

Resolution 13-1
AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
Maintenance Funding Survey Resolution

Ignoring bridge preservation and pavement preservation activities for a minute,

How many states utilize federal-aid funds to perform maintenance activities from a “preventive maintenance” perspective?

Of those states that do, what activities are those funds used for?

How much in terms of both state and federal funds are spent on each of those activities?

What is each state's total maintenance budget, including both state and federal dollars?

Submitted by: AASHTO Subcommittee on Maintenance

Resolution 13-02
AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
Formalizing the Organizational Relationships Between the TSP2 Bridge and Pavement
Regional Preservation Partnerships and SCOM

WHEREAS, the Pavement and Bridge Technical Working Groups of the AASHTO Subcommittee on Maintenance were instrumental in the establishment of the TSP2 program, and

WHEREAS, the Bridge and Pavement Preservation Partnerships identify research needs from various task forces and working groups, and share training materials, specifications, information on best practices and innovative practices, and conduct other activities that may be of interest to the AASHTO Subcommittee on Maintenance, and

WHEREAS, the PTWG and BTWG annually participate in a process to identify research needs on behalf of the Subcommittee on Maintenance, and

WHEREAS, there is currently no formal avenue for reporting the results of the various activities and research amongst the Regional Partnerships and the AASHTO organizational structure.

NOW, THEREFORE, BE IT RESOLVED that the Organizational Relationships between the AASHTO Regional Bridge and Pavement Preservation Partnerships and the AASHTO SCOM is formally identified.

THEREFORE, BE IT FURTHER RESOLVED that the Technical Working Groups within the SCOM shall serve as the liaisons between AASHTO SCOM and the AASHTO Regional Bridge and Pavement Preservation Partnerships.

July 25, 2013
Burlington, Vermont

Submitted by:
AASHTO Subcommittee on Maintenance,
Pavement Technical Working Group and Bridge Technical Working Group.

Resolution 13-3
AASHTO HIGHWAY SUBCOMMITTEE ON MAINTENANCE
Support the Establishment of a Joint Meeting between the SCOM and the National
Safety Rest Area Conference (NSRC)

WHEREAS, Safety rest areas are important to the safety of the traveling public, and

WHEREAS, Proper management of rest areas improves their effectiveness, and

WHEREAS, State DOT's are responsible for constructing, managing, and maintaining rest areas and welcome centers, and

WHEREAS, The National Safety Rest Area Conference is a venue for State Transportation Agencies to meet and work on issues with safety rest areas, and

WHEREAS, A joint meeting will facilitate improved attendance and interaction of states in the discussion of cost effective and economical management of rest areas, and

NOW, THEREFORE, BE IT RESOLVED that the Subcommittee on Maintenance extends an invitation of a joint meeting to the National Safety Rest Area Conference.

Submitted by: AASHTO Subcommittee on Maintenance, Roadway/Roadsides Technical Working Group

**Highway Subcommittee on Maintenance
Proposed Policy Resolution**
**TITLE: Concerns with Consistency of Definitions of Preventive Maintenance and Pavement
Preservation within USDOT/USDOJ Joint Technical Assistance**

WHEREAS, the AASHTO Highway Subcommittee on Maintenance fully supports the Americans with Disabilities Act (ADA), which was enacted to provide accommodation for individuals with disabilities as an intrinsic part of the nation’s transportation system; and

WHEREAS, Over the past decade, AASHTO and the State DOTs, along with representatives from disability organizations, public works departments, transportation and traffic engineering groups, the design and civil engineering professions, government agencies, and standards-setting bodies, have collaborated to advise the U.S. Architectural and Transportation Barriers Compliance Board (Access Board) in the development of guidelines for accessibility with the public rights-of-way; and

WHEREAS, On November 23, 2005, the Access Board published revised draft accessibility guidelines for public rights-of-way; and

WHEREAS, On September 12, 2006, the Federal Highway Administration (FHWA) announced consolidating guidance to clarify and address ongoing issues concerning FHWA's oversight of States' and localities' compliance with ADA and Section 504 of the Rehabilitation Act of 1973; and

WHEREAS, The United States Department of Justice, Civil Rights Division, also works with State and local governments to help them achieve compliance with Title II of the ADA and Section 504 of the Rehabilitation Act; and

WHEREAS, In June 2013, a document entitled “*Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act Requirements to Provide Curb Ramps when Streets, Roads, or Highways are Altered through Resurfacing,*” was issued to FHWA Division Offices and communicated to AASHTO members; and

WHEREAS, While the Joint Technical Assistance document specifically recognizes that “maintenance activities on streets, roads, or highways, such as filling potholes, are not alterations,” as stated in the law and on the program website at http://www.fhwa.dot.gov/civilrights/programs/doj_fhwa_ta.cfm, the June 2013 Department of Justice/Department of Transportation joint document has created confusion among the States due to its categorization of certain preventive maintenance and pavement preservation activities as “alterations”; and

WHEREAS, MAP-21, enacted into law on July 6, 2012, reflects a national policy of increased emphasis on preventive maintenance and pavement preservation; and

WHEREAS, The categorization of several preventive maintenance and pavement preservation activities as “alterations” with respect to ADA in the June 2013 joint technical assistance document is inconsistent with definitions found in MAP-21, as well as definitions used in standard engineering practice; and

WHEREAS, This categorization of “preventive” and “preservation” activities as “alterations” will require that their use be combined with additional work, which will increase their cost, discourage their use, and impede the ability of State transportation agencies to meet pavement condition performance measures that are being developed as part of the implementation of MAP-21, thus creating undue risks to the transportation infrastructure; and

WHEREAS, The disincentive to using preventive and preservation treatments by making them more expensive will result in: 1) additional costs to the public served by the AASHTO member agencies, due to pavements deteriorating to a condition where rehabilitation will need to be done rather than preventive

maintenance; 2) deferred roadway and pedestrian improvements, including those related to safety, resulting in the associated negative impacts to all users of the roadway system and pedestrian facilities; and 3) additional environmental impacts from the use of rehabilitation and reconstruction techniques that require more materials, energy, and higher greenhouse gas emissions than preventive maintenance treatments;

NOW THEREFORE BE IT RESOLVED, That the AASHTO Subcommittee on Maintenance requests that USDOJ and USDOT classify “preventive maintenance” and “pavement preservation” activities as “maintenance” for the purposes of the ADA; and be it further

RESOLVED, That the AASHTO Subcommittee on Maintenance requests clarification regarding the various interpretations of the terms “maintenance” and “alteration” with regard to ADA requirements that have been produced by the USDOJ, the US Access Board, and the USDOT as applied to the various types of pavement work, and reconsideration and reclassification, for the purposes of ADA, as “maintenance” any activities considered by the engineering community to be in the nature of maintenance but treated, to date, under the ADA, as an “alteration;” and be it further

RESOLVED, That the AASHTO Subcommittee on Maintenance requests that any proposed agreements between federal agencies regarding this matter be subject to the federal rulemaking process to ensure that all stakeholders, including the transportation system owners charged with implementing the policy, will have input into the process and that potential impacts can be fully assessed; and be it finally

RESOLVED, That AASHTO and its State DOT members stand ready to work with USDOT, USDOJ, and other stakeholders to achieve greater accommodation without imposing undue cost and delay in carrying out preventative maintenance activities, which are increasingly important to a safe, efficient, and multi-modal national transportation system.

**Highway Subcommittee on Maintenance
Proposed Administrative Resolution**

TITLE: Task Force to Review and Make Recommendation Regarding Maintenance Quality Assurance

WHEREAS, The AASHTO Highway Subcommittee on Maintenance has recognized the need to identify common highway performance measures for Infrastructure assets and made available to all state highway agencies, and

WHEREAS, Many state highway agencies have developed performance measures and methodologies to ascertain the condition of their highway infrastructure assets, and

WHEREAS, Many state highway agencies have recognized a need for key national common performance measures, and

WHEREAS, The AASHTO Highway Subcommittee on Maintenance successfully conducted workshops on common measures in Scottsdale, Arizona, and two Peer Exchanges in Madison, Wisconsin and Durham, North Carolina, as well as conduct a domestic scan, and

WHEREAS, These events have demonstrated value of benchmarking, Maintenance Quality Assurance programs, maintenance management, target setting, and assessment methodologies,

WHEREAS, With the passage of MAP – 21, (Moving Ahead for Progress in the 21st Century) there is an increased emphasis on establishing national performance measures for highway infrastructure assets, and as a minimum, each state highway agency, including Puerto Rico and District of Columbia, will be required to develop a risk based Asset Management Plan for Pavements and Bridges, now, therefore be it

RESOLVED That the AASHTO Highway Subcommittee on Maintenance will appoint a Task Force, for Common Infrastructure performance measures, whose membership will be from the SCOM and other stakeholders as identified by SCOM, and therefore be it

RESOLVED, The Task Force will identify a process to collect and synthesize MQA measures being used by the states (excluding those being studied by Standing Committee of Performance Measures), and therefore be it further

RESOLVED That the Task Force will work with AASHTO staff to identify funding resources to conduct peer-exchange webinars and workshop for Task Force members to develop a business plan that will address the establishment of a framework for a comprehensive database on common performance measures (not including Pavement and Bridges as referenced in MAP-21), and therefore be it

RESOLVED, The Task Force will report back to the full AASHTO Subcommittee on Maintenance their findings and recommendations.

Policy Resolution PR-2-13
Title: Support and Leadership to Develop a Business Plan for the Establishment of an Operations Center of Excellence (CoE)

WHEREAS, Effective Transportation System Management and Operations (TSM&O) is a major component of addressing highway system congestion, safety, and reliability; and

WHEREAS, The effectiveness of TSM&O can be significantly improved through technical leadership, sharing of best practices, research, and professional education & training to practitioners; policymakers and researchers; and

WHEREAS, AASHTO has adopted a Guide to System Operations and Management which recognizes the importance of organizational and workforce development to effective performance-oriented state TSM&O programs; and

WHEREAS, In light of the success of similar services provided by the AASHTO Center for Environmental Excellence and the AASHTO Center for Excellence in Project Finance, the Subcommittee on Systems Operation and Management (SSOM) sponsored a NCHRP 20-7 project to outline the needs and desired capabilities for an Operations Center of Excellence (Operations CoE), relationships with other initiatives and resources, assess alternative business models for development and support; and

WHEREAS, The SHRP2 Reliability research program has completed several products including a Knowledge Transfer System that is foundational to the establishment of an Operations CoE; and

WHEREAS, The SHRP2 Reliability research program is developing a mechanism of Regional Operations Forums to enhance the continued development of national peer networks that will both support and benefit from an Operations CoE; and

WHEREAS, SSOM supports the AASHTO member departments who recognize and anticipate the benefits and value of an Operations CoE; and

WHEREAS, SSOM met at the 2013 SSOM Annual Meeting from April 9-10, 2013, in Phoenix, Arizona, and agreed by consensus to adopt a resolution to collectively work towards establishment of Operations CoE and submit the SSOM approved resolution to SCOH for approval and forwarding to the AASHTO BOD for final approval to initiate discussions with FHWA, USDOT and commence the planning and implementation efforts of Operations CoE and now therefore be it

RESOLVED, That SCOH strongly recommends the establishment of a dedicated Operations CoE to mainstream and improve the TSM&O programs and practices through technical leadership, sharing of best practices, research and professional education and training to practitioners, policymakers and researchers; be it further

RESOLVED, That SCOH directs SSOM to support the completion of a business plan to incorporate a specific implementation approach for an Operations CoE; and be it further

RESOLVED, That SSOM will collaborate with other Standing Committee on Highways (SCOH) operations subcommittees including the Highways Subcommittee on Maintenance (SCOM), Subcommittee on Traffic Engineering (SCOTE), Subcommittee on Highway Transport (SCOHT), Special Committee on Transportation Security and Emergency Management (SCOTSEM) and the Special Committee on Wireless and Technology (SCOWCoT), and requests their review, concurrence and comments; and be it further

RESOLVED, That the AASHTO Board of Directors approve and implement and, upon agreement on scope, content, and a sustaining business model for an Operations CoE with FHWA, USDOT, and other associations, SSOM will prepare another resolution regarding the details for formation of an Operations CoE for approval by AASHTO SCOH and the BOD.