

HOW WE MAKE A DIFFERENCE PARTNERSHIPS

Responsibility for ensuring that America's highway system continues to be one of the best and safest systems in the world is not done by just FHWA alone. We have started and maintained a number of partnerships at the federal, state and local levels to lend resources and technology to organizations that need them. Partnerships encourage exchanges of information through channels that are not normally established officially.

For example, FHWA has participated in numerous efforts to help those on welfare to obtain training and jobs to eliminate their need for welfare. Programs in partnership with the New York State Department of Transportation and the Colorado Department of Transportation both addressed such barriers as lack of training, child care and especially, transportation. In the Colorado program, out of a class of 15, 14 had found full-time employment in just a few months.



A group of FHWA officials, county welfare reform committee members and private industry are discussing non-traditional ways of getting people off welfare, including technology-based options.

Through partnerships with colleges and universities, FHWA provides additional educational, research and employment for students and faculty. Several FHWA national programs have been launched with Historically Black Colleges and Universities and hispanic-serving institutions. The National Summer Transportation Institute, a 4 to 6 week program, gives middle, junior and senior students the opportunity to explore careers in the transportation industry, through field trips, hands-on demonstration projects and job-shadowing. This program began with 20 students on the campus of South Carolina State University in 1993 and has expanded to 35 colleges and universities with a total of 3,000 graduates to date. The FHWA Entrepreneurial Development Institute, another national program, addresses the business development needs of minority and women-owned businesses in highway construction. It started on the campus of Kentucky State University and significantly contributes to the billions of dollars reported annually under the FHWA Disadvantaged Business Enterprise Program.





Above: Under the careful teaching of an experienced construction tradesman, women are able to enter the construction workforce as skilled workers.

FHWA and the Department of Labor partnership brought together state departments of transportation, highway construction contractors, training providers, unions and tradeswomen to identify and address the barriers to women entering into and achieving journey-level status in highway construction skilled trades. Known as the Women in Highway Construction Training Course, the program is changing the makeup of the construction workforce.

In another set of partnerships with colleges, FHWA established regional "Superpave" centers at five strategically-located universities in Pennsylvania, Alabama, Indiana, Texas and Nevada. The "Superpave" technique is a new method for asphalt pavement material selection and application. It has shown great promise as a longer-lasting, tougher pavement that has saved the states an estimated \$1.5 billion per year. The centers were established to provide training and support on a regional basis for state highway personnel and contractors.

Partnerships with the Federal Transit Administration and state and local governments have made a difference in the establishment of Intelligent Transportation Systems-based, regional intermodal transportation management systems that gather, manage and disseminate information on traffic. Known as the Metropolitan Model Deployment Initiative, the program initially created model advanced technology systems in four U.S. cities and metropolitan areas. Because of the success of these four systems, there are over fifty locations across the country that are planning or have already implemented similar systems.

Right: Regional areas across the country are realizing the benefits of having a traffic management system like the one installed in the Phoenix, AZ, metropolitan area. Such systems can manage transit and freeway traffic, provide regional, multimodal traveler information, manage electronic toll collection and incident occurrence and monitor and manage traffic signal control and emergency management services.





Above: The unique partnering agreement with the Montana Department of Transportation and the Confederated Salish and Kootenai Tribes (CSKT) was signed in December, 2000. The signing party consisted of (l. to r.) outgoing MDOT Director Marvin Dye; CSKT Tribal Council Chairman D. Fred Matt; and FHWA Montana Division Administrator Janice Weingart Brown.

U. S. Highway 93 parallels the Mission Range of the western slope of the Rocky Mountains in the western part of Montana.

Photographs courtesy of Skillings-Connolly Inc.



FHWA has also made a difference in partnering with the Confederated Salish and Kootenai Tribes and the Montana Department of Transportation by actively participating in the improvement of a 56.3 mile segment of U. S. Highway 93, a highway that runs directly thru the Tribe's Flathead Reservation. FHWA played a pivotal role in bringing the needs of the tribe and the state together so that all parties were able to meet their desired objectives. Because this highway is part of the National Highway System and thus a Federal-aid route, it is eligible for substantial government funding. Careful attention was paid to highway alignment, lane configuration, interpretative areas, fish and wildlife issues, cultural areas and scenic resources. Of particular interest in the design of this highway is the large number of specially-designed animal or "critter" crossings that will allow wildlife to safely cross the roadway.

Partnering agreements have also been established with the National Asphalt Pavement Association, the American Concrete Pavement Association, and the International Center for Aggregate Research to jointly develop and deliver innovation and technology ensuring that America's highway construction can take advantage of the very latest techniques and materials.

Partnering at FHWA extends to protecting the human and natural environment. An agreement with the National Institute of Occupational Safety and Health and the Asphalt Pavement Association, as well as asphalt paver manufacturers, resulted in technology in paver design to control asphalt fumes during paver operation in the field. This keeps the toxic fumes from being inhaled by pavement workers and polluting the atmosphere.

Partnerships extend the resources of an organization and increase the exchange of information. FHWA is proud to partner with so many worthy organizations and institutions to further extend their capabilities.

