

## **AASHTO Steering Committee for the Comprehensive Committees Review**

### **Important Committee Considerations**

**8.27.15**

Steering Committee members received general information and data on each of the AASHTO committee/subcommittees. In addition to this information and data, there are higher level considerations for the committee to contemplate in developing recommendations to ensure the alignment of organizational activities to the newly adopted AASHTO strategic plan.

#### General AASHTO committee challenges:

- The economic and fiscal insecurity and workload constraints faced by the state DOTs may impact the ability of committees to meet in person.
- Due to fiscal constraints, state DOT committee volunteer time is declining. This limits the breadth of products, publications and initiatives committees are able to undertake, and the timeliness of such undertakings.
- The current staffing structure at AASHTO assumes the state DOT volunteer commitment will continue as it has in the past. If state DOT volunteer time continues to decline and products and services continue to be expected at the same level of service or higher, it will be very difficult for AASHTO staff to respond.
- The current committee structure makes it challenging for committees to be nimble and adaptable.

#### Questions to consider:

- Are the committee/subcommittee mission and objectives aligned with the AASHTO strategic plan?
  - Provide value to members
  - Provide innovative technical and professional services and products
  - Be a leader in national transportation policy development
  - Communicate the value of transportation
- Are the AASHTO services and products produced by the committee appropriately supporting member needs and priority issues?
- Does the structure support AASHTO in developing national policies and communicating policy positions to the States, Congress and the Administration?
- Are specific topics/activities being handled by more than one Committee/Subcommittee within AASHTO?
  - Is there communication between these groups?
  - Is there significant overlap between these groups?
  - Can the groups be combined?
  - Should one group be eliminated?
- How can we ensure that the AASHTO structure appropriately addresses multimodal transportation solutions?

- How can the AASHTO structure and operations become more nimble and adaptable while still representing the diverse views of its members?
- Could efficiencies be gained from AASHTO partnering with transportation organizations that provide similar or duplicative services?
- How should AASHTO address emerging issues for which there may not be existing state DOT expertise?
- How can we ensure that Committee opinions are distinguished from the Board of Directors and all Committee voices are heard by the Board of Directors?