PROPOSED POLICY RESOLUTIONS
FOR REVIEW AND APPROVAL BY THE
STANDING COMMITTEE ON HIGHWAYS
AASHTO BOARD OF DIRECTORS
**STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON BRIDGES AND STRUCTURES, SUBCOMMITTEE ON CONSTRUCTION, AND SUBCOMMITTEE ON DESIGN**

**Proposed Policy Resolution**

**Title: Endorsement of TransXML**

WHEREAS, Advancements in technology are providing increasing opportunities and needs for the transfer of electronic engineering data throughout the life of a highway project; and

WHEREAS, The Standing Committee on Highways (SCOH) established a Joint Technical Committee on Electronic Engineering Data in October 2007; and

WHEREAS, SCOH charged this committee with the development of national standards and guidance for the transfer of electronic engineering data that are used to develop and deliver capital projects; and

WHEREAS, This technical committee is a joint effort of the Subcommittees on Design, Construction, Bridges and Structures, and Information Systems; and

WHEREAS, AASHTO members participated in NCHRP Project 20-64, which was undertaken to develop data exchange formats using Extensible Markup Language, or XML; and

WHEREAS, TransXML provides an open, vendor-neutral format for storing, exchanging, and archiving transportation data; and

WHEREAS, The output of NCHRP Project 20-64 was the development of schemas (i.e., data structures) using TransXML for the sharing of electronic data in several engineering business areas, including Construction/Materials, Bridge Structures, Survey/Design, and Safety; and

WHEREAS, NCHRP Project 20-64 recommended TransXML for the expansion of these schemas for transferring information throughout the full project delivery process, from initial data collection through as-built plans and for asset management; and

WHEREAS, The technical committee proposes to develop additional schemas for the transfer and sharing of highway electronic engineering data using TransXML; and

WHEREAS, Over the coming years, the technical committee will recommend the adoption of various schemas using TransXML as official AASHTO standards; now therefore be it

**RESOLVED,** That the Subcommittees on Design, Construction, Bridges and Structures supports and endorses TransXML as the basis for the development and expansion of future schemas; and be it further

**RESOLVED,** That the Subcommittees will review proposed TransXML schemas in these areas for approval as official AASHTO standards; and be it

**RESOLVED,** The Subcommittees officially ask that the AASHTO Standing Committee on Highways approve and request that the AASHTO Board of Directors endorse TransXML.
STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Proposed Policy Resolution Title:
Continuing Concerns Regarding Raising Truck Weight and Size Limits

WHEREAS, The AASHTO Highway Subcommittee on Maintenance has been charged with the responsibility of providing technical leadership, guidance and support for protecting, preserving and maintaining of the America's transportation infrastructure assets, and

WHEREAS, The AASHTO highway subcommittee on maintenance has previously expressed concerns on this topic, however there are continuing efforts by self-interested groups to raise the truck weight and size limits, thereby warranting this additional resolution, and

WHEREAS, America’s four million mile highway network and six hundred thousand bridges represents an investment of over $2 trillion dollars, and

WHEREAS, The economic vitality, security interests, and mobility of the nation depends on this highway network, and

WHEREAS, Protecting this investment is the highest priority of the maintenance community, and

WHEREAS, the many of our existing roads and bridges were not designed and constructed to handle the current truck traffic loads which are being placed upon them, and increasing the allowable loadings and sizes of trucks on the nations highways and bridges will risk the ability of the system to function into the future, and

WHEREAS, Increasing the truck weight limits may cause an exponential increase in the rate of deterioration of our nation’s pavements and bridges thereby shortening the useful service life of these pavements and structures, and

WHEREAS, Increasing the truck weight limits will place an increasing financial burden on our nations taxpayers, our member departments, and individual users of these public facilities as our existing infrastructure conditions decline, and

WHEREAS, Increasing the truck weight limits will require additional pavement thickness and structural reinforcements or complete structure reconstruction to safely carry the additional truck loadings, thereby increasing the environmental impacts and carbon footprints of the existing transportation facilities, and

WHEREAS, Increasing the truck weight and size limits presents a safety concern for our nations highways and bridges, and may compromise the safety of our nation’s bridges and the public that travels over them, and

WHEREAS, Increasing the loading on our nations bridges will require additional structural engineering analysis on all existing structures to determine their safe load carrying capacities, and may result in many of the structures being posted with new weight restrictions, alternative truck routing, and large local economic impacts, and

WHEREAS, Increasing the size and lengths of trucks will impact the necessity of truck routing and distribution schemes within many State and Local jurisdictions, As well as increasing the number of restricted bridges, and

WHEREAS, Increasing the truck weight and size limits will create additional strains on the already under-funded maintenance budgets of the Departments of Transportation in most States; now, therefore be it
RESOLVED, The AASHTO Highway Subcommittee on Maintenance expresses our concern regarding proposals to increase the truck weight and size limits on our nation’s existing roads and bridges; be it further

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Highways Subcommittee on Bridges and Structures, AASHTO Committee on Highways, and the AASHTO Board of Directors support this resolution and direct AASHTO staff in the development of informational brochures and other media in order to explain the damaging impacts of increasing truck weights and sizes on both the physical infrastructure and the DOT budgets, and the associated safety impacts; be it further

RESOLVED, The AASHTO Highway Subcommittee on Maintenance requests that the AASHTO Standing Committee on Highways and the AASHTO Board of Directors urge that any proposed increases in the truck weight and size limits contain appropriate and equal mitigation measures and resources to ensure the protection of our existing infrastructure assets from the additional loading damages and other impacts.
**STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE**

**Proposed Policy Resolution Title:**
Voluntary SICOP Assessment to Develop a Computer Based Training Program

**WHEREAS,** Administrative Resolution AR3-94 approved by the AASHTO Board of Directors on November 13, 1994 provided for the establishment of a Winter Maintenance Program; and

**WHEREAS,** The Standing Committee on Highways was to provide oversight of the Program and was given authority to establish and manage the AASHTO Snow and Ice Control Pooled Fund Cooperative Program (SICOP), and

**WHEREAS,** The Winter Maintenance Program working through the AASHTO Winter Maintenance Technical Service Program (WMTSP) has developed a four year WMTSP Program for the years 2010-2013 (Attachment A) that emphasizes the need to develop and promote performance management and performance measurement, and

**WHEREAS,** The four year WMTSP 2010-2013 calls for the development of a SICOP performance management computer based training (CBT) course that will provide foundational education and implementation guidance for highway transportation agencies, and

**WHEREAS,** Financial support for SICOP projects are to be voluntarily provided with public sector funds, and

**WHEREAS,** The cost for developing the proposed CBT is estimated to be $40,000 to $50,000, and

**WHEREAS,** It is anticipated that 20 to 25 of the snow-belt state DOTs will financially be able to support the project, therefore, be it

**RESOLVED,** That the AASHTO Highway Subcommittee on Maintenance requests the Standing Committee on Highways to ask member Departments, NACE and APWA for a voluntary assessment of $2,000 each to support the development of the performance measures and performance management CBT; and be it

**RESOLVED,** Requests that the Standing Committee on Highways request that the AASHTO Board of Directors approve the continuance of this computer based training program.
STANDING COMMITTEE ON HIGHWAYS – SUBCOMMITTEE ON MAINTENANCE
Winter Maintenance Technical Service Program (WMTSP)

Proposed Four Year Program (2010-2013)

2010

Support the new mission and vision of the AASHTO Highway Subcommittee on Maintenance by providing to the winter maintenance workforce: 1) effective and efficient training programs and technology transfer processes; 2) exposure to the latest innovations in equipment, materials, and operational/managerial techniques, and; 3) best method practices, that will improve winter operations “…to preserve and maintain a healthy and reliable highway infrastructure that meets the performance expectations of its customers” by performing the following:

- **Develop and promote performance management & performance measurement**
  - Promote activities by related groups that support performance measurement
  - Develop a performance management computer based training course that will provide foundational education and implementation guidance
    - Evaluate material in the NCHRP 6-17 project, “Performance Measures for Snow and Ice Control Operations” for inclusion in a new CBT
    - Evaluate material in NCHRP Synthesis 389, “Performance-Based Contracting for Maintenance”, published in June 2009 for inclusion in a new CBT
    - Evaluate best method practices from the 2009 US Domestic Scan Best Practices in Winter Maintenance for inclusion into the CBT
  - Develop metrics to assess the effectiveness of the WMTSP in educating and promoting performance management in winter operations
  - Work with related groups to determine how the activities listed above improve the safety and reliability of the highway system
  - Investigate methods to determine how the cultural, environmental and economic aspects of sustainability should be incorporated into performance management and performance measurement.

- **Promote comprehensive training and professional development**
  for winter maintenance personnel with
  Computer-Based Training Programs:
  - Anti-icing/Road Weather Information Systems Computer Based Training
    - Monitor state and local government snow and ice control practices and research programs for material to update Anti-icing/RWIS Version 2 CBT that was distributed on July 9, 2007.
    - Evaluate completed NCHRP winter maintenance research projects for either updating the existing CBT or producing a separate CBT to achieve technology transfer.
    - Work with state DOTs on refining CBTs for use in an interactive computerized classroom.
  - Maintenance Operations Training (Five CBTs developed in collaboration with the Clear Roads Consortium).
    - Evaluate completed NCHRP winter maintenance research projects for either updating the existing CBTs or producing a separate CBT to achieve technology transfer.
    - Work with state DOTs on refining CBTs for use in an interactive computerized classroom.
  - Evaluate technical papers presented at TRB’s 86th Annual Meeting held January 11-15, 2009 and the 4th National Conference on Surface Transportation Weather and the 7th International Symposium on Snow Removal and Ice Control Technology held June 16-19, 2008, and also the 12th AASHTO-TRB Maintenance Management Conference held July 19-23, 2009 for material that should be used in future revisions of the above Computer Base Training modules or in developing new CBTs.
• **Promote technology transfer:**
  o Provide technical program development and logistical support for the 14th Eastern Snow Expo (August 26-27, 2009 in Madison, Wisconsin)
    ▪ Recruit future host State DOTs
    ▪ Arrange and contract for facilities
    ▪ Assist with technical program development
    ▪ Provide other assistance as required by the AASHTO, Program Director for Engineering
  o Provide continuing technology transfer and research support for the 2009 National Winter Maintenance Peer Exchange being held August 25-26, 2009 in Madison, Wisconsin.
    ▪ Work with FHWA, TRB, Aurora, Clear Roads and Pacific Northwest Snowfighters in identifying research and technology gaps
    ▪ Insure research needs and technology gaps are submitted to appropriate groups or agencies for action and assist with appropriate technology transfer methods
    ▪ Assist with program development and contract support for lodging and meeting facilities.
    ▪ Maintain the National Winter Maintenance Peer Exchange website in cooperation with the Western Transportation Institute and update Research Needs Spreadsheet and “Progress Scorecard” as needed.
  o Provide logistical and technical program development support for the World Road Association (formerly PIARC) 13th Winter Road Congress, February 8-11, 2010, Quebec City. Present technical papers written by WMTSP members.
  o Investigate the feasibility of developing a WIKI site for sharing of individual winter maintenance research efforts underway
  o Assist the FHWA Road Weather Management Program (RWMP) with technology transfer, implementation, and performance measures for:
    ▪ **Clarus**
      • Participate in the 7th Clarus Initiative Coordinating Committee meeting (September 14-15, 2009)
      • Monitor progress and performance in the Multi-state Regional Demonstrations and assist whenever possible and appropriate
      • Encourage development of multi-agency partnerships
      • Promote Clarus successes by writing and presenting technical papers at conferences and workshops
    ▪ **MDSS**
      • Participate in the 11th MDSS Stakeholders Meeting (September 16-17, 2009)
      • Evaluate needs to assist FHWA to deepen the science and improve the performance of MDSS.
      • Liaison with the Pooled Fund MDSS group and AASHTO TIG
      • Promote the implementation of MDSS to state and local agencies.
      • Monitor performance of MDSS in state and local agencies where MDSS has been implemented
      • Promote MDSS successes by writing and presenting technical papers at conferences and workshops
  ▪ **MODSS**
    • Participate in MODSS Stakeholders Meetings
    • Assist with identifying barriers or technology issues and how to overcome these shortfalls
    • Promote MODSS success by writing and presenting technical papers at conferences and workshops
• **Promote Winter Maintenance International and Domestic Best Method Practices Scan:**
  - Collaborate with SSOM to organize and evaluate best method practices for winter maintenance operations (operations, equipment, and material selection, storage, blending, performance, etc.) and IntelliDrive™ for potential sites to conduct international and domestic technology scans.
  - Develop Winter Maintenance Best Practices Speakers Bureau to make presentations at national, state and local winter conferences and snow roadeos.

• **Promote research and development:**
  - Collaborate with Aurora and Clear Roads Consortiums, FHWA, APWA, NACE, PNS, LTAP, and TRB’s Winter Maintenance Committee and the newly formed Surface Transportation Weather Committee to shape the various research efforts to insure it meets the needs of the winter maintenance community.
  - Collaborate with NOAA’s Office of the Federal Coordinator for Meteorology (OFCM) and FHWA’s Weather Team to explore partnering opportunities for the purpose of building synergy with weather products between transportation sectors.

• **Provide technical assistance to:**
  - State DOTs
    - Maintain contact with research consortiums, state DOT research programs, and TRB to stay current with research underway, proposed or identified in unfunded research problem statements associated with winter maintenance.
    - Assist in locating experienced operational problem solvers
      - SICOP List-serve
      - Archive message strings
    - Develop a Speaker Resource Bank
  - Local Agencies and LTAP
    - Assist by locating experts in their problem areas
    - Develop a Speaker Resource Bank
  - NCHRP
    - Provide technical assistance in maintaining best method practices on AASHTO Center for Excellence website following guidance in NCHRP 25-25(4)
    - Maintain a listing on the SICOP website of AVL and FAST users to keep the findings of NCHRP 20-07(200), *Synthesis of Vehicle Based Winter Maintenance Technologies* current.

2011-2013

• **Promote implementation of performance management & performance measurement**
  - Promote activities by related groups that support performance measurement
  - Deploy and encourage state and local agencies to use the AASHTO performance management computer based training course material developed in 2010
  - Develop metrics to assess the effectiveness of the WMTSP in educating and promoting performance management in winter operations
  - Work with related groups to determine how the activities listed above improve the safety and reliability of the highway system
  - Promote the incorporation of the cultural, environmental and economic aspects of sustainability into performance management and performance measurement

• **Promote comprehensive training and professional development for winter maintenance personnel:**
  - Anti-icing/Road Weather Information Systems Computer Based Training
    - Update as required to educate winter maintenance personnel on new materials, methods and equipment
    - Evaluate completed NCHRP winter maintenance research for either updating existing CBTs or producing a separate CBT to achieve technology transfer
  - Winter Operations Computer Based Training
    - Work with Aurora to assist them with technology transfer for completed RWIS research
    - Work with Clear Roads to assist them with technology transfer for operations training needs
    - Work with APWA on establishing equipment operator certification programs
SCOH Business Agenda

VI. Motions — Proposed Policy Resolutions (PPR)

Palm Desert, California – October 24, 2009

- **Performance Management Computer Based Training** (finish development and implementation)
- **Identify Unmet Maintenance Training Needs and Develop Appropriate Training Programs**

- **Promote technology transfer:**
  - Provide support for Eastern Snow Expos
  - Promote technology transfer for practice ready papers from PIARC 2010, TRB, and other appropriate sources
  - Provide support for FHWA Road Weather Management Program
  - Assist the FHWA with technology transfer and implementation support for:
    - Clarus
    - MDSS
    - MODSS

- **Provide technical assistance to:**
  - **State DOTs**
    - Maintain SICOP website and List-Serve
    - Provide message archiving
    - Offer Speaker Bureau assistance
  - **Local Agencies and LTAP**
    - Maintain SICOP website and List-Serve
    - Provide message archiving
    - Offer Speaker Bureau assistance
  - **NCHRP**
    - Provide technical assistance in maintaining best method practices following the guidance from NCHRP 25-25(4)
    - Evaluate completed research and develop appropriate technology transfer methods

- **Promote research and development:**
  - Follow up on the progress being made on research needs and technology gaps identified in the 2007 National Winter Maintenance Peer Exchange Final Report, [http://www.wti.montana.edu/TechnologyTransfer/2007PeerExchange.aspx](http://www.wti.montana.edu/TechnologyTransfer/2007PeerExchange.aspx), and other research needs or technology transfer needs identified in the 2009 Peer Exchange
  - Collaborate with Aurora and Clear Roads Consortiums, APWA, NACE, PNS, LTAP, and TRB’s Winter Maintenance Committee and the Surface Transportation Weather Task Force to shape the research effort to insure it meets the winter maintenance community needs.
  - Participate with PIARC B-5 Winter Services Committee by coordinating U.S. participation in topics that overlap strategic agenda items for Clear Roads, Aurora, SICOP and other projects.

- **Collaborate with SSOM to organize and conduct ITS and Winter Maintenance Domestic and International Technology Scans as deemed appropriate.**
  - Best method practices in selected state DOTs and local governments in US
  - Best method practices in salt management and outsourcing in Canada and other countries in the World

DRAFT dated July 19, 2009
HIGHWAYS SUBCOMMITTEE ON MATERIALS
Proposed Policy Resolution
Title: Establish a Technical Service Program to Develop of AASHTO Standards

WHEREAS, The Statement of Purpose of the AASHTO Subcommittee on Materials states that the Subcommittee shall prepare, publish, and keep current specifications for materials and standard methods of sampling and testing such materials used in the construction and maintenance of all transportation facilities including highways, bridges and structures, and

WHEREAS, A vision of the Highway Subcommittee on Materials is that it will be the voice for materials testing, and a champion for institutional and technical excellence, and

WHEREAS, A large portion of all public works agencies' budgets and expenses are allocated to materials that are used to construct and maintain transportation facilities, and

WHEREAS, Specifications and testing methods are paramount on ensuring that the materials used in construction and maintenance are of the utmost quality, and

WHEREAS, The need to update, review, and revise the AASHTO Standard of Specifications for Transportation Materials is important and used by the vast majority of the transportation community, while maintaining the involvement and interaction of national expertise in the said development and revisions, and

WHEREAS, The attendance of the members of Subcommittee on Materials is critical to the conduct of business during the annual meeting of the Subcommittee on Materials, and

WHEREAS, a SOM peer exchange, sponsored by NCHRP 20-7, was conducted during the SOM meeting in August to examine this issue of producing a quality document while maintaining the participation level of our members, and

WHEREAS, the peer exchange looked into several different options, including (1) funding through AASHTO mechanism (specific assessment to states, add to overall dues structure to cover expenses, pooled fund, tech service program), (2) dedicating a percentage of revenue from the sale of Materials book for SOM travel expense reimbursement and (3) partnering with FHWA to form an agreement to allow for Title 1 funds to be taken “off the top” before distribution and used to reimburse travel expenses of the subcommittee members and now, therefore, be it

RESOLVED, That the AASHTO Subcommittee on Materials recommends the establishment of a voluntary AASHTO Technical Services Program for the development and revision of the AASHTO Standard Specifications for Transportation Materials document; and further be it

RESOLVED, The AASHTO Technical Services Program will support the participation of member departments at the annual meeting, which is convened for the discussion of outstanding ballot items, development of new standards and revisions and updates to current standards; and

RESOLVED, The AASHTO Technical Services Program may support the involvement of professional writers in the development of new specifications or major revisions of current specifications; and finally

RESOLVED, That AASHTO Member Departments will be asked to sponsor this Technical Services Program by contributing a voluntary assessment of $5,000 per sponsor annually to fund the establishment and ongoing activities of the program.
HIGHWAYS SUBCOMMITTEE ON MATERIALS

Title: Establish a Technical Service Program to Develop of AASHTO Standards

Proposed Policy Resolution Background:

Background:

The production of the AASHTO Standard Specification for Transportation Materials book is an important document for the quality and health of our transportation infrastructure. The materials that are used for many transportation construction projects require an AASHTO specification that is published in the Materials book.

The true value of this publication comes from the Subcommittee of Materials (SOM) members whose expertise and knowledge is the cornerstone of this document. The majority of the work that SOM conducts to complete this important document takes place at the SOM Annual Meeting. In recent years, AASHTO has seen a drop in attendance of our member states is mostly due to funding and not related to our mission. This inability to travel decreases participation in the development of the Materials book.

NCHRP sponsored travel for SOM members to conduct a peer exchange during the SOM meeting in August to examine this issue of producing a quality document while maintaining the participation level of our members. SOM looked into several different options, including funding through AASHTO mechanisms (specific assessment to states, add to overall dues structure to cover expenses, pooled fund, tech service program), dedicating a percentage of revenue from the sale of Materials book for SOM travel expense reimbursement and partnering with FHWA to form an agreement to allow for Title 1 funds to be taken “off the top” before distribution and used to reimburse travel expenses of the subcommittee members.

It is the SOM recommendation that SCOH move forward with a Technical Service program as outlined in the resolution and described below.

This resolution will allow states to participate in a voluntary technical service program that will reimburse travel costs for SOM members to attend the critical SOM Annual meeting to ensure that each member department maintains their voice in the Materials book.

The secondary application of this technical service program is to allow AASHTO, at the direction of SOM, to contract with technical writers to assist in the production and development of new standards and specifications. In today’s environment, DOT employees may not have the time to do the leg work required to flesh out these documents. This mechanism allows SOM members to oversee and direct the work that is vital and key to new methods and specification.

It is envisioned that 60% of the contribution will be allocated for travel reimbursement, with the other 40% being used for technical writing contracts.
Proposed Policy Resolution

Title: Recognize IntelliDrive’s (sm) (formerly called VII Program) Potential to Provide Substantial Benefits in Safety and Mobility

Recognizing the Importance of AASHTO’s Role in Providing National Leadership

WHEREAS, The members of the SSOM and SCOTE discussed the AASHTO IntelliDrive(SM) Strategic Plan at the joint meeting in June 2009

WHEREAS, The IntelliDrive(SM) Policy Leadership composed of AASHTO, the USDOT and the Automobile Industry adopted a statement of support for IntelliDrive(SM) through deployment in May 2008

WHEREAS, A group of states has provided technical and policy input since 2004 and several states have conducted research, demonstrations and evaluations

WHEREAS, the consensus of the participating states: is that IntelliDrive(SM) offers great promise in enhancing safety and enhancing mobility:

WHEREAS, the USDOT and AASHTO have committed to a developmental program with the clear intention of deployment

WHEREAS, the program’s success depends on leadership and long term commitment from AASHTO; now, therefore, be it

RESOLVED, that the SSOM and SCOTE endorses the AASHTO IntelliDrive(sm) Strategic Plan and recommends that the SCOH and BOD additionally support the Plan and the investments required to advance the program toward a deployment readiness; be it further

RESOLVED, that SSOM is the key subcommittee under its charge statement and will monitor progress and provide advice on application development, deployment and operational strategies