

**Standing Committee on Highways
Subcommittee on Maintenance
Proposed Policy Resolution (PPR)**

Title: Promotion of Highway Bridge Measurement Criteria that Promotes Bridge Preservation

WHEREAS, the AASHTO Board of Directors approved the establishment of a Transportation System Preservation Technical Services Program (TSP-2) in 2005 to support the research, technical, and program needs of the member states in their development and implementation of preservation programs, and

WHEREAS, AASHTO in collaboration with the National Center for Pavement Preservation has successfully implemented said technical services program, to assist states with their preservation efforts including the establishment of regional bridge preservation partnerships, and

WHEREAS, AASHTO SCOM in collaboration with AASHTO SCOBS has adopted an AASHTO Bridge Preservation Strategic Plan as well as roadmap that promotes advancement of the State of the Practice of Bridge Preservation and Maintenance (BPAM) in State DOT's to optimize the benefits of systematic preservation and maintenance, assess the effectiveness of current strategies, and examine procedures that lead to improved operational performance of highway bridges among member agencies, and

WHEREAS, State departments of transportation and other highway bridge owners are faced with significant challenges in addressing the Nations highway bridge preservation needs, and

WHEREAS, The average age of the Nation's 600,000 bridges is more than 40 years old, and

WHEREAS, A successful highway bridge program seeks a balanced approach to maintenance, rehabilitation, and replacement, and

WHEREAS, A good highway bridge preservation program employs cost effective strategies and actions to maximize the useful life of bridges, and

WHEREAS, Applying appropriate highway bridge preservation treatments and activities at the appropriate time can extend bridge useful life at lower lifetime cost, and

WHEREAS, The Moving Ahead for Progress in the 21st Century (MAP-21) Highway Transportation Bill places emphasis on performance based management principles, data driven risk based program and now, therefore be it

RESOLVED, The AASHTO Highway Subcommittee on Maintenance and the members in attendance express their support for and endorse the use of bridge condition assessment criteria that are based on bridge element level inspection condition information, and, using this element level inspection condition information, allows for classification of bridges under categories that are easily understood by the general public, facilitates the achievement of a state of good repair, and extended service life. Condition categories such as "Good, Fair, and Poor", or condition based health index, or a grading system, etc.

**Standing Committee on Highways
Subcommittee on Maintenance
Proposed Policy Resolution
Title: Equipment Fleet Management Performance Measures**

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 America's transportation infrastructure assets, and protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, Equipment fleet comprises a significant asset investment and is a large portion of all public works agencies' budgets and expenditures, and the effectiveness of such equipment fleet operations affects the public works agencies' ability to adequately perform public works activities and successfully respond to emergency situations, and

WHEREAS, Policy Resolution PR-9-08, *Establish a Technical Service Program to Advance Equipment Technology* was approved by the AASHTO Board of Directors on October 20, 2008 creating the Equipment Management Technical Services Program (EMTSP) to support and enhance the on-going work and priorities of the AASHTO Highways Subcommittee on Maintenance Equipment Technical Working Group (TWG), and

WHEREAS, At the National Equipment Fleet Management Conference in Mobile, Alabama in June 2012, EMTSP Regional Partnership members voted to recommend adoption and implementation of the equipment fleet performance measures of utilization, preventive maintenance, retention, and availability/ downtime.

WHEREAS, The performance metric of utilization recognizes that tracking and reporting the use of the equipment fleet is necessary to ensure effective and efficient use of State DOT vehicles and equipment. Accurate tracking of utilization allows for informed assessment and assignments of the equipment fleet to meet operational needs, and

WHEREAS, The performance metric of preventive maintenance is a fundamental, planned maintenance activity designed to prolong equipment fleet life and aids in preventing unplanned maintenance and repairs, and preventive maintenance is the foundation of a properly managed equipment fleet and a significant component contributing to all maintenance strategies, and

WHEREAS, The performance metric of retention recognizes that current economic times have resulted in lower levels of funding, and the cost of replacement fleet equipment has been escalating and resulted in a significant decrease in buying power, which have resulted in an immediate and extended impact on the equipment fleet and its life cycles, and it is imperative to sustain the high level of readiness and reliability, which is directly related to the age of fleet equipment, and accordingly the development and implementation of a nationally recognized metric for retention relating to fleet life cycles is essential to maintaining a healthy, economical, and operational equipment fleet, and

WHEREAS, The performance metric of availability/downtime recognizes the importance of assessing the readiness equipment fleet to perform and respond to routine and reactive/emergency response activities, and availability/downtime also reflects an organization's ability to properly staff personnel and supply resources to accomplish the mission, which can also be reflective of a fleet's age, utilization, and units beyond established retention periods, and

WHEREAS, *State DOT Comparative Performance Measurement: A Progress Report* produced by NCHRP Project 20-24 (37)L states that AASHTO and FHWA have been working over the past eight years to identify a set of common transportation performance measures that could be adopted by all states, that these common measures would provide a basis for individual states to view their own performance relative to peer states, and common measures also make it possible to combine information across states to provide a national picture of performance, and

WHEREAS, The United States Congress passed bill H.R. 4348 (i.e. MAP 21) providing support to and requiring national goals and performance management measures, and now, therefore, be it

RESOLVED That the AASHTO Subcommittee on Maintenance expresses their endorsement of the use of the key performance metrics for the equipment fleet of utilization, preventive maintenance, retention, and availability/downtime.

**Standing Committee on Highways
Subcommittee on Maintenance
Proposed Policy Resolution
Title: Support for the FHWA Pavement Preservation Expert Task Group and
Requesting Semi-Annual Meetings for the Group**

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 America's transportation infrastructure assets, and protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, Preserving our national highway infrastructure is a high priority for all public agencies and is clearly expressed goal in the recently passed Federal transportation legislation MAP-21; and

WHEREAS, Members of the AASHTO Subcommittee on Maintenance and the entire pavement preservation community have greatly benefited from the regular and frequent interactions that occurred at the Pavement Preservation Expert Task Group (PPETG); and

WHEREAS, The PPETG is the oldest of all FHWA's Expert Task Groups, and it generally met twice per year from 1992 until 2011, but has not met in 2012; and

WHEREAS, The AASHTO Subcommittee on Maintenance recognizes the value that the FHWA PPETG has brought to the entire pavement community, and to the nation; now, therefore, be it

RESOLVED That the AASHTO Subcommittee on Maintenance expresses support for the Federal Highway Administration's Pavement Preservation Expert Task Group; be it further

RESOLVED That the AASHTO Subcommittee on Maintenance requests the Standing Committee on Highways to encourage FHWA to continue to hold PPETG meetings at least twice per year.

**Standing Committee on Highways
Subcommittee on Maintenance
Proposed Policy Resolution
Title: Establish a Schedule for Alternating Biennial Regional and
National AASHTO EMTSP Partnership Meetings**

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 America's transportation infrastructure assets, and protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, Policy Resolution PR-9-08, *Establish a Technical Service Program to Advance Equipment Technology* was approved by the AASHTO Board of Directors on October 20, 2008 creating the Equipment Management Technical Services Program (EMTSP) to support and enhance the on-going work and priorities of the AASHTO Highways Subcommittee on Maintenance Equipment Technical Working Group (TWG), and

WHEREAS, At its meeting in July 2009, the Highways Subcommittee on Maintenance met in Annapolis, Maryland and at that time discussed the formation of an oversight panel to guide and direct the activities of the EMTSP, and

WHEREAS, At its meeting in Montgomery, Alabama in February of 2010, the EMSTP Oversight Panel established its strategic plan with the first goal being to establish and support viable regional equipment management partnerships to conduct business and to support and enhance training, technology advancements, networking, and ongoing work and priorities, which was completed in June 2011, and

WHEREAS, At the first EMTSP National Partnership meeting recently held in Mobile, Alabama the issue of national versus regional meetings arose where each region expressed a recognition of the benefits of both meeting regionally and nationally, and

WHEREAS, An objective of this goal is to assist in sustaining the four existing regional partnerships by providing support and leadership to regional partnerships with the scheduling and development of partnership meetings, and

WHEREAS, The required action for completing the objective was to solicit and poll all state DOT equipment managers on identifying frequency and structure of future meetings, and

WHEREAS, An electronic ballot was sent to all designated state equipment managers on July 2, 2012 and voting closed at midnight on July 11, 2012, and

WHEREAS, The ballot proposal states, "The EMTSP Oversight Panel recommends holding a biennial National Meeting beginning in 2014 and lasting 3½ days if budgets allow. The location of the National Meeting shall be rotated among the different regions. The National Meeting will include 12-16 hours dedicated for concurrent regional meetings. Beginning in 2013 and during alternate years, Regional Meetings will be scheduled," and

WHEREAS, The balloted DOT equipment managers were asked to vote "Yes" or "No" on the ballot proposal, and

WHEREAS, The results of the ballot were recorded with 27 state DOTs voting with the majority of 26 "Yes" (96.3%) votes and 1 "No" (3.7%) vote, and now, therefore, be it

RESOLVED That the AASHTO Subcommittee on Maintenance recognizes the importance of the regional technical services program partnerships and the need for interaction between individual state DOT equipment managers regionally, as well as nationally, and recommends the establishment of biennial National Meetings beginning in 2014 and biennial Regional Meetings beginning in 2013, with the location of the National Meeting being rotated among the four AASHTO regions and including 12-16 hours dedicated for concurrent regional meetings.