WHEREAS, the AASHTO Highway Subcommittee on Maintenance has recognized the tremendous value of cost-effective pavement preservation programs to extend pavement life, enhance safety, and meet motorist expectations; and

WHEREAS, protecting the highway investment is the highest priority of the maintenance community, and

WHEREAS, pavement preservation treatments are currently utilized by local, state, Federal highway agencies; and

WHEREAS, pavement preservation treatments are commonly placed utilizing contracts that are under the control of the State Construction Engineer; and

WHEREAS, it is desired to improve the quality and consistency of all pavement preservation treatments to achieve higher levels of performance, predictability, and effectiveness; and

WHEREAS, the hot-mix asphalt industry and the concrete pavement industry have developed a number of certification programs in the various states and nationally, and

WHEREAS, the AASHTO Highway Subcommittee on Maintenance desires to provide support and encouragement to develop pilot certification programs for pavement preservation;

THEREFORE, BE IT RESOLVED that the AASHTO Highway Subcommittee on Maintenance requests that Subcommittee on Construction identify two individuals to work with two individuals from the Subcommittee on Maintenance and others as appropriate to pursue the development of a pavement preservation pilot certification program that may be utilized by Member departments.

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
42 out of 52 voted affirmative
0 out of 52 voted negative with comments (attached)
10 out of 52 did not vote
Comment: Should the JTCOP and SOM be included in this? (ND)
AASHTO Highway Subcommittee on Maintenance
PPR: Revision to Existing Federal Law on Commercialization or Privatization of Rest Areas on the National High System (NHS)

WHEREAS, Highway rests areas are of great benefit to all users of the highway system, and

WHEREAS, Highway rests areas require significant resources to maintain but generate no revenue, and

WHEREAS, The current weakened economy and a decline in transportation revenues across most states has forced many transportation agencies to reduce expenditures in highway maintenance programs, including the closing of some rest areas, and

WHEREAS, Current federal law prohibits states with post-1956 interstates from privatizing or commercializing rest areas on those routes, and

WHEREAS, Allowing the commercialization or privatization of rest areas would provide states a viable option for providing this much-needed service in the face of challenging economic times,

BE IT HEREBY RESOLVED, That the Subcommittee on Maintenance requests that AASHTO support a revision to existing federal law that would allow states to pursue the commercialization or privatization of rest areas on the National Highway System where this is a practical option.

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
38 out of 52 voted affirmative
3 out of 52 voted negative with comments (attached)
11 out of 52 did not vote
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 that emphasizes the need to promote comprehensive training and professional development for winter maintenance personnel with Computer-Based Training Programs, and

WHEREAS, The first of those CBTs were designed in 2002 and distributed in 2003, at a time when high-speed Internet connections were not widely available and web deployment would have meant limiting the type and quality of media (photographs, video, narration, etc.) in the course, and

WHEREAS, Today, high-speed Internet connections are common place and development tools and media formats have evolved to permit more efficient transmission of media-rich applications on the Internet, and

WHEREAS, SCORM-compliance is a globally recognized online training administration standard and many agencies are now implementing SCORM-compliant learning management systems (LMS), and

WHEREAS, Several state DOTs have requested the eight CBTs suites be made SCORM-compliant so they could install the CBTs on their own LMS, and

WHEREAS, The cost for conversion of the AI/RWIS CBT to an Internet Browser Format and making the eight CBTs SCORM-compliant is estimated to be $170,000, and

WHEREAS, The Clear Roads Consortium has approved $25,000 and the Aurora Consortium has approved $50,000 for the proposed project,

THEREFORE, BE IT RESOLVED That the AASHTO Highway Subcommittee on Maintenance requests the Standing Committee on Highways approve, and forward on to the Board of Directors for final approval, to ask member Departments, NACE and APWA for a voluntary, one-time assessment of $3,750 each to support the conversion of the AI/RWIS CBT to an Internet Browser Format and make all eight CBTs SCORM-complaint.

Approved by SCOH on October 22, 2010 by eBallot
35 out of 52 voted affirmative
2 out of 52 voted negative with comments (attached)
15 out of 52 did not vote
WHEREAS, the Manual on Uniform Traffic Control Devices provides a common set of traffic control devices that are easily recognized and understood, significantly increasing roadway safety and driver comfort, and

WHEREAS, significant changes were made in the December 2009 Edition removing allowance for Engineering Judgment, which creates undue liability for the member states and local agencies who adopt the Manual, and

WHEREAS, a revision to SECTION 1.A.09 eliminated the following provision “Thus, 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”, and

WHEREAS, a revision to SECTION 1.A.13 provided that “Standard statements shall not be modified or compromised based on engineering judgment or an engineering study”, and

WHEREAS, the Highway Subcommittee on Traffic has provided expert opinion and examples of the unintended consequences of the significant changes, and is working with the FHWA to issue an amendment to the MUTCD, or another functional solution, and

NOW, THEREFORE, BE IT RESOLVED that the Highway Subcommittee on Maintenance supports the efforts by the Highway Subcommittee on Traffic in cooperation with the FHWA to revise the Manual on Uniform Traffic Control Devices to again substantiate the use of engineering judgment and engineering studies to apply where the safety and movement of road users would be improved.

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative: 40 out of 52
Negative: 0 out of 52
No Vote: 12 out of 52
WHEREAS, the AASHTO Highway Subcommittee on Maintenance recognizes the tremendous value of using Asset Management concepts and principles in managing, maintaining, and preserving the nation’s highway infrastructure; and

WHEREAS, the mission of the AASHTO Highway Subcommittee on Maintenance is to provide technical and policy guidance to the member states and support to the AASHTO organization to preserve and maintain a healthy highway infrastructure that meets the performance expectations of its customers, and

WHEREAS, America’s four million mile highway network and more than six hundred thousand highway bridges represents a capital investment of over $2 trillion dollars with intrinsic value woven deep into the nation’s economic vitality, security, and constitutional liberties of freedom, and

WHEREAS, the AASHTO Highway Subcommittee on Maintenance supports the concepts of performance based pavement and bridge preservation programs to extend life of these assets, enhance safety, and meet motorist expectations which are foundation concepts of Asset Management; and

WHEREAS, protecting the highway investment is the upmost importance of the maintenance community, and

WHEREAS, the “Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 – A Focus on Implementation” developed under the guidance of the AASHTO Subcommittee on Asset Management, provides guidance for implementation of asset management concepts, principles, performance targets, strategies, tools, analysis methods, data collection, and application of management system information based on the framework presented in the earlier AASHTO Asset Management Guide, and

THEREFORE, BE IT RESOLVED that the AASHTO Highway Subcommittee on Maintenance supports the AASHTO Subcommittee on Asset Management in the adoption of the “Supplement to the AASHTO Transportation Asset Management Guide: Volume 2 – A Focus on Implementation” and supports the dissemination and distribution of the guide to member highway agencies and departments.

Approved by Maintenance on September 24, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative: 41 out of 52
Negative: 1 out of 52 (North Dakota Negative: No need for this SCOH already voted to approve it (????))
No Vote: 12 out of 2
WHEREAS, The AASHTO Highway Subcommittee on Materials has been charged with the responsibility of providing technical leadership, guidance and support for the materials which comprise our nation's highway infrastructure, including pavements and bridges, and

WHEREAS, The AASHTO Highway Subcommittee on Materials (HSOM) recognizes the AASHTO Subcommittee on Maintenance's Resolution 09-03 on "Continuing Concerns Regarding Raising Truck Weights and Size Limits," and

WHEREAS, AASHTO Highway Subcommittee on Materials recognizes that freight movement and delivery is essential to the nation's economy and security, and

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

WHEREAS, there exists an intersection of these two interest that can benefit the nation as a whole, and

WHEREAS, the Subcommittee on Materials recognizes the need for a robust national freight policy which supports America being competitive on the world market, and

WHEREAS, Increasing the truck weight limits could impact the existing pavement and bridge superstructure in a variety of important and critical ways; now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Materials expresses support for an inclusive discussion on freight policy and supports a robust national freight policy; be it further

RESOLVED, The AASHTO Highway Subcommittee on Materials requests that the AASHTO Standing Committee on Highways support formal inclusion of the Subcommittees on Materials, Maintenance and Bridge and Structures in discussion and evaluation of a robust national freight policy; be it further

RESOLVED, The AASHTO Highway Subcommittee on Materials requests that the AASHTO Standing Committee on Highways support a full and open consideration of any proposed change in national freight policy, including fully researching the changes, studying and examining the potential effects on pavements and bridges, both existing and new, using the best scientific means available in relationship to the financial and societal benefits to the economy as a whole of improved freight mobility.

Approved by SOM on August 13, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative 39 out of 52
Negative 1 out of 52
No Vote 12 out of 52
WHEREAS, The safety of the traveling public on highways is substantially benefitted by the retroreflective characteristics of pavement markings provided by the inclusion of glass beads, and

WHEREAS, The characteristics of glass beads are comprised of physical, chemical and other properties that are derived from the materials and manufacturing processes associated with the manufacture and installation of the beads, and

WHEREAS, An ongoing investigation of those attributes will provide comprehensive information about the chemical characteristics, physical parameters and transport potential for contaminants is nearing completion from several respected academic sources, and

WHEREAS, The safety of the traveling public and protection of the environment can be best served by the application of the emerging knowledge about the potential for contaminants to effect the environment, and

WHEREAS, The planned publication of reports before 2011 will provide an opportunity to develop a more complete understanding of these effects, and

WHEREAS, The US Congress is considering legislation that could set limits for contaminants in the glass beads before the results of the ongoing investigations are complete; and therefore be it

RESOLVED, That the Subcommittee on Materials urges that objective factual information be utilized for understanding the facts associated with this legislation, and be it

RESOLVED, That the evidence of emerging facts depicted by the preliminary findings shared with the transportation professionals and industry leaders at the 2010 AASHTO Subcommittee on Materials support and guide an administrative process to promote the greatest well being of the American traveling public and our citizenry and finally be it

RESOLVED, That the Highways Subcommittee on Materials recommends to the Standing Committee on Highways that legislative action be delayed to allow such action to occur.

Approved by SOM on August 13, 2010
Approved by SCOH on October 22, 2010 by eBallot
40 out of 52 voted affirmative
0 Negative
12 out of 52 did not vote
WHEREAS, The U.S. Federal Highway Administration (FHWA) provides billions of funding dollars to build and maintain transportation systems nationwide, and

WHEREAS, The FHWA delivers this funding to the states and the states act as stewards for the FHWA in delivering the transportation work provided by this funding, and

WHEREAS, The FHWA and the states share a common interest in providing high quality design and construction utilizing these funds, and composed of quality materials to provide an enduring transportation system that best meets the needs of the American public, and

WHEREAS, The states rely on the AASHTO Accreditation Program (AAP) through the AASHTO Materials Reference Laboratory (AMRL) and the Cement and Concrete Reference Laboratory (CCRL) to provide detailed assessments and quality reviews of the state DOT testing laboratories, and

WHEREAS, The states also rely on the accreditation efforts of the AASHTO Accreditation Program (AAP) to provide detailed assessments and quality reviews of the non-state DOT testing laboratories utilized by the states in the delivery of the FHWA transportation construction program, and

WHEREAS, The FHWA and the states have the same interest in accurate, precise and meaningful accreditation, meeting standards of excellence, ensuring quality materials and quality construction, and

WHEREAS, The AASHTO Accreditation Program was created for and by the states, and is the only program directly managed by the states, and accountable to the states, and

WHEREAS, The state DOTs comprise the body that makes accreditation decisions, thereby ensuring that the public interest inherent to the missions of the states and the FHWA is reflected in all decisions of the AASHTO Accreditation Program, be it therefore

RESOLVED, The Subcommittee on Materials requests the Standing Committee on Highways to endorse and support the AASHTO Accreditation Program as the key accreditation quality control program for the states, and be it therefore

RESOLVED, The Subcommittee on Materials requests the Standing Committee on Highways enter into discussions with the FHWA to ensure that the Subcommittee on Materials has the same level of input and oversight for any accreditation body recognized by the FHWA as they do for the AASHTO Accreditation Program.

Approved by SOM on August 13, 2010
Approved by SCOH on October 22, 2010 by eBallot
Affirmative 37 out of 52
Negative 1 out of 52 and MO submitted “no comment”
No vote 14 out of 52
Background: At the SCOTE Annual Meeting earlier in June, an item discussed dealt with an issue of Control Cities. Specifically, CA DOT requested to modify overhead signage to indicate Irvine/San Diego on southbound I-405 in Orange County from the original designation of only San Diego. This results in a policy change of control cities in their localized signing. The SCOTE members present was just short of a quorum for official voting; however, the members present approved the request.

WHEREAS, The State of California in response to the provisions of the AASHTO Guidelines for Listing Control Cities for Use in Guide Signs on Interstate Highways has requested that San Diego/Irvine be established as the control city destination along Southbound Interstate Route I-405 in Orange County, California, and

WHEREAS, The request of this designation has been reviewed and determined to meet the requirements of the AASHTO guidelines by a team of SCOTE members representing the AASHTO regions, and

WHEREAS, The Highways Subcommittee on Traffic Engineering and the Standing Committee on Highways approved the request on by ballot on September 21, 2010 and now therefore be it

RESOLVED, That the request of the State of California to designate San Diego/Irvine, in Orange County, as the control city destination along Southbound Interstate Route I-405 be approved by the AASHTO Board of Directors.
WHEREAS, the AASHTO Board of Directors adopted Policy Resolution PR-3-10, MUTCD (Manual on Uniform Traffic Control Devices) Section 1A.09 of the 2003 Edition and 1A.13(A) wording, and

WHEREAS, Policy Resolution PR-3-10 expressed strong concern for the unilateral action taken by FHWA regarding major wording changes in the 2009 MUTCD with which the AASHTO Board of Directors took great exception, and

WHEREAS, Policy Resolution PR-3-10 set forth that the last sentence of Section 1A.13(A) in the definition of “Standard” should be deleted, and the original Section of 1A.09 of the 2003 MUTCD be reinstated, and

WHEREAS, the AASHTO Standing Committee on Highways (SCOH) directed the Subcommittee on Traffic Engineering (SCOTE) to convey AASHTO’s concern regarding the major change in the MUTCD with regard to the exercising of engineering judgment and engineering studies, and the need to restore the previous 2003 MUTCD wording to Section 1A.09 and Section 1A.13(A), and

WHEREAS, SCOTE members discussed at great length, and on many occurrences with FHWA, SCOH’s concerns regarding these MUTCD wording changes, emphasizing the safety and operational consequences of leaving the modified wording intact, and

WHEREAS, FHWA in response has issued an “Official Interpretation” that would allow those States who have their own MUTCD or supplement to restore the original 2003 wording, thus affecting certain States but not others, and

WHEREAS, FHWA has not agreed to SCOTE’s request for rule-making to restore the original language in Sections 1A.09 and 1A.13(A), and

WHEREAS, the major wording changes, having not appeared in the NPA, have never been debated in a public forum as would occur in a formal rule-making procedure, now, be it

RESOLVED, That a request be sent to FHWA, stating in strong terms the need for immediate rule-making to re-establish within the 2009 MUTCD, the wording of the 2003 MUTCD with regard to Sections 1A.09 and 1A.13(A) pertaining to engineering judgment and engineering studies, and be it further

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.

SCOTE Voting Results as of October 22, 2010
Affirmative:  38 out of 52
Negative:  1 out of 52
No Vote:  13 out of 52
AASHTO Highways Subcommittee on Traffic Engineering

PPR: Immediate Need to Address Federal Rulemaking on “Substantial Conformance,” in the 2006 CFR

WHEREAS, AASHTO responded, on July 21, 2006, to Federal Docket No.-2005-23182, entitled Traffic Control Devices on Federal-Aid and Other Streets and Highways; Standards, and

WHEREAS, AASHTO provided comments on specific language concerning the definition of the term “substantial conformance”, and

WHEREAS, that definition mandated that States “shall conform as a minimum to the standard statements included in the National MUTCD”, and

WHEREAS, those comments expressed a concern that the language did not allow States the needed flexibility to accommodate state and local issues that must be addressed and remedied within those jurisdictions, and

WHEREAS, the 2009 edition of the MUTCD further compounded those concerns that were expressed earlier, by defining a “standard” as a statement that cannot be modified through the application of engineering judgment or engineering study, and

WHEREAS, those concerns include a number of States who may modify their own versions or supplements of the MUTCD by adopting the language in the 2003 edition concerning the use of engineering judgment and study, as provided in FHWA’s October 1, 2010 release of an “Official Interpretation” of the 2009 definition of a “standard”, and

WHEREAS, AASHTO and NCUTCD representatives have been discussing these concerns with FHWA, since the publication of the 2009 MUTCD, and

WHEREAS, those discussions have noted the inseparable relationship between the 2006 Federal Register action to adopt a definition of “substantial conformance” and the definition of “standard” in the 2009 NPR for the MUTCD, and

WHEREAS, AASHTO believes that a resolution of these related concerns cannot be accomplished unless and until formal federal rulemaking occurs, now therefore be it

RESOLVED, that a request be sent to FHWA, stating the immediate need for federal rulemaking to address the issue of the definition of “substantial conformance”, in the 2006 CFR, and its inseparable relationship to the definition of a “standard” in the 2009 MUTCD, and be it further

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.

SCOTE Voting Results October 22, 2010

Affirmative: 38 out of 52
Negative: 1 out of 52
No Vote: 13 out of 52
Proposed Policy Resolution PR-XX-10

Title: Adoption of Candidate State Performance Measures

WHEREAS, In 2008 the AASHTO Board of Directors adopted national federal aid program goals for six areas:

1. **Preservation and Renewal**: Preserving highway, transit, and rail systems so they last for generations to come;

2. **Interstate Commerce**: Supporting America’s global competitiveness, growth in productivity, economic development, and national defense through an improved multi-modal freight system;

3. **Safety**: Reducing traffic fatalities, serious injuries, and property loss;

4. **Congestion Reduction and Connectivity for Urban and Rural Areas**: Improving the ability of highway, transit, and rail to improve personal mobility, connectivity, and accessibility;

5. **System Operations**: Using advanced management techniques and technologies to assure travel reliability and provide effective emergency response in disasters; and

6. **Environment**: Enhancing community quality of life and minimizing impacts on the environment and global climate change.

WHEREAS, The Board of Directors reauthorization policy calls for continued federal aid eligibility of at least the current road systems and the development of a performance-based federal-aid program that provides transparency and allows us to report on the state of the transportation system but is not tied to federal aid distributions;

WHEREAS, The Board of Directors approved the establishment of the Standing Committee on Performance Management (SCOPM) to consider national performance measures motivated by both the demonstrated success and commitment to performance measurement by state departments of transportation (DOTs) and the growing national interest in performance management by Congress and other federal agencies;

WHEREAS, The SCOPM has established eight task forces and in California in 2009 identified, discussed and briefed the Board of Directors on a series of candidate state performance measures that align with those national goals;

WHEREAS, At its May 2010 meeting SCOPM directed a team of consultants to develop technical guides for comparable collection of data for a limited set of measures (those which have been used by the majority of state DOTs and have been through a comparability analysis or are collected in a uniform way already), and draft guides are currently available;

WHEREAS, AASHTO has begun the process of collaborating with other national organizations whose members are responsible for planning, programming and project delivery of transportation projects and programs that will meet multi-modal performance objectives defined by the states in cooperation with their federal, state, and local partners;

WHEREAS, Such candidate state measures are already reported by both the state DOTs and Federal Highway Administration (FHWA) and current comparability problems are correctable;

WHEREAS, The state DOTs have an opportunity to provide needed leadership in the development of a national program of transportation performance measures;
RESOLVED, That the Board of Directors of AASHTO endorses the following candidate state performance measures for further collaborative dialogue and for the preparation of the necessary technical requirements:

- Highway fatalities;
- Pavement smoothness on the NHS;
- Square footage of structurally deficient bridges on the NHS;
- Speed-based metric; and
- Speed and reliability on significant freight corridors;

RESOLVED, That the Board of Directors supports the further consideration, refinement and technical assessment of these and additional measures, including multimodal, by the Task Forces of the SCOPM to support all the national goal areas;

RESOLVED, That the Board of Directors supports AASHTO engaging in dialogues with the FHWA, Federal Transit Administration, Association of Metropolitan Planning Organizations, American Public Transportation Association, metropolitan planning organizations, and transit properties to establish the recommended changes to the planning and programming processes used by these entities to support the Board of Directors’ approved reauthorization processes for performance management.