

official application to the Executive Secretary. Forms are available on the National Committee website at [www.ncutcd.org](http://www.ncutcd.org). The application form is then forwarded to the appropriate Technical Committee.

### NCUTCD History

The earliest predecessor organization to the National Committee was established in 1931 and the first *National Manual on Uniform Traffic Control Devices* was published in 1935. Although the name of the national organization of volunteer members has changed from time to time, those organizations have provided a continuous contribution to the development and publication of a National MUTCD about every ten years. The current organization, the National Committee on Uniform Traffic Control Devices, was organized in its present format in 1980 to assist the Federal Highway Administration in ongoing development of the MUTCD and proactively recommend changes to the Manual.

The Committee is composed entirely of volunteer members who assume their own travel and miscellaneous expenses. The greatest strength of the Committee is to provide, as an independent organization, a national viewpoint and consensus on traffic control devices from a diverse group of members that recognize the needs of the road users.

Additional information on the rich history of the National Committee and its predecessors may be found at

[www.ncutcd.org/history.shtml](http://www.ncutcd.org/history.shtml)

### MEETINGS

The National Committee meets twice each year, each time for three days. In January, the meeting is held in the Washington, DC area during the week preceding the Transportation Research Board annual meeting.

The summer meeting rotates within regions of the United States and is held in June in conjunction with the meeting of the AASHTO Subcommittee on Traffic Engineering.

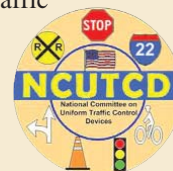
## National Committee on Uniform Traffic Control Devices

### Sponsoring Organizations

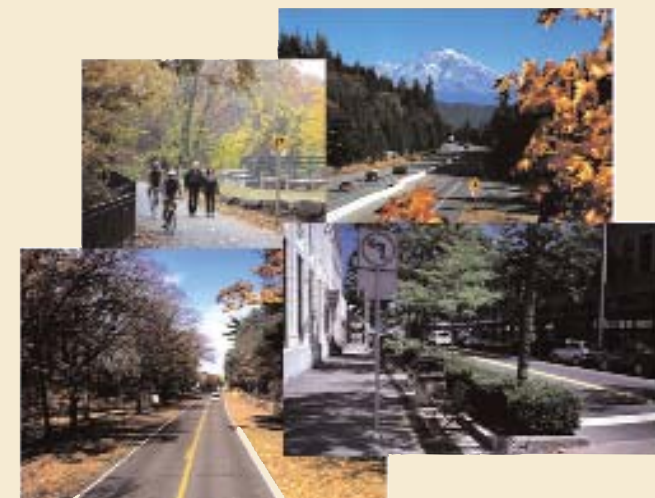
Advocates for Highway and Auto Safety (AHAS)  
American Association of State Highway and Transportation Officials (AASHTO)  
American Automobile Association (AAA)  
American Highway Users Alliance (AHUA)  
American Public Transportation Association (APTA)  
American Public Works Association (APWA)  
American Railway Engineering and Maintenance of Way Association (AREMA)  
American Road and Transportation Builders Association (ARTBA)  
American Traffic Safety Services Association (ATSSA)  
Association of American Railroads (AAR)  
Governors Highway Safety Association (GHSA)  
Human Factors Resources (HFR)  
Institute of Transportation Engineers (ITE)  
International Association of Chiefs of Police (IACP)  
International Bridge, Tunnel and Turnpike Association (IBTTA)  
International Municipal Signal Association (IMSA)  
League of American Bicyclists (LAB)  
National Association of County Engineers (NACE)  
National Committee on Uniform Traffic Laws and Ordinances (NCUTLO)  
National Safety Council (NSC)

### For additional information, contact:

Executive Secretary  
National Committee on Uniform Traffic Control Devices  
E-mail: [NCUTCD@aol.com](mailto:NCUTCD@aol.com)  
Website: [www.ncutcd.org](http://www.ncutcd.org)



## The National Committee on Uniform Traffic Control Devices



## NCUTCD Function

The National Committee on Uniform Traffic Control Devices assists in the development of standards, guides, and warrants for traffic control devices and practices used to regulate, warn, and guide traffic on streets and highways. The Committee accomplishes this primarily by recommending to the Federal Highway Administration (FHWA) proposed additions, revisions, and interpretations to the *Manual on Uniform Traffic Control Devices* (MUTCD). The Committee also develops public and professional awareness of the principles of safe traffic control devices and practices and provides a forum for qualified individuals with diverse backgrounds and viewpoints to exchange professional information.

The Manual is an important document promoting uniformity in the use of traffic control devices on all U.S. streets and highways open to public travel and fostering highway safety.

The FHWA is responsible, under federal law, for maintaining the standards in the MUTCD. Changes to the Manual—often responding to advances in technology—are accomplished through rulemaking in the *Federal Register*. Any interested person or organization may provide input to the rulemaking process by submitting comments to the rulemaking docket.

The National Committee is highly regarded for its consensus-building. The Committee's strength lies in its ability to forge a consensus among the diverse viewpoints represented on the National Committee and to provide unified national recommendations to FHWA for the agency's consideration. The Committee is the pre-eminent voice for the provisions in the MUTCD.



## Sponsors

Twenty organizations (listed on the back panel) serve as sponsoring organizations of the National Committee. Each sponsor is an organization that has a strong interest in traffic control devices and highway safety.

Over 200 individuals are directly involved in National Committee activities, in three classes of membership:

**Members** are appointed by sponsoring organizations. Thirty-nine Members serve as voting members of the Council (the policy-making body of the National Committee) and as voting members of Technical Committees. Only Members are eligible to hold office.

**Associate Members** are also appointed by the Sponsors to serve as voting members of a Technical Committee and also serve as the Member's alternate on the Council.

**Technical Members** serve as voting members of Technical Committees.

## Technical Committees

The bulk of the work of the National Committee takes place in eight Technical Committees:

1. Regulatory and Warning Signs
2. Guide and Motorist Information Signs
3. Markings
4. Signals
5. Temporary Traffic Control
6. Railroad and Light Rail Transit Highway Grade Crossings
7. Bicycle
8. Research

Visitors also attend Technical Committee meetings and can participate on committee tasks. The bylaws require that 50 percent of a Technical Committee's members be government agency officials who are directly responsible for highway traffic operations.



## Responsibilities of Membership

The National Committee is continually seeking well-qualified individuals to serve as members of its Technical Committees. Each member is expected to actively serve on a Technical Committee by:

1. Attending the meetings of the National Committee. The Committee holds two three-day meetings each year.
2. Serving on and actively participating in Technical Committee Task Forces.
3. Actively corresponding by mail, phone, fax, or e-mail between meetings.

## Advantages of Participating in the National Committee

Serving as a Technical Member is a great opportunity to contribute one's professional expertise to the development of traffic control device standards that will promote highway safety. It is also an outstanding opportunity to stay current on the issues in the field of traffic control device standards. The meetings also provide many opportunities for professional networking with those individuals and agencies involved with traffic control devices and highway safety. These aspects are especially important if the individual has responsibility for operating and maintaining public agency roadways. Being up-to-date can help the agency comply with current standards and avoid liability associated with non-standard traffic control devices.

## How to Apply for Technical Membership

Anyone desiring to become a Technical Member should have attended at least one National Committee meeting as a visitor. An individual should indicate his or her interest to the Technical Committee Chair and then submit the



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