

November 30, 2012

T&I CHAIRMANSHIP

Shuster Selected as House Transportation and Infrastructure Committee Chair

Rep. Bill Shuster (R-Pa.) has officially been approved as the House Transportation and Infrastructure Committee Chair of the 113th Congress, the House Republican Conference announced Wednesday. He will assume his chairmanship in January and succeed current Chair Rep. John Mica (R-Fl.), who has hit his term limit for the chairmanship.

"It is a great honor to be selected by my colleagues to serve as Chairman of the Transportation and Infrastructure Committee and I thank them for the confidence they have placed in me," Shuster said in a statement. "Transportation issues are among the most critical that we face in Congress and as a nation. Our transportation infrastructure is the backbone that supports economic growth and global competitiveness. Working together in the 113th Congress, the committee will focus on strengthening America's transportation networks to make us more efficient, more competitive, and more prosperous."

Rep. Mica announced Monday that he had withdrawn his bid to obtain a waiver from House Speaker John Boehner (R-Ohio) to keep his chairmanship another term, endorsing Shuster in a letter published by Politico.

"I want to urge your consideration of Mr. Bill Shuster to lead the Transportation and Infrastructure Committee," Mica said in the letter. "Bill has served in two subcommittee leadership positions and has both the experience and ability to assume this important position for our conference."

Shuster recently met with members of the American Association of State Highway and Transportation Officials at the group's Annual Meeting in Pittsburgh last week, where he discussed the importance of members educating the public and elected officials on the importance of a strong transportation system and what it means to communities (see related AASHTO Journal story: bit.ly/AJShuster).

RESOLUTIONS

AASHTO Board of Directors Tackles Business at Annual Meeting

The American Association of State Highway and Transportation Officials' Annual Meeting ended early last week in Pittsburgh, but not before its Board of Directors took care of its business through various new resolutions.

A policy resolution to create a truck oversize/overweight permit harmonization initiative was passed. A policy resolution to commend the National Cooperative Highway Research Program for its advancement of the nation's transportation system and also its support through requiring all its research products to be provided in AASHTO format for use as AASHTO guidelines and standards was also approved by the Board.

The Board then approved three separate joint position statements that partner AASHTO with the Associated General Contractors of America and the American Road & Transportation Builders Association in a Joint Committee. The first recommends the formation of a task force to steer an initiative to develop a national vision for the future of transportation. The second position statement calls for states to undertake self-assessments, especially as they relate to finding and eliminating policies and procedures that don't add value to state DOTs. The final joint position statement called for the three organizations to work together to develop a national comprehensive communications strategy to get the public more

involved and aware of transportation initiatives.

One amendment to the AASHTO Governing Documents was approved by the Board. The amendment allowed for the inclusion of external stakeholders as non-voting members of the AASHTO Subcommittee on Materials of the Standing Committee on Highways.

Finally, the Board adopted one administrative resolution that directs AASHTO to put in place a Voluntary Technical Services Program that would provide oversight and direction to oversee the Census Transportation Planning Products Program (CTPPP). This allows for support, oversight, and technical assistance in data, information, methods, and tools for state DOTs and support metropolitan planning organizations to enhance the effectiveness of transportation planning.

FREIGHT

Wisconsin DOT CEO Mark Gottlieb Leads Highway Freight Roundtable at AASHTO Annual Meeting

Wisconsin Department of Transportation Secretary Mark Gottlieb, Chair of AASHTO's Subcommittee on Highway Transport (SCOHT), led a CEO Roundtable Discussion on issues surrounding the movement of freight on highways at the AASHTO Annual Meeting in Pittsburgh last week. Gottlieb presented on all the ways the WisDOT actively engages freight transportation users and providers in their state to assist the department in developing and investing in highway freight assets.

Gottlieb also raised the issue of harmonization of requirements for moving over-size and over-weight trucks, as highway freight carriers find themselves dealing with varying requirements as they move from state to state. SCOHT passed a resolution at its own Annual Meeting in Milwaukee earlier this year that calls on states to work toward harmonization of certain dimensional requirements for trucks, and was agreed to on a regional basis. AASHTO's Standing Committee on Highways and the AASHTO Board of Directors passed the resolution in Pittsburgh. As states work towards harmonizing these requirements, the requirements will be catalogued in an update to AASHTO's Guide on Weight and Dimensions, coming next year.

The harmonization issue was a key issue recently in the relief efforts following Hurricane Sandy, as state transportation departments met round the clock with federal agencies and private relief providers to harmonize their requirements regarding the movement of mobile homes and generators to areas most affected by the storm (see related story: bit.ly/AJSandy). AASHTO maintains and manages a 24/7 contact list available to state DOT permit chiefs needing to issue oversize and overweight permits on emergency relief commodities prior to and following a major national disaster.

FREIGHT

AASHTO Special Committee Talks MAP-21 Freight Provisions with Federal Officials

AASHTO's Special Committee on Intermodal Transportation and Economic Expansion (SCITEE) hosted a Freight Policy Council Lunch with federal transportation officials during the AASHTO Annual Meeting in Pittsburgh, where the conversation primarily focused on freight provisions included in the new surface transportation bill, MAP-21.

SCITEE welcomed Federal Highway Administration Deputy Administrator Greg Nadeau and U.S. Maritime Deputy Administrator Chip Jaenichen. Both guests are principles of the recently created U.S. Department of Transportation Freight Policy Council, an intra-administrative council at USDOT that brings together the various modal administrations to discuss the direction of multi-modal freight transportation policy at the US DOT. The lunch also featured Paul Nissenbaum, Associate Administrator for Railroad Development at the Federal Railroad Administration, and John Drake, director of government relations at the Federal Motor Carrier Safety Administration, representing their respective modal administrations, which also serve on the Freight Policy Council.

SCITEE members spoke in depth about freight issues highlighted in MAP-21, which include for the first time a directive for USDOT to establish a national freight network, encourage states to develop statewide freight plans, and offer an increased Federal match to state freight projects. SCITEE Vice

Chair Rich Biter, assistant secretary for intermodal systems development at Florida Department of Transportation, currently leads a MAP-21 Freight Implementation Team of state transportation departments working to develop AASHTO technical expertise, guidance, and advocacy on behalf of state DOTs implementing the freight provisions of MAP-21. SCITEE presented Freight Policy Council members with comments AASHTO filed to the Federal Register in regard to recent guidance issued by USDOT on the freight provisions (those comments are available [here](#)).

SCITEE's formal meeting commenced following the lunch with presentations on the various pieces of MAP-21 freight implementation, including how FHWA and USDOT plan to address the designation of a national freight network, how state transportation departments are already coalescing among themselves regionally to address many planning and policy issues, and how appropriate data on freight transportation moves can be used to measure the performance of a national freight network.

WATER TRANSPORTATION

AASHTO's Standing Committee on Water Transportation Meets in Pittsburgh

The American Association of State Transportation Officials' Standing Committee on Water Transportation (SCOWT) hosted its 36th Annual Meeting in advance of the AASHTO Annual Meeting in Pittsburgh earlier this month.

SCOWT's Annual Meeting seized on the opportunity to get a firsthand glance of the marine transportation assets in Pittsburgh, as the Port of Pittsburgh's Executive Director, Jim McCarville, and the Army Corps of Engineers Pittsburgh District Engineer, Colonel William "Butch" Graham, led a waterside tour of the port facilities, as well as the Emsworth Lock and Dams. Pittsburgh, located at the confluence of the Allegheny, Monongahela, and Ohio Rivers, is itself historically and presently a principle inland waterway hub for the movement of bulk freight commodities such as coal. While floating alongside a coal barge at the Emsworth lock, Col. Graham noted that one barge moved approximately 70 to 80 truck loads worth of coal.

McCarville noted that years of lack of investment in the inland waterway infrastructure puts 1930s era locks like Emsworth in a perpetual state of disrepair, leading to frequent service delays and potential failure of the lock itself, resulting in those 70-80 trucks per barge moving onto Pennsylvania and other state highways. Due to issues such as this, SCOWT will focus largely on the federal reauthorization of the Water Resources Development Act (WRDA) in 2013, legislation that issues the policy directives and fiscal authorizations for the Corps of Engineers navigation mission that includes lock and dam construction and maintenance as well as costal harbor dredging.

Also in Pittsburgh, Chip Jaenichen, Deputy Administrator for the U.S. Department of Transportation Maritime Administration (MARAD), addressed SCOWT members on MARAD's America's Marine Highway Program, a Federal grant program that awards funds to designated marine highway corridors to be used as alternatives for freight moves that might otherwise result in highway congestion. The Marine Highway Program was first authorized by Congress in 2007 and carried out at USDOT by SCOWT Chairman Connaughton during his service as the U.S. Maritime Administrator.

SCOWT has a busy year coming up in 2013. Along with pushing for a reauthorization of WRDA, SCOWT expects to release the Water Freight Bottom Line Report, another in the AASHTO Freight Bottom Line Report series.

AWARDS

Massachusetts and Minnesota DOTs Take Home AASHTO 2012 Safety Leadership Awards

Two states were named recipients of the American Association of State Transportation Officials' 2012 Safety Leadership Award during the AASHTO Annual Meeting in Pittsburgh last week.

Massachusetts Department of Transportation and Minnesota Department of Transportation were chosen by the award committee for the award, which goes to a state that has demonstrated and championed actions that drive down serious injuries and fatalities on its highways. The award program is run through

AASHTO's Standing Committee on Highway Traffic Safety.

"Congratulations to both these states in their efforts to prioritize safety for their state DOTs," said Tony Kane, AASHTO director of engineering and technical services. "Their commitment to overcome challenges and consistent high performance in the area of safety have meant significant decrease in their states' fatalities and serious injuries and truly made them winners."

MassDOT was chosen for its "clear evidence of good results and strong leadership." MassDOT also broke through challenges to obligate Highway Safety Improvement Program funds, making a significant change in their safety program. MassDOT also worked with other agencies to bring about work zone enforcement, data improvements, and use of road safety audits. The focus on safety culture both with employee practices and project-related issues, combined with the strategies and practices named above, have made the department a leader in safety.

MnDOT became an early leader in Strategic Highway Safety Plan development and implementation and has continued to demonstrate progressive approaches to comprehensive safety programs while adopting policies for systematic use of low-cost countermeasures and testing of crash prevention technologies. Supporting research to improve teen driver safety and emergency medical response to crashes has also helped to make MnDOT a safety leader.

In order to win AASHTO's Safety Leadership Award, states must have a Strategic Highway Safety Plan in place and participate in AASHTO, Transportation Research Board/National Cooperative Highway Research Program, or Federal Highway Administration safety-related committees, as well as panels and/or programs. The judges also look for strong partnerships between state and local governments as well as the establishment of aggressive safety targets to reduce fatalities and serious injuries through five-year averages.

Additional information on AASHTO's Safety Leadership Award is available at bit.ly/safetyaward2012.

MAP-21**Federal Transit Administration to Hold Webcast on MAP-21 Overview**

The Federal Transit Administration will host a live webcast next week to discuss an overview of transit information highlighted in the current surface transportation bill, MAP-21.

The webcast, "Overview of MAP-21 Apportionment Notice and Guidance: What Does it Mean?" will cover various aspects of transit in MAP-21, including an outline of the FY 2013 apportionment notice, key provisions and interim guidance, FY 2013 apportionment tables, and information on what steps may be next in future implementation.

FTA encourages all interested individuals to tune in, but says the webcast will be particularly beneficial to FTA grantees and/or sub-recipients, metropolitan planning organizations, and public transportation advocates.

No RSVP is required to tune into the webcast, which will take place Tuesday, Dec. 4 from 1:30 to 3 p.m. EST at bit.ly/FTAwebcast.

NEW FHWA FREIGHT DIRECTOR**Maryland DOT's Rayman Named to Senior Post at FHWA**

Caitlin Hughes Rayman, current assistant secretary for transportation policy and freight at the Maryland Department of Transportation, was named Wednesday as the new Director of the Federal Highway Administration's Office of Freight Management and Operations.

Rayman has served at Maryland DOT since 2007, where she has been responsible for overseeing the development and advancement of legislation, policies, and solutions to improve multimodal freight issues. Before her time at Maryland DOT, Rayman served as Federal Programs Coordinator at North Carolina Department of Transportation where she helped to advance freight mobility initiatives. Rayman is a

member of the American Association of State Highway and Transportation Officials' Standing Committee on Rail Transportation.

FHWA's Office of Freight Management and Operations promotes "efficient, seamless, and secure freight flows" on the nation's transportation system and through U.S. borders by conducting research, developing analytical tools and data, helping transportation and planning officials develop skills and knowledge, providing guidance and reviewing state applications for funding, conducting tests of intelligent transportation system technology, and certifying state compliance with truck size and weight standards, among other tasks.

ARRA PROJECTS

Lack of Value Engineering Studies of ARRA Projects an Issue, DOT Inspector General Report States

The Federal Highway Administration could have used additional oversight for several American Recovery and Reinvestment Act projects, according to a U.S. Department of Transportation Inspector General report released Nov. 14.

The audit that produced the report, "FHWA Has Opportunities to Improve Oversight of ARRA High Dollar Projects and the Federal-Aid Highway Program," found that Value Engineering (VE) studies were not done on 10 projects in seven states and the District of Columbia (or just under a third of the total projects examined for this audit).

"FHWA did not always ensure states complied with the requirement to perform VE studies during a project's planning or design phase," the report states. "By not ensuring states conducted all required VE studies, FHWA lost opportunities to maximize ARRA investments."

According to FHWA's web site, value engineering is a systematic process of review and analysis of a project, during the concept and design phases, by a multidiscipline team of persons not involved in the project. VE studies are used to review whether a project plan actually accomplishes its goal at the lowest possible cost. Also, reviews also try to improve the value and quality of the project and reduce the time it takes to complete the project.

DOT's Inspector General estimates that FHWA missed opportunities to maximize those ARRA investments by approximately \$82 million, stating that those studies "could yield a significant future savings for the Federal-aid highway program." In total, about 13,000 projects received \$27.5 billion in committed ARRA funding. FHWA, in its response to the audit, strongly disagreed with the OIG estimate, claiming it had included projects in its review that did not require VE studies.

"By including projects that did not actually require a VE analysis in the statistical calculation, the projection of estimated savings cited in the OIG draft report is therefore flawed," FHWA's response said. "We have made significant improvements in the VE program over the years working with state departments of transportation, the OIG, and other entities, and FHWA is fully committed to continuing to provide strong oversight of state DOTs' VE programs, which have resulted in annual cost savings of \$1.7 billion on average from fiscal years 2002 through 2011."

In completing the report, OIG made various recommendations:

- Verify that required VE studies were conducted for all ARRA projects that were not identified in the report, or identify reasons for not conducting them;
- Identify steps needed to increase states' awareness of and compliance with FHWA's new rule covering VE legislative changes and revised guidance (which are contained in FHWA's May 25, 2010 memo "Updated FHWA Value Engineering Policy");
- Verify that division offices review each state's procedures for estimating costs, including procedures to conduct periodic reviews and to address significant changes in market conditions; and
- Develop and implement a plan to make sure controls are in place to effectively manage any remaining ARRA funds.

FHWA concurred with those four recommendations, though the final one only in part. While FHWA is still managing unexpended ARRA funds, more than 93 percent of ARRA funds have been used.

"In light of this, combined with our current arsenal of tracking and monitoring tools in place, we do not consider it useful at this juncture to develop and implement any new plans for further controls relating to the use of Recovery Act funds," FHWA states in its response to that recommendation.

FHWA also said that it is currently working with AASHTO on the publication of an update to AASHTO's "Practical Guide to Estimating." The updated guide is expected to be published in early 2013.

The full 24-page report is available at bit.ly/DOTOIGARRA.

TIFIA LOAN

Virginia's I-95 Express Lanes Project Receives \$300 Million TIFIA Loan

Virginia Department of Transportation's \$1 billion project to create new Interstate 95 Express Lanes in Northern Virginia is receiving financial help through a \$300 million Transportation Infrastructure Finance and Innovation Act (TIFIA) loan, the U.S. Department of Transportation announced Wednesday.

The 29-mile project, which will be delivered through a public-private partnership with 95 Express Lanes, LLC, will add a third new reversible HOV/HOT lane between Edsall Road and Fairfax County Parkway to complement two new reversible lanes from Dumfries Road to Garrisonville Road. The new lanes were constructed to allow for a better commute and more travel options for those heading to Tysons Corner and the many military sites along the corridor.

"The new lanes will make it easier for people to travel and for businesses to serve their customers," said Federal Highway Administrator Victor Mendez in a statement. "The improvements will strengthen the region's economy and provide a more efficient commute."

The VDOT project will also use additional federal highway funding (\$100 million) and \$71 million in GARVEE bonds. A Transportation Investment Generating Economic Recovery (TIGER) III grant is expected to pay the subsidy cost of the loan to the federal government.

Additional information on VDOT's I-95 Express Lanes project is available at bit.ly/VDOT95express.

HIGH-SPEED RAIL

California High-Speed Rail Authority Adjusts Schedule to Save Costs

In an effort to cut down on overtime costs associated with the project's schedule, the California High-Speed Rail Authority announced earlier this month it is adding on an extra year to the railway project. The project, originally planned to be finished in December 2016, is now scheduled for completion in December 2017.

The \$6 billion project constructs the first 130-mile segment of the high-speed rail project, connecting Los Angeles and San Francisco. The scheduling change was made in order to allow contractors additional time to submit bids and also to cut down on overtime costs due to the aggressive schedule. Though an extra year was added, California High-Speed Rail Authority officials state the project will still come in on budget.

"We are going to get lower bids, save some money, and still meet all of our deadlines," CEO Jeff Morales told the *Los Angeles Times*. "It is a good business move."

The full project, which will include 800 miles of track passing through up to 24 stations, will eventually run from Sacramento down to San Diego, carrying passengers at speeds of up to 220 mph through certain areas. The California High-Speed Rail Authority projects the project will create approximately 20,000 jobs over five years during construction of just this 130-mile segment.

Additional information on the California High-Speed Rail Authority is available at CAhighspeedrail.ca.gov.

TRIP REPORT

Transportation Investment Vital for Pennsylvania Families and Economy, According to Newly Released Data

Data released earlier this month by the American Society of Civil Engineers and TRIP demonstrate the worsening conditions of Pennsylvania's roadways and show the need for the need to increase investment in the state's transportation system, ASCE and TRIP state.

ASCE and TRIP reported a number of findings that point to the need to invest more in transportation infrastructure. For example, vehicle travel on the state's highways increased 17 percent between 1990 and 2010 while Pennsylvania's population also grew during that period (by 7 percent). Due to this increased traffic, approximately 34 percent of Pennsylvania's major urban roads are congested and about 56 percent of those roads are considered to be in poor or mediocre condition. In addition, more than 40 percent of the state's bridges are considered structurally deficient or functionally obsolete.

These numbers present big problems for Pennsylvania businesses, ASCE and TRIP reported, as 77 percent of the roughly \$489 billion in goods delivered each year from Pennsylvania are transported by trucks via state highways. Fourteen percent more is delivered via mail, which is also transported using the state's highways.

These deteriorating transportation conditions also cost the state's motorists money, ASCE and TRIP said. They estimated that those roads in need of repair costs Pennsylvania drivers about \$3.2 billion per year through extra vehicle repairs and operating costs, amounting to about \$373 per year per motorist.

"Failing to invest in Pennsylvania's roads, bridges, and transit systems has a dramatic negative impact on the state and national economy," said ASCE President Gregory DiLoreto. "This data underscores the need for state and national policymakers to make smart, long-term investments in infrastructure."

TRIP Executive Director Will Wilkins said that, while repairs to Pennsylvania's transportation system would be costly, they would be worth it in the long run.

"While addressing Pennsylvania's need for a safe, efficient, and well-maintained transportation system will require a significant boost in investment, failing to act will result in even greater costs," Wilkins said. "Smart investments in transportation policies relieve traffic congestion, improve road and bridge conditions, and enhance economic productivity."

The full ASCE and TRIP report can be found at bit.ly/PennTRIP. Additional information is available at bit.ly/PennTRIPrelease.

ROAD USER CHARGE PILOT

Oregon DOT Launches Road User Charge Pilot

A pilot program by the Oregon Department of Transportation to test a road usage charge system launched this month in an effort to find ways to make up the transportation funding shortfall caused by a decline in gas tax revenue.

The 40 volunteers from across the state participating in the pilot program are paying a charge based on how many miles they drive instead of paying a gas tax. ODOT estimates the road usage charge is about equal to the amount they would pay in gas tax for a vehicle that gets about 20 mpg.

"This pilot will offer a peek into a future system where motorists will be responsible for choosing how they report their miles, from certified options, and also their account management provider," said ODOT Office of Innovative Partnerships Manager Jim Whitty in a statement. "It's critical that we learn what's needed to create an open system that can adapt and change as technology and the market change."

In order to make the program work for a large audience, ODOT focused on "choice, transparency, ease of use, and protection of privacy" in working to create the usage charge system used in the pilot. Drivers can choose from five different plans utilizing various technologies and ways of collecting road usage information. They also had the option of choosing a flat annual charge instead of paying a per-mile charge, allowing them full privacy without any GPS or mileage-tracking technology.

"People want choices, so for this pilot, participants are choosing from several options for reporting and paying their bill," Whitty said. "ODOT won't make the choices for technologies—the participants will do that."

This is not the first road user fee pilot program ODOT has conducted, as it gathered information from a [2007 study](#) on collecting funds for transportation in this manner. ODOT is currently in the process of responding to findings from that first pilot program.

The pilot is scheduled to continue through December and into January. ODOT will then put together a report to present to the Oregon State Legislature on its findings. Additional information on ODOT's pilot program is available at RoadChargeOregon.org, which includes a blog with entries by the pilot's volunteers.

AWARD

Texas DOT Communications Staffer Named Fellow by Radio Club of America

Paul Gilbert, communications specialist at the Texas Department of Transportation, was honored as a fellow of the Radio Club of America earlier this month at the organization's 103rd Anniversary Annual Awards Banquet in New York City.

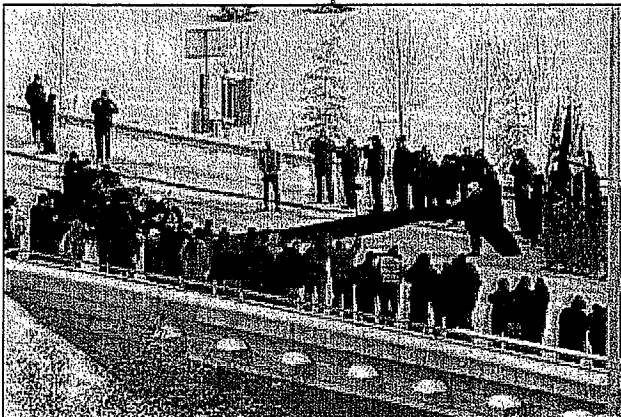
Gilbert's induction as RCA Fellow means he joins the ranks of others recognized on the same level, such as Walter Cronkite, Morgan O'Brien (founder and co-chair of Nextel), Steve Largent (former congressman and president of Cellular Telephone Industry Association), and Martin Cooper (the man who invented the hand-held cellular telephone). He was just granted the level of Senior Member in RCA earlier this year, which requires proof of work in advancing the science of two-way radio communications.

Gilbert currently also serves as Texas State Frequency Coordinator for the American Association of State Highway and Transportation Officials and is AASHTO's representative to the Joint Steering Committee developing the P25 family of public safety communications standards for digital radio. He also serves as a member of AASHTO's Special Committee on Wireless Communications Technology.

RCA was founded in 1909 to promote cooperation among those interested in the advancement and scientific study of radio communications and currently stands as the world's oldest radio communications society.

ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

Alaska DOT&PF Completes Reconstruction Project 10 Months Ahead of Schedule



The Alaska Department of Transportation and Public Facilities reopened its Illinois Street and new Veterans' Memorial Bridge in Fairbanks after completing reconstruction aimed at increasing safety and economic development earlier this month. The project opened the roadway 10 full months ahead of schedule.

After almost 30 years of planning, ADOT&PF began construction on the \$23.6 million Illinois Street in April. Crash rates were three times higher here than expected, and those crashes often involved pedestrians and bicyclists due to confusing lane configurations and incomplete and narrow sidewalks.

Also factored into the reconstruction was future business development in downtown Fairbanks. Improving the roadway encourages additional travel through the area for drivers and pedestrians and supports long-term growth for downtown redevelopment.

Once construction was underway, businesses in the project area asked ADOT&PF to minimize traffic impacts. ADOT&PF worked with H.C. Contractors to accelerate the project. In total, ADOT&PF paid an

additional \$1.1 million to extend work later into the construction season and to speed up the manufacturing and delivery of some materials. By doing so, construction of a replacement bridge (part of the overall project) started in the summer of 2012 instead of 2013. Additional improvements will be made to the project in 2013, but will result in minimal traffic impacts to the area.

The reopening of the roadway was celebrated Nov. 12, when ADOT&PF, elected officials, and community members joined to open the corridor, despite temperatures hovering around zero degrees. A procession of antique cars carrying Fairbanks veterans drove across the Veterans' Memorial Bridge, driving through a big red ribbon to signal the official opening. Photos of the event can be found at bit.ly/ADOTPFphotos.

The American Association of State Highway and Transportation Officials features a Project of the Week in each edition of the AASHTO Journal to highlight excellent state transportation department projects that are completed on time, under budget, and/or using innovative management. To nominate a completed project that meets these criteria, please e-mail editor AT aashtojournal.org. Previous Project of the Week selections are available at projectprofiles.transportation.org.

TRANSPORTATION TV

New Asset Management Now Episode Available on Transportation TV

On Transportation TV this week, Matt Hardy, AASHTO's program director for program and policy, returns with his second installment of Asset Management Now, Transportation TV's newest monthly program. This week, Hardy interviews AASHTO Vice President and Kentucky Transportation Cabinet Secretary Mike Hancock about asset management policies included in the new federal surface transportation legislation MAP-21. Hancock also discusses the importance of linking transportation planning and operations through innovative asset management programs.

Also this week, Transportation TV features a statement from Frederick "Bud" Wright, who was recently tapped as AASHTO Executive Director John Horsley's replacement upon his retirement in February. Wright was appointed as Horsley's successor by the AASHTO Board of Directors last week at the association's Annual Meeting in Pittsburgh.

Watch these videos and more at TransportationTV.org.



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