TEXAS A&M RESEARCH FOUNDATION

979-845-8600 979-862-3250 FAX
http://rf-web.tamu.edu

Marcha, 2 2006

Lic. María de la Luz Ruiz Mariscal
Oficial Mayor
Secretaría de Comunicaciones y Transportes (SCT)
Presente

La Texas A/M Research Foundation (TAMRF), representante legal del Texas Transportation Institute, el cual acredito con el documento anexo, ha sido informada que la Secretaría de Comunicaciones y Transportes (SCT) ha propuesto a mí representada para ser designada como experto en términos de lo previsto por los artículos 69-1 y 69-J de la Ley Federal de Procedimiento Administrativo (LFPA), en relación con la manifestación de impacto regulatorio (MIR) del anteproyecto denominado "Modificación de la Norma Oficial Mexicana PROY-NOM-012-SCT-2-1995, Peso y dimensiones máximas con los que pueden circular los vehículos de Autotransporte que transitan en los caminos y puentes de jurisdicción federal".

Con el fin de apoyar la candidatura de mi representada para ser designada como experto respecto de la MIR del anteproyecto antes señalado, manifiesto:

I. Que mi representada y su personal conocen plenamente el contenido del articulo 69-I y demás artículos relevantes de la LFPA, así como del Instructivo para la elaboración de la MIR, en particular, del apartado "Designación de experto" ubicado en el portal de la MIR, dentro de la sección "Acerca de la MIR" http://www.cofemermir.gob.mx/cracerca.asp?headingid=C29

II. Que mi representada y su personal cuentan con los conocimientos, formación y experiencia necesarios para opinar sobre el anteproyecto arriba referido y por ende, sobre su respectiva MIR. Para efectos de sustentar lo anterior, adjunto una síntesis curricular de mi representada y del personal que directamente participará en la elaboración de los comentarios respectivos y expreso su consentimiento para que, en los términos en que la presento, se haga publica la información que corresponda en los medios que la SCT y la COFEMER dispongan.

III. Que mi representada y su personal están plena mente enterados de que es necesario asegurar que el experto designado, además de contar con la formación, experiencia y situación profesional apropiadas para llevar a cabo la revisión de la MIR, no tenga conflictos de interés en el caso. De esta manera, mi representada reconoce su obligación de revelar ante la SCT y la COFEMER cualquier interés, relación a asunto que pudieran afectar la independencia o imparcialidad o que pudiera razonablemente crear una apariencia de parcialidad respecto a los comentarlos que podría realizar en relación con el anteproyecto arriba citado o cualquier otro con distinto nombre pero con contenido análogo, y en los procedimientos que, en su caso, se sigan para promover su expedición y para su eventual aplicación.

IV. Que el personal de mi representada ha leído los antecedentes del anteproyecto (los formularios de MIR remitidos a la COFEMER los días 6 de mayo de 2004 y 9 de julio de 2004, incluyendo todos sus anexos, los oficios COFEME/04/1073 Y COFEME/04/1711, del 20 de mayo de 2004 y 20 de

agosto del mismo año, respectivamente, así como los comentarios realizados por los particulares, todos estos disponibles en la siguiente pagina de Internet de la COFEMER http://www.apps.cofemer.gob.mx/cofemerapps/scd_expediente.asp?ID=10/225/060504 , y llevado a cabo todo esfuerzo razonable para enterarse de la existencia de cualquier interés, relación o asunto que pudiera producir los efectos señalados en el párrafo anterior.

V. En consecuencia, puedo declarar que:

- Mi representada y su personal no tienen interés financiero o personal alguno en el anteproyecto arriba citado o cualquier otro con distinto nombre pero con contenido análogo, ni en los procedimientos que se sigan, en su caso, para promover su expedición y para su eventual aplicación, excepto la compensación, que en su caso, será retribuida a mi representada por la SCT con cargo a su presupuesto. Mi representada y su personal no están enterados de que alguna persona relacionada con los mismos, por cuestiones laborales, profesionales o de negocios, o algún miembro familiar tenga un interés de carácter financiero en el anteproyecto arriba citado o cualquier otro con distinto nombre pero con contenido análogo, o en el resultado de los procedimientos que se sigan para promover su expedición y para su eventual aplicación. Asimismo, no tienen relación alguna, presente o pasada, de carácter financiero, comercial, profesional, familiar o social con cualesquiera partes interesadas en el anteproyecto arriba citado o cualquier otro con distinto nombre pero con contenido análogo, o en los procedimientos que se sigan para promover su expedición y para su eventual aplicación, o con sus abogados , ni están enterados de que alguna persona relacionada con los mismos por cuestiones laborales, profesionales o de negocios o miembro familiar tenga una relación de ese carácter.
- Mi representada y su personal reconocen que, en caso de resultar la primera aprobada par la COFEMER, tendrán una obligación permanente de realizar todo esfuerzo razonable para enterarse de cualquier relación o asunto a los que se hace referencia en el párrafo anterior, que pueda surgir durante cualquier fase del procedimiento establecido en el articulo 69-I de la LFPA, y de revelarlo por mi conducto y por escrito a la COFEMER y a la SCT cuando se enteren del mismo.
- Mi representada conoce el plazo máximo establecido par el articulo 69-I de la LFPA, de 40 días hábiles contados a partir de su contratación, para revisar la MIR y las observaciones realizadas por la COFEMER, y entregar los comentarios requeridos a la propia COFEMER y a la SCT; asimismo, mi representada manifiesta contar con los elementos suficientes para cumplir dentro del plazo referido.

Este oficio se prepara y firma en los idiomas inglés y español y ambas versiones tendrán la misma importancia y valides sin que ninguna versión prevalezca sobre la otra.

Atentamente

p.d. Charlene Miller

Charlene Miller
Associate Vice President

cc: Carlos García Fernández, Titular de la COFEMER
David Quezada Bonilla, Coordinador General de Mejora Regulatoria de Servicios y Asuntos Jurídicos de la COFEMER
Miguel Flores Bernés, Coordinador General de Manifestaciones de Impacto Regulatorio de la COFEMER

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March 2, 2006

Lic. María de la Luz Ruiz Mariscal
Oficial Mayor
Secretaría de Comunicaciones y Transportes (SCT)
PRESENTE

Texas A&M Research Foundation (TAMRF) as legal representative of the Texas Transportation Institute (TTI), accredited with the attached document has been informed by the Secretaría de Comunicaciones y Transportes (SCT) that TTI has been designated as the expert in the terms of articles 69-I and 69-J of the Federal Law of Administrative Procedures (LFPA), in relation to the Regulatory Impact Statement (MIR) of the draft project named "Changes to the Mexican Official Standards NOM-012-SCT-2-1995 Maximum Weights and Dimensions of Commercial Vehicles which Move on the Highways and Bridges under Federal Jurisdiction".

With the objective of supporting TTI's nomination as the expert, I hereby declare the following:

I. That TTI and its staff know the contents of articles 69-I and other relevant articles of the LFPA, as well as the Guidelines for the preparation of the MIR, in particular related to the "Expert Designation" located on the MIR web site http://www.cofemermir.gob.mx/cracerca.asp?headingid=C29

II. That TTI and its staff have the knowledge, experience and training to prepare an opinion on the draft project referenced above and therefore on the MIR. To prove this I am attaching a summary of TTI's experience and the staff that will be participating in the preparation of the respective comments and its consent that this information could be made public in terms that the SCT and CEOFEMER decide.

III. That TTI and its staff are aware that it is necessary that the designed expert has not only the experience, training and professional accreditation to review the MIR, but also have no conflicts of interest. TTI recognizes its duty to reveal to SCT and COFEMER any interest, relation or issue that could affect the independence or impartiality, or that could reasonably create an apparent partiality on the comments that could be made in relation to the draft project referenced above or any other with a different name but with similar content, and in the procedures that, in its case, follow to promote its delivery and its possible application.

IV. That TTI's staff has read the background information on the draft project (MIR documents sent to COFEMER on May 6, 2004 and July 9, 2004 with all the annexes, COFEMER's letters COFEME/04/1073 and COFEME/04/1711 from May 20 and

August 20 2004, as well as comments from private sector all available in the following Internet address http://www.apps.cofemer.gob.mx/cofemerapps/scd_expediente.asp?ID=10/225/060504 and have made a reasonable efforts to learn about any interest or issue that could produce the effects mentioned in the previous paragraph.

V. In consequence I declare that:

- TTI and its staff have no financial or personal interest in the above referenced draft project or in any other with different name but with similar content, nor in the procedures that, in its case, follow to promote its delivery and its possible application, except for the compensation that TTI will receive from SCT. TTI and its staff have no knowledge that a person with working, professional or business relations or family member of TTI's staff have a financial interest on the above referenced draft project or other with different name but with similar content, nor in the procedures that, in its case, follow to promote its delivery and its possible application. Also, there is no present or past financial, commercial, professional, social or family relationship with any of the interested parties on the above referenced draft project or other with different name but with similar content, nor in the procedures that, in its case, follow to promote its delivery and its possible application, or with its attorneys, nor are interested that a person related with them on business, work, professional, or family member have a relation of this type.
- TTI and its staff recognize that, in case that COFEMER approves its participation, shall have the obligation to make a reasonable effort to be aware of any relation or issue mentioned in the above paragraph, that could occur during any phase of the procedure established on Article 69-I of the LFPA, and to reveal it in writing to the COFEMER and SCT when learning about it.
- TTI is aware that according to article 69-I of the LFPA, the maximum time available to review the MIR and COFEMER comments and deliver comments to CEOFEMER and SCT is 40 working days from the date of the contract, and that TTI has sufficient elements to fulfill the scope within the referred time.

This letter is executed in counterparts translated into the Spanish and English languages. Each translation of the letter shall be given equal importance and validity and validity and no one version shall predominate over the other.

Sincerely,

Charlene Miller

Charlene Miller
Associate Vice President

cc: Carlos García Fernández, COFEMER Director
David Quezada Bonilla, Coordinador General de Mejora Regulatoria de Servicios y Asuntos Jurídicos, COFEMER
Miguel Flores Bernés, Coordinador General de Manifestaciones de Impacto Regulatorio, COFEMER

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CERTIFICATE OF AUTHORIZATION

I, Steven R. Garrett, certify that I am the Corporate Secretary of the Texas A&M Research Foundation, which has submitted the proposal "Analysis of Mexico's Commercial Vehicle Weight and Dimension Regulation" to the Secretaria De Comunicaciones Y Transportes (SCT); that Ms. Charlene Miller, who will sign the agreement on behalf of the Texas A&M Research Foundation is an Associate Vice President of the Texas A&M Research Foundation; that she is authorized by the Texas A&M Research Foundation's governing body and/or bylaws to commit and bind the Texas A&M Research Foundation on all agreements having a stated amount of $500,000 US dollars or less. Ms. Miller is also authorized to commit and bind the Texas A&M Research Foundation on all agreements having a stated value between $500,000 and $1,000,000 US dollars when her signature is accompanied by the signature of another Associate Vice President of the Texas A&M Research Foundation.

IN WITNESS WHEREOF, I have executed this document this 1st day of March 2006.

Steven R. Garrett, Corporate Secretary
Texas A&M Research Foundation

ATTESTATION OF NOTARY

State of Texas
Brazos County

Sworn and subscribed to me this 2nd day of March, 2006.

Betty Rabe
Notary Public

BETTY A. RABE
Notary Public, State of Texas
My Commission Expires
MARCH 9, 2010

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March 2, 2006

Lic. María de la Luz Ruiz Mariscal
Oficial Mayor
Secretaría de Comunicaciones y Transportes (SCT)
PRESENTE

The **Texas A&M Research Foundation** (TAMRF) is a nonprofit, independent organization affiliated with and representing **Texas Transportation Institute** (TTI) in contractual arrangements with research sponsors from industry and government. The current practice is for TAMRF to execute the sponsored research agreement with the sponsor and bind TTI for performance by execution of an ancillary agreement.

TTI personnel conduct all programmatic/scientific activities for the projects. Thus, although TAMRF will receive funds and execute the documents, its role is essentially that of an administrative and fiscal agent for TTI. TTI will have access to the funds for project use. For example, although TAMRF is the named party in the agreement, it is the Project Director who will principally decide how, when, and for what purposes project funds are to be spent. TAMRF's concerns in this regard are the allowability, allocability, and reasonableness of the expenditures. TAMRF is also responsible for the timely filing of required reports and maintaining approved systems and procedures (contracting, purchasing, property management, financial, etc.).

For additional information, please contact Marcie Avery at mavery@tamu.edu.

Sincerely,

Charlene Miller

Charlene Miller
Associate Vice President

3578 TAMU UNIVERSITY DRIVE AND WELLBORN ROAD COLLEGE STATION, TEXAS 77843

Relevant Research by TTI and Qualifications

TTI has conducted research that is of relevance to this proposal. Also, the individual researchers bring unique qualifications and experience that will be of benefit to the SCT.

Commercial Vehicle Weight and Dimension and Mexico Related Studies.
Some of the recent studies related to commercial vehicle weight and dimensions, and Mexican transportation in general in which TTI has been involved include:

Commercial Motor Carrier Handbook for Operating in Texas, Mexico, and Canada
This research project was sponsored by the Texas Department of Transportation in 2000, and provides critical information to the Texas Department of Transportation regarding Mexican laws, rules, and regulations governing commercial vehicle operations in the event of future implementation of NAFTA provisions. The project also identifies opportunities for new, improved, or amended reciprocal agreements between the three jurisdictions with respect to commercial vehicle operations as well as providing an information manual for legal operation of commercial vehicles in Texas, Mexico, and Canada for public distribution.

Truck Transportation through Border Ports of Entry: Analysis of Coordination Systems.
This study, which started in 2001, is sponsored by the U.S.-Mexico Joint Working Committee. The bi-national research project analyzed coordination issues throughout the U.S.- Mexican border for truck movements and is now in the implementation phase. The initial phases of the study required extensive information analysis and face-to-face meetings with key stakeholders in the truck cross-border market, including U.S. and Mexican federal and state officials, shippers, carriers, and customs brokers.

La Entrada al Pacífico Trade Corridor Analysis.
This study was conducted for the Texas Department of Transportation and the Midland-Odessa Metropolitan Planning Organization (MPO). The research defined the potential freight market that could be diverted to the proposed trade corridor from Midland to the Mexican Pacific Coast, with a rail and truck crossing at Presidio-Ojinaga. The research team conducted a market research analysis using historical data and interviews with maquiladoras and other shippers in the state of Chihuahua.

Other Relevant Studies.

TTI has conducted a number of studies that indicate our experience and understanding of freight transportation issues, especially as they relate to international freight movements through the State of Texas. These studies include the following:

- The impact of the Mexican Rail Privatization on the Texas Transportation System
- Methodology for the Development of Binational Driver and Vehicle Databases
- Texas Model Border Crossing Project

- International Rail Freight Transportation In South Texas: Decreasing Fuel Consumption, Roadway Damage, And Hazardous Materials Movement On Texas Roadways
- An Investigation into the Relationship Between Transportation Infrastructure and International Import Rules & Regulations
- Optimal Design of Multimodal Transportation Networks
- Development of a Computer Model for Multimodal, Multicriteria Transportation Investment Analysis
- Containerized Freight Movement in Texas
- A Comprehensive Commodity/Freight Movement Model for Texas
- Trade and Transportation Study of North American Port and Intermodal Systems

TTI Qualifications

The Texas Transportation Institute is part of the Texas A&M University System (TAMUS). Since TTI is a member of the TAMUS, the Institute is a State Agency and, therefore, bound by the laws of the State of Texas. TTI maintains research divisions, regional divisions, research centers, and field offices. Major research areas include: Materials and Pavements; Safety; Transportation Systems; Structural Systems; Systems Policy, Planning and Environment; Traffic Operations; Railroads; Pipelines; and Ports and Waterways.

More than 600 people work in these divisions and centers. Expert personnel from appropriate areas--either a single division or an interdisciplinary project team--may join to make a uniquely specialized team. Faculty members from academic departments of Texas A&M University frequently participate. With its long history and breadth of research, TTI has become home to over 100 senior transportation researchers--people who have "written the book" on the principles of safety, corridors, ITS, economics, asphalt, traffic engineering, HOV, planning and other topics. In addition, they have put principles to practice through inventions, procedures and patents that have saved thousands of lives, and strengthened the economy by reducing congestion and other waste, analyzing effective use of state resources, bringing 20 dollars in benefits to the state for every dollar spent on research, and avoiding the loss and liability of traffic fatalities. These Principal Investigators (Project Supervisors) have personal and professional responsibility for the research project. TTI also maintains high-quality support services, including proposal and project administration, accounting and financial services, report/manual editing and reproduction, literature searching, and broadcast quality video/CD ROM production, which assure responsible project management and high quality deliverables.

Staff Curriculum Vitae

JUAN CARLOS VILLA A.
Associate Research Scientist
Economics and policy Program
Texas Transportation Institute
The Texas A&M University System
College Station, TX 77843-3135
Phone: 979-862-3382
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SUMMARY OF PROFESSIONAL EXPERIENCE

More than twenty years of professional experience in the United States, Mexico and other Latin American countries. Mr. Villa is fully bilingual and has performed research, consulting and engineering services in the transportation and logistics sectors. Managed numerous studies that included technical and financial analyses in a wide range fields, from transportation and logistics to systems and technology implementation and integration.

EDUCATION

Master of Science in Transport Studies, Cranfield Institute of Technology, Cranfield, England. 1983.
Bachelor of Science in Electronic and Communication Engineering (Honors Degree), Monterrey Institute of Technology (ITESM), Monterrey, Mexico, 1980.

REPRESENTATIVE PROJECTS

Participating in a research project for the Texas Department of Transportation developing a comprehensive commodity /freight movement model for Texas

Managed a project analyzing Smart Border technologies for the Department of Homeland Security. The research project analyzed U.S.-Mexico border crossing truck operations and recommended technologies that could be implemented to increase security, safety and productivity at the land border crossings.

Participated in the Analysis of Coordination Systems for Border Ports of Entry. The study for the US – Mexico Joint Working Committee (JWC) analyzed freight border crossing processes and defined alterative solutions to improve commercial transportation in the US-Mexico border. Selected alternative recommendations from this initial study are being implemented in a pilot project at the El Paso border crossing. This project required extensive interviews with key stakeholders at the U.S. Mexican border including customs brokers, shippers, carriers and U.S. and Mexican customs authorities.

Participated collecting market information from key stakeholders, reviewing competitive factors, and developed export/import traffic flows and volume forecasts to/from Mexico for a green-field container terminal on behalf of a Gulf Coast port authority.

Participated in various technical and financial feasibility studies for green field logistics centers, intermodal terminal networks and inland ports to serve major industrial cities throughout Mexico.

Managed a study analyzing the feasibility of a land bridge through southern Mexico. The study included market analysis, and commodity volume forecast, port and rail infrastructure requirements, and a financial evaluation of various scenarios.

Participated in a World Bank funded study to analyze Argentina's intermodal transportation sector after rail and port privatization.

Managed the market analysis portion for a major Mexican Railroad intermodal terminal network. The analysis included market definition by region and potential truck-rail diversion with the proposed rail intermodal terminals.

Managed a project to coordinate rail-port activities for the Port of Veracruz in Mexico. The project included an analysis of port activities and infrastructure, as well as rail operations and coordination alternatives.

Managed a major railroad privatization due diligence and proposal preparation that included market analysis, revenue and operating cost forecast for winning bid.

Developed a long-term logistics strategy for the expansion of a major cement company in Mexico. The project included warehouse and distribution center network analysis and demand forecast.

Participated in the Binational Border Transportation Planning and Programming Process Study, sponsored by the U.S. and Mexican governments (JWC). Analyzed transportation planning practices in the US and Mexico at State and Federal level. Organized and analyzed cross border travel data.

Related Conferences and other Professional Activities:

- Speaker during the V Technical Committee Meeting of the Inter-American Committee on Ports from the Organization of American States. Managua, Nicaragua November 2004
- Speaker during the American Association of Port Authorities (AAPA) Latin American and Caribbean Executive Management Seminar. Miami, January 2004
- Speaker during the Expologistica 2002 Conference and Exposition, Mexico City July 2002

- Mexico's City Council of Logistics Management Round Table President. Responsible for organizing monthly meetings with expert speakers and a one-day seminar with international speakers (2000-2001).

Dan Middleton, PH.D., P.E.
Program Manager
System Monitoring Program
Texas Transportation Institute
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BIOGRAPHICAL SUMMARY

As a Program Manager of the System Monitoring Program for the Texas Transportation Institute, Dr. Middleton is responsible for developing research programs in Transportation Engineering. He has been extensively responsible for evaluating impacts of commercial vehicles from the standpoint of geometric design and operational characteristics. A significant portion of this research involved the use of microprocessor-based systems, including the testing of state-of-the-art sensors of various types for monitoring vehicular characteristics. He is currently a Principal Investigator (PI) on research entitled "Truck Accommodation Design Guidance" and "Long-Term Research into Vehicle Detector Technologies." Experience prior to the TTI included design work with a state DOT and operational supervision of traffic engineering activities and transportation planning with a county planning agency. He holds Bachelors and Masters Degrees from the University of Tennessee and a Ph.D. from Texas A&M University.

SELECTED PUBLICATIONS/PRESENTATIONS

"Analysis of the Texas-Mexico-Canada Motor Carrier Legal Framework," Presentation in Queretaro, Mexico to the Land Transportation Standards Subcommittee of NAFTA in October 24, 2000.

"Feasibility of a Standardised Diagnostic Device for Maintenance and Inspection of Commercial Motor Vehicles," in *Global Truck and Commercial Vehicle Technology,* World Market Research Centre, London, July 1999.

Truck Size and Weight Policy Issues in the Texas-Mexico Border Region,@ *1998 SAE Transactions,* SAE Paper No. 982822, presented at the International Truck and Bus Meeting and Exposition in Indianapolis, Indiana, November 1998.

An Overview of the Application of ITS to Commercial Vehicle Operations in Texas,@ presented at the Canadian Transportation Research Forum in Edmonton, Alberta, Canada, May 1998.

Development of a CVO Strategic Plan for Texas,@ testimony to the House Committee on Transportation, reference: interim charge regarding overweight trucks, March 25, 1998.

Selection of Advanced Technologies for Detection of Trucks,@ in *Intelligent Transportation Systems*, Marten J. de Vries, Pushkin Dachroo, Kaan Ozbay, Alan C. Chachich, Editors, Proceedings of SPIE Vol. 3207, pp. 128-139, (1998).

Enhancements to Commercial Vehicle Enforcement,@ presentation at the 1997 International Large Truck Safety Symposium, Knoxville, Tennessee, October 1997.

RESEARCH REPORTS

"SR-60 Truck Lane Feasibility Task Report Task 5 – Conceptual Designs, Operational Assessments and Financial Analysis," Study sponsored by the Southern California Association of Governments, in association with Kaku Associates, Inc., Santa Monica, California, 1999.

"Demonstration of a Mobile Application of CVO Weight Enforcement Screening," Study No. TTI/ITS RCE-99/03, Sponsored by the Texas Department of Transportation, Austin, TX, June 1999.

Development of a Texas Strategic Plan for Commercial Vehicle Operations,@ Study No. 0-1767, Research Report FHWA/TX-99/1767-1, Sponsored by the Texas Department of Transportation, Austin, TX, August 1998.

Evaluation of Innovative Methods to Reduce Stops to Trucks at Isolated Intersections,@ Study No. 7-2972, Research Report TX 97/2972-1S, Sponsored by the Texas Department of Transportation, Austin, TX, August 1997.

Assess the Feasibility of a Standardized Electronic Diagnostic Device for Maintenance and Inspection of Commercial Motor Vehicles,@ Final Report, Submitted to the U.S. Department of Transportation, Federal Highway Administration, Washington, D.C., April 1995.

Case Studies and Annotated Bibliography of Truck Accident Countermeasures on Urban Freeways,@ FHWA-RD-92-040, Federal Highway Administration, Washington, D.C., December 1994.

A Study of Selected Warning Devices for Reducing Truck Speeds,@ Research Report 1232-28, Texas Department of Transportation, Austin, Texas, November 1994.

Traffic Management in Response to Major Freeway Incidents,@ Volume I, contributing author with Michael Ogden et al., Research Report 1345-2F, Texas Department of Transportation, Austin, Texas, August 1994.

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EDUCATION

Ph.D., Engineering Mechanics, University of Texas at Austin, 1976.
M.S., Engineering Mechanics, University of Texas at Austin, 1975.
B.S., Aerospace Engineering, University of Texas at Austin, 1970.

EXPERIENCE

Visiting Assistant Professor, Texas Transportation Institute, August 1987 - March 1988.
Assistant Professor, Texas Transportation Institute, April 1984 - July 1987.

PROFESSIONAL REGISTRATION

Registered Professional Engineer in Texas, Registration No. 42034.

AFFILIATIONS

Member, American Concrete Institute.
Member, American Academy of Mechanics.
Fellow, American Society of Civil Engineers.
Member, American Society of Mechanical Engineers.
Member, Society for Experimental Stress Analysis.
Member, Transportation Research Board (TRB), Committee A2C02, Steel Bridges.
Member, Transportation Research Board (TRB), Committee A3C06, Structures Maintenance.
Member, American Concrete Institute / American Society of Civil Engineers, Committee 343, Concrete Bridge Design.

HONORS / AWARDS

Arthur M. Wellington Prize, American Society of Civil Engineers, 1988.

SELECTED PUBLICATIONS

Yateesh Contractor, R.W. James. *Evaluation of a New Bridge Formula for Regulation of Truck Weights*, 475030-F. Texas Transportation Institute, College Station, TX. November 2004.

P.B. Keating, R.W. James, J.H. Richards, A.J. Rinehart. *Supplemental Laboratory Testing to Extend Scope of Proposed Standard Method of Tightening of Anchor Bolts*, 409090-F. Texas Transportation Institute, College Station, TX. February 2004.

D. Trejo, F. Aguiniga, C. Eugene Buth, R.W. James, P.B. Keating. *Pendulum Impact Tests on Bridge Deck Sections*, Letter Report 9-1520-1. Texas Transportation Institute, College Station, TX. July 2001.

D. Trejo, F. Aguiniga, C. Eugene Buth, R.W. James, P.B. Keating, R. Yuan. *FRP Reinforcing Bars in Bridge Decks: State of the Art Review*, Research Report 9-1520-2. Texas Transportation Institute, College Station, TX. November 2000.

R.W. James, P.B. Keating, R.W. Bolton, F.C. Benson, D.E. Bray, R.C. Abraham, J.B. Hodge. *Tightening Procedures for Large-Diameter Anchor Bolts*, Research Report 1472-1F. Project No. 1472. Texas Transportation Institute, College Station, TX. June 1997.

J. Briaud, S.F. Maher, R.W. James. Bump at the End of the Bridge. *Civil Engineering (ASCE)*, Vol. 67, No. 5, May 1997, pp. 68-69.

R.P. Bligh, S. Nakirekanti, D.E. Bray, R.W. James. Evaluation of NDE Techniques for Detecting Grout Defects in Cable Stays. *Materials Evaluation*, Vol. 52, No. 4, April 1994.

J. Sobanjo, G. Stukhart, R.W. James. Evaluation of Projects for the Rehabilitation of Highway Bridges. *Journal of Structural Engineering*, Vol. 120, No. 1, January 1994, pp. 81-99.

R.P. Bligh, R.W. James, D.E. Bray, S. Nakirekanti. *NDE Techniques for Detecting Grout Defects in Cable Stays*, Research Report 1268-1F. Project No. 1268. Texas Transportation Institute, College Station, TX. August 1993.

R.W. James, G. Stukhart, W.F. McFarland, A. Garcia-Diaz, R.P. Bligh, S. Baweja. *Proposed Bridge Management System Implementation Plan for Texas*, Research Report 1259-1F. Project No. 1259. Texas Transportation Institute, College Station, TX. May 1993.

D. Xin, D.G. Zollinger, R.W. James. One-Dimensional Model for the Analysis of CRC Pavement Growth. *Journal of Transportation Engineering*, Vol. 118, No. 4, July 1992, pp. 557-575.

W.L. Peart, E.J. Rhomberg, R.W. James. Buckling of Suspended Cambered Girders. *Journal of Structural Engineering*, Vol. 118, No. 2, February 1992, pp. 505-528.

R.W. James, G. Stukhart, A. Garcia-Diaz, R.P. Bligh, J. Sobanjo. Analytical Approach to the Development of a Bridge Management System. *Third Bridge Engineering Conference, Transportation Research Record 1290*, National Academy Press, Washington, DC, 1991, pp. 157-170.

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Short Biography:
Dr. Emmanuel G. Fernando has been conducting pavement-related research at TTI for over 11 years. His experience covers a number of areas that include pavement performance modeling, pavement evaluation, pavement management and surface-vehicle interaction. Dr. Fernando led a recent study sponsored by TxDOT to develop and implement overlay smoothness specifications in Texas. In that study, he investigated the effects of surface roughness on vehicle dynamic loadings and proposed a smoothness specification that incorporates ride quality and truck damage criteria. Dr. Fernando also developed the PALS program to evaluate superheavy load routes that is now implemented by the Texas DOT. He also recently completed the development of a computer program.

Dr. Fernando is a registered professional engineer in the State of Texas and is a member of the committee on Surface Properties-Vehicle Interaction of the Transportation Research Board. He has published numerous papers that span his areas of professional interest and has organized and conducted training sessions in state DOT's on pavement performance evaluation of flexible pavements; analysis of ground penetrating radar data to estimate layer thickness; and structural assessment of superheavy load routes.