.

"Hall of Quality Leaders"
- $200 per year
- One year listing for organizations ranging from State Departments of Transportation, Contractors, Engineering Consultants, Suppliers, Fabricators, Producers, etc.

"Hall of Quality Champions"
- One year, no-cost listing for political and private entities that were part of a team that delivered an NPHQ award-winning project, activity or achievement

**NPHQ Annual Conference**

- **Welcoming Reception** - $3,000
  An event that our attendees look forward to year after year.

- **Opening Keynote** - $10,000
  Help us kick off our annual conference with an engaging opening session and speaker to set the tone for the rest of the program.
• **Panel Discussions** - $1,000 per panel member  
  Quality educational sessions are the cornerstone of the NPHQ Annual Conference. Help NPHQ give attendees the information they need to succeed by sponsoring one of these sessions.

• **Closing Session** - $2,500  
  Wrap up our conference on a high note with an inspiring, thought-provoking closing speaker.

• **Networking Breakfast** - $5,000 per breakfast (two breakfasts); $10,000 to sponsor both  
  Attendees not only enjoy breakfast on us, they have the chance to network with their transportation peers at this always popular event.

• **Breaks** - $750 each (four breaks); $3,000 to sponsor all four  
  Well-deserved refreshment breaks help attendees stay focused throughout the day.

• **Networking Luncheon** - $10,000  
  An opportunity to network with their peers and speakers. During this luncheon, attendees choose from more than ten moderated discussions led by transportation experts to strengthen what NPHQ can do for you.

• **Brief Cases** - $5,000 (may be co-sponsored)  
  Every attendee will receive a tote bag at registration. Your logo will appear on the bags that attendees will carry throughout the conference and beyond.

• **Note Pads & Holders** - $5,000  
  Your logo on these notepads and holders gets exposure at the conference and long afterward.

• **Lanyards** - $2,000  
  Your name/logo will appear on the lanyards and become a walking advertisement for your company during and after the NPHQ Annual Conference.

• **Conference Proceedings CD** - $7,500  
  Many attendees prefer to have copies of speakers' presentations. In an effort to reduce paper consumption, NPHQ is offering a conference proceedings CD to attendees who request a copy. Your sponsorship includes your logo, a 15-second spot on the CD and a link to your website.

**General Sponsorships** - $1,000 minimum  
Demonstrate your support of highway quality as a general sponsor. Your contribution will help NPHQ provide top-notch programming, give attendees the educational, networking and social events they’ve come to expect.
Complimentary Conference Passes will be available based on level of sponsorship:

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<thead>
<tr>
<th>Sponsorship Level</th>
<th>Number of Passes</th>
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<tbody>
<tr>
<td>Up to $1,000</td>
<td>One (1) Pass</td>
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<tr>
<td>$1,001 - $5,000</td>
<td>Two (2) Passes</td>
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<td>$5,001 - $10,000</td>
<td>Three (3) Passes</td>
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<td>Four (4) Passes</td>
</tr>
<tr>
<td>$15,001 and Up</td>
<td>Five (5) Passes</td>
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**NPHQ Annual Steering Committee Meeting**

This NPHQ leadership meeting convenes each Spring in Washington, DC to evaluate the state of America’s highway quality and plan activities and strategies for the coming year.

- *Welcoming Reception* - $1,000
  Principal and Associate Steering Committee members enjoy this special networking event.

- *Networking Breakfast* - $1,000
  Steering Committee Members enjoy this breakfast and they have the chance to network with their transportation peers at this always popular event.

- *Refreshment Breaks* - $250 each (two breaks)
  Well-deserved breaks help Steering Committee members stay focused throughout the day.

- *Luncheon* - $2,000
  A working luncheon

- *General Sponsorship* - $500 minimum
  Demonstrate your support of highway quality as a general sponsor. Your contribution will help NPHQ provide Steering Committee members with a high-tech, comfortable working environment within which to plan its future direction.

**NPHQ Awards Programs**

The NPHQ Making A Difference Awards are presented biennially in even-numbered years to recognize project and organizational teams that have excelled in the principles of quality improvement and promote their quality achievements for others to use to “make a difference” in the quality of our Nation’s highways.

Presented biennially in odd-numbered years, the NPHQ National Achievement Awards recognize overall project quality, the partnership between State departments of transportation and private contractors; technical and materials innovations; the effectiveness and creativity of public involvement; the teams' effectiveness in meeting or exceeding expected deadlines, costs and deliverables; responsiveness to environmental needs and opportunities; and adherence to other principles of quality management.

Sponsorship opportunities are available in the following areas:
Awards & Technology Subcommittee Annual Nomination Rating Meeting
Industry leaders meet each year to select those projects and partnerships that represent the best in highway quality.

- **Breakfast** - $250
  Help Subcommittee members get off on the right foot with a healthy start to their day.

- **Refreshment Breaks** - $150 each (two breaks)
  Well-deserved breaks help Committee members stay focused throughout the day.

- **Luncheon** - $250
  A working luncheon

- **General Sponsorship** - $250 minimum
  Demonstrate your support of highway quality as a general sponsor.

Annual Awards Presentation
This presentation occurs during the NPHQ Annual Conference.

- **Trophies and Plaques for Annual Award Recipients** - $15,000
  Help us honor the best in highway quality.

- **Annual Awards Video** - $5,000
  NPHQ offers an Annual Awards CD to publicize the annual award winners and their accomplishments. This video is distributed to State DOTs, Federal Highway Administration Division offices, and Steering Committee member organizations and firms. Your sponsorship includes your logo, a 15-second spot on the CD and a link to your website.

Complimentary NPHQ Annual Conference Passes will be available based on level of sponsorship:

<table>
<thead>
<tr>
<th>Sponsorship Level</th>
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<tbody>
<tr>
<td>$5,000</td>
<td>Two (2) Passes</td>
</tr>
<tr>
<td>$15,000</td>
<td>Four (4) Passes</td>
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**NPHQ Webinars**
Due to the low cost per lead and ease of production, Webinars are quickly becoming the most efficient and cost effective way to promote your expertise to a nationwide audience. NPHQ offers five (5) types of webinars:

- **Technical Webinar**: Pair your company’s expert with the appropriate NPHQ technical expert for an educational, informative presentation positioning your company as a thought leader in conjunction with NPHQ standards and initiatives.

- **Solutions Webinar**: Partner with one of your service provider customers to present a real-world case study demonstrating the success of your product or service as it relates to a breakthrough on a challenge facing the transportation industry.
Innovations Webinar. Showcase your achievements as you make the case for innovation, provide strategic advice, outline benefits, identify new products and more.

Training Webinar. Teach cutting-edge programs designed for the transportation industry - from technical expertise to management sessions and everything in between.

Regional Webinars: Reach your regional target market with one of the above webinars specifically addressing their business needs, held at a time of day convenient to any of the four AASHTO regions.

NPHQ Website
Sponsorships are available to organizations that wish to be seen on the NPHQ website. Sponsorship funds are dedicated to improving the website, adding more interactive features, and showcasing all that NPHQ has to offer.

General NPHQ Sponsorships
NPHQ welcomes all organizations and firms interested in advancing quality, safety and service to America's highway users. General sponsors receive banner ad placement on specific web pages and other opportunities to co-promote your organization with year 'round exposure to transportation leaders across America.

Your contribution to NPHQ will help to support practices and programs that ensure highways across the Nation operate at peak performance now and into the future for America's roadway customers. The following general sponsorships are available:
YOUR GIFT:

Support may be unrestricted or may be targeted to a specific program activity and may come from any business, business association, foundation or individual in the form of corporate, foundation or personal funds.

Your support will enable NPHQ to continue to lead the focus on quality. That focus, in turn, produces innovation that fuels rapid advancement of quality, safety and service to America's highway users.

Join us.

For additional information about NPHQ sponsorship opportunities, please contact Bob Templeton at (512) 301-9899.
WHEREAS, The National Partnership for Highway Quality defines quality in the U.S. highway program to be highway projects that:

- have sound planning and designs prepared by skilled, trained engineering professionals and technicians;
- have good constructability and are appropriately considerate of the environment, cultural features, and private owners adjacent to them;
- implement and maintain an appropriate traffic control plan for the efficient and safe passage for roadway users and adequate safety for highway crews;
- are built timely by a skilled, trained project team committed to project partnering principles and using appropriate materials, equipment, methods, technology, and administration;
- use suitable communication tools to inform the public of project progress, traveling conditions, and anticipated delays; and
- when completed, provide optimum value and appropriate mobility for highway users, perform as planned, and maximize the return on investment; therefore be it

RESOLVED, That the Standing Committee on Highways endorse the NPHQ definition of highway quality.
WHEREAS, and

RESOLVED,