**Domestic Scan Proposal Form**

AASHTO is now soliciting proposals for a **Calendar Year 2017 US Domestic Scan Program** (NCHRP Panel 20-68A).

Selected scan topics will be investigated by one of three ways: (type 1) site visits to three to six locations for approximately a two week period or less, by webinar; (type 2) peer exchange; or (type 3) conducted by a group of eight to 12 transportation professionals with expertise in the selected topic area. Proposed topics should meet the following criteria:

* Address an important and timely need for information by transportation agencies;
* Are of interest to a broad national spectrum of people and agencies;
* Are complex and also “hands-on,” meaning they lend themselves particularly well to exploration through on-site visits; and
* Are sufficiently focused that the tour participants are able to investigate and understand key issues in the limited time available on the tour.

Before submitting your proposal it is highly recommended that you read [**What Makes a Good Scan Topic Proposal**](http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal)[**http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal**](http://www.domesticscan.org/what-makes-a-good-scan-topic-proposal)

This form is designed to collect the full length of your proposal. Sections requiring essays have unlimited space for you to use. Contact information has some limited text. ***Use your TAB🡪 key to advance to the area where you need to complete information.***

**Proposals should be returned no later than OCTOBER 15, 2016.**

**IMPORTANT NOTE on How to save your document**: ***LastNameFirst Initial, underscore\_Organization Acronym \_CY2017.***

***Saved Document Name Example: VitaleM\_AASHTO\_CY2017***

***If you have more than one, add a number after first initial: VitaleM1\_AASHTO\_CY2017***

**Domestic Scan Proposal Contact Information**

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| AASHTO Committee | SCOHTS | Date of submission | 10/13/2016 |

**Title of Proposed Scan****:** Road Safety Workforce Capacity Building Opportunities

**Problem Statement** (What topic is to be examined? What drives the need for the scan? Why now?)

The road safety profession is undergoing a significant evolution as increasing emphasis is placed on managing the safety performance of the highway system and scientifically sound approaches increasingly become available. The need for an adequately prepared transportation workforce to manage the increased attention on highway safety and make full and appropriate use of the resources has also been well-documented. Through the efforts of the AASHTO SCOHTS Strategic Plan, Goal 5 (Ensure a knowledgeable and competent safety workforce), and others, an education and training matrix has been developed to show the safety education and training needs for all functions within a DOT, e.g., safety, planning, design, construction, etc. Over the next few months, the matrix and a specific training guide for safety systems practitioners will be thoroughly vetted by the safety community. The next step is to discuss the challenges associated with implementation.

**Scan Scope** (What specific subject areas are to be examined? Which cities and states might be visited? Which agencies/organizations (including specific departments or types of staff if applicable)?

The proposed scan will be designed to cover opportunities for potential implementation of the road safety education and training requirements within the DOT environment. Practitioners and managers with an interest and experience in road safety capacity building will be identified during the extensive vetting process discussed above. Alabama, Louisiana, and Washington DOTs are already actively engaged in the enterprise, and others will be added to the list. The scan will involve representatives of DOT, training directors (NTTD), LTAPs, DOT managers and Safety divisions, Federal agencies (FHWA, NHTSA, FMCSA, etc.) and perhaps others. Depending on the size of the list, the scan might travel to states in addition to the ones already mention. On the other hand, it may be more effective and efficient to bring the expertise and experience together in a single location for 2-3 days to discuss implementation options and procedures.

**Anticipated Scan Results** (What key information is to be gained? What information is to be shared after the scan? Who would the audience be for this information?)

The key information gained would be education and training practices already developed for sharing with other State and Federal agencies; specific safety training programs developed by states that could be offered nationally, alternative procedures for affecting the safety education offerings through DOTs, LTAPs, Federal agencies, and universities; resources and other support for safety capacity building and training delivery; evidence of effective training results for sharing with upper management in all the affected organizations and agencies. The audience includes DOT management and safety operations, universities, NLTAPA, NTTD, AASHTO SCOHTS and other committees, TRB ANB23 (Standing Committee on Road Safety Workforce Development) and other committees, GHSA, Federal agencies, civil engineering and public health university departments, and perhaps others.

**Benefits Expected** (Including potential impacts on current technology or procedures)

The expected impact and benefit is to influence State DOTs to adopt safety education and training requirements for all DOT functional areas and ensure a qualified safety workforce in every state. This condition would enhance a DOTs ability to meet not only the Federal safety performance requirements, but also the public's expectation to design, construct, and maintain a safe roadway network for all road users. Ultimately, the goal is to save lives, reduce severe injuries, and move toward the Zero goal -- the only acceptable road safety goal.