****

Transportation Vanguard Award 2020 Nomination Form

***Who is being nominated?***

|  |  |  |
| --- | --- | --- |
| **Last Name: Heath** | **First Name: Andrew** | **Date: September 18, 2020** |
| **Email: aheath@dot.ga.gov** | **Position Title: State Traffic Engineer; Office Head, Office of Traffic Operations** |
| **Department: Georgia Department of Transportation, Office of Traffic Operations** | **Phone: 404 635 2828** |
| **Street Address: 935 United Ave., Building 24** | **City: Atlanta** | **State: GA** | **Zip code: 30316** |
| **AASHTO Committee Membership (optional): Committee on Traffic Engineering** |

***Who is nominating this person?***

|  |  |  |
| --- | --- | --- |
| **Last Name: Hibbard** | **First Name: John** | **Date: September 18, 2020** |
| **Email: jhibbard@dot.ga.gov** | **Position Title: Director, Division of Permits and Operations** |
| **Department: Georgia Department of Transportation, Operations Division** | **Phone: 404 631 1401** |
| **Street Address: 600 W. Peachtree St., NW, 10th floor** | **City: Atlanta** | **State: GA** | **Zip code: 30308** |
| **Endorsement of Member Department Secretary/Director (signature):** |

***Instructions:***

Using a maximum of 2 additional single-sided pages, please explain why this individual should be selected as the 2020 Transportation Vanguard Award recipient. Please include as much specific information about the candidate as possible, including special projects, personal attributes, dedication, etc.

Send nominations by **September 30, 2020,** via e-mail to  **jdawkins@aashto.org****.** Nominations must be submitted **as a single file** in Microsoft Word format using ***TVA2020\_*** ***LastName\_FirstName.doc*** as the file name.

**Introduction**

Georgia Department of Transportation’s (Georgia DOT/department) nominee for the Transportation Vanguard Award is Andrew J. Heath, P.E. State Traffic Engineer & Administrator-Office of Traffic Operations. Andrew, currently 36 years old, has worked in various functions for Georgia DOT for more than 12 years in the Office of Planning, The Chief Engineer’s office, and currently leading the Office of Traffic Operations. He has excelled in all areas exceeding expectations, gaining a stellar reputation among his peers, his leaders, his customers and his team.

**Overview of Experience**

Since 2008, when Andrew joined the Department upon graduation from Auburn University, Andrew has learned the Department-specific knowledge needed to advance beyond his current role and responsibilities. With his self-directed Department education, he is well-prepared for his current leadership role in traffic operations and positions him for potential future roles within the Department.

For example, while serving as engineering assistant to the chief engineer, Andrew immersed himself in the department’s process for delivering the Department’s core program focusing specifically on acquiring additional knowledge about federal transportation funding coupled with the departmental challenges in program delivery. He also worked hard at being responsive and engaging. As a result, all of his colleagues within the Department regard Andrew as smart, kind and passionate. He exemplifies these qualities through his work ethic helping to maintain Georgia DOT as a topnotch transportation system improving the lives of all Georgians.

When Department leadership promoted Andrew to State Traffic Engineer & Administrator-Office of Traffic Operations, he first assessed the office and implemented change and improvement programs as needed. Traffic operations has maintained a front-line and public-facing role due to its traffic management initiatives dating back to the 1996 Summer Olympic Games held in Atlanta. The Highway Emergency Response Operators (HERO) an incident management and motorist assistance program and the NaviGAtor ITS deployment with its hundreds of dynamic message signs, CCTV cameras, and website and smartphone apps substantially increased the visibility of traffic operations. Andrew saw a need to reorganize the office to better address key functions: freeway management, arterial management and studies/alternative intersections. Using his extensive knowledge of the Department, Andrew championed the reorganization proposal throughout the Department that included presentations to executive management, human resources and finance. He secured approval and implemented the revised structure.

In his current role Andrew actively pursued the procurement of a new traffic signal software and worked with the department on distributing the software to all signal-maintaining agencies statewide. Andrew continued the department’s leadership in statewide traffic signal initiatives that began in the early 2000s. The procurement was a unique best-value procurement that combined technical assessment with price bids for various components of the system. Andrew managed the review of the proposals and selected a system that provided functionality, and in doing so provided a look towards the future as it is an integral part of Connected Vehicle deployments.

In 2015, the Georgia Legislature passed the Transportation Funding Act (TFA) signed into law by Governor Nathan Deal. TFA resulted in additional department funding—over $2 billion annually. Andrew saw this as an opportunity to build on the successes of the HERO program. Andrew worked with his peers in the State Maintenance Office to develop, procure and implement a private-sector-performed program for motorist assistance, incident management and minor maintenance for interstates outside metro Atlanta not covered by HERO. The situation that prompted this additional safety program derived from Andrew and other GDOT leadership, receiving email alerts about major incidents statewide, outside of metro Atlanta. For major rural incidents, emergency responders would call (day and night) the department’s local maintenance foreman to manage an incident. This interfered with the foreman’s maintenance responsibilities. State maintenance eagerly supported this new program, called the Coordinated Highway Assistance and Maintenance Program (CHAMP). In the most recent fiscal year, CHAMP operators had 216,822 assists.

He managed the department’s response to AASHTO’s SPaT Challenge: that all 50 states install Connected Vehicle technology at 20 signalized intersections by 2020. The CV technology would broadcast Signal Phasing and Timing (SPaT) data to suitably equipped vehicles. This involved the development of another unique procurement approach to accommodate a suitable turn-key concept of operations and required documents and testing and deploying the technology.

Andrew was actively involved in developing the project’s Concept of Operations as well as system requirements and successful deployment. As the project moved toward deployment, he identified the limitations of the technology at a small number of intersections. Even though the department’s project had implemented CV technology at 54 intersections—over twice the quantity called for in the AASHTO SPaT challenge—Andrew saw a broader industry-wide need to go beyond the department’s initial deployment and encourage broad deployment of this technology nationally. He proposed leveraging the department’s innovative SigOps Program (formerly RTOP) to install this same technology at 1700 intersections managed under the SigOps program. To-date, over 600 road-side units are installed (300 of which are licensed and operational). SigOps provides an innovative approach to traffic signal management where consultants and contractors are dedicated to aggressive traffic signal management, operations and maintenance on key regional routes that typically cross jurisdictional boundaries.

Andrew used all these varied and significant contributions to grow the young and talented staff he has at Traffic Operations. He was consistently good in encouraging his staff to take on responsibilities and give them support and guidance. His staff retention is remarkable at Traffic Ops, proof of his success in professional staff development.

As example, he encouraged one of his staff to work with a local technology incubator to hold a “Hackathon,” with the goal of developing a useful tool to enhance the Department’s connected vehicle work. The “Technology Challenge,” as it was known, was a tremendous success and had numerous participants. This was one of the several innovative pilots that Andrew led in response to our Lieutenant Governor’s identifying funding for GDOT to use for innovative projects.

**Conclusion**

The magnitude of work Andrew has managed over 12 years combined with his commitment to GDOT and staff well justify his nomination for the Vanguard award.

Andrew does more than “do his job” but has used his roles as a springboard to build a firm foundation for success at GDOT, which entailed grasping the fundamentals of the department, requiring him to fully understand how the department functions statewide as well as how it impacts customers both internally and externally. Andrew is unquestionably a great asset to Georgia DOT and the transportation industry in Georgia as well as the nation.

Thank you for considering Andrew Heath for this prestigious award.