The meeting was called to order by Vice-Chair Paul Degges, TN at 8:32 AM.

Roll call was taken by Secretary Butch Waidelich, FHWA. Members or their alternates initialed the roster to get an accurate quorum count. A quorum was present with 40 of 52 member departments seated at the meeting. Three new Chief Engineers identified themselves from AR, GA, and TX.

Minutes from the Friday, November 21, 2014 SCOH Meeting in Charlotte, North Carolina were included in the agenda package of materials for members to review prior to the meeting. A motion was made by WY to accept the minutes as presented which was seconded by FL.

The members also approved the consent agenda as submitted which included the ballot report and all activity reports submitted by the SCOH committees and mailed to members prior to the meeting. A motion was made by WV which was seconded by MS.

Presentations:

Executive Director’s Report, Bud Wright, AASHTO
The AASHTO Executive Director welcomed everyone to Wyoming, and stated that he wanted to update everyone on the status of implementing AASHTO’s new Strategic plan, and to go over what is happening legislatively (which is a moving target). He thanked the leadership of SCOH, and specifically the leadership of our Vice-Chair Paul Degges. AASHTO President John Cox has asked Kirk Steudle, MI, to be the new Chair that was vacated by Mike Lewis, RI. Kirk Steudle is a former AASHTO President and one of the senior State DOT CEOs in the country. He was dealing with legislative issues at home and could not be here today. Mr. Wright discussed the new AASHTO Strategic Plan which was adopted in Charlotte, and reminded everyone of the 4 goals. He stated that: AASHTO will seek to provide value for its members; dollars will be used in the best possible way; AASHTO will be leaders in what they do (TSPs, SHRP2 and others); and AASHTO will gain access through relationships, credibility and through its members. He promised to build the activities of AASHTO to provide the highest value to members, and aligned with the strategic plan. The alignment and structure of committees is being reviewed to ensure they are positioned for the greatest benefit. A steering committee has been established (Paul Degges, Paul Trombino, Carlos Braceras and others) to guide this effort. It is important to remember that the steering committee will be seeking input from all committees. King Gee will lead AASHTO staff on this effort.

Mr. Wright concluded by talking about reauthorization because the authority to operate expires on May 31st, and the solvency of the trust fund is in question. Congress must deal with both issues. With a two month extension there is likely sufficient funding in the trust fund, but there are no guarantees that FHWA Cash Management Practices would not begin. There also could be an extension up to the end of the calendar year, but that would require an $11B infusion to the trust fund. No scenario includes a user fee increase. Mr. Wright stated that he believes that this Congress wants to get it done but the revenue issue is the real issue that makes it difficult.

FHWA Activities, Butch Waidelich provided an update of federal activities. Since the last meeting, there has been significant movement on rules and there will also be significant movement between now and the next meeting in September. The detailed planned publication dates on Significant rules are regularly updated and are available online at the following link: http://www.dot.gov/regulations/report-on-significant-rulemakings. The Pavement and Bridge PM NPRM was published in January and closed on May 8, 2015. We appreciated the constructive comments provided by AASHTO and individual States. We are working through these now to see how they can be addressed. The NPRM to assess system
performance to carry out NHPP, traffic congestion and emissions to carry out CMAQ program and freight movement is currently at OMB for their review and clearance. We are hoping to publish this as a proposal this summer. We originally thought the three PM rules would be published within months of each other, and devised an implementation schedule and process based on that. It now appears the rules will be 12 to 18 months apart, so we are reconsidering our implementation details. The NPRM to establish process to develop State Asset Management Plans was published in February and closes on May 29, 2015. We encourage your comments on this rule as it directly impacts State DOTs. The NBIS NPRM is expected to be published in September, 2015. This will include draft regulation for public comment on a) risk-based approach to setting inspection intervals; b) process for national certification of inspectors; c) process for reporting and response to critical findings; d) requirement of element level inspection for NHS bridges. The publication date for the NTIS Final Rule is expected this summer. For the States that have tunnels, we will be paying for two SDOT employees to participate in tunnel inspection training. It is also anticipated that the NPRM for the CMGC regulation will be published soon and the Final Engineering and Design Services Rule.

FHWA is conducting a number of efforts outside of TPM rulemaking to provide assistance and support to States and MPOs. In the area of transportation performance management we have three efforts underway to provide assistance. A technical assistance tool box has been developed which includes a capability maturity model and guidebook that includes criteria to assess an organization’s process to manage system performance decision making. FHWA also can provide on-site assistance and action planning which can be customized using the outcome from the assessment. We will conduct up to 8 workshops per year for 3 years starting in FY2016. We will also conduct Peer Exchanges. To help determine the state of the practice and needs, and to help develop the required report to Congress there will be 2 surveys of states and MPOs. The 1st survey will be out later this year and the other will be conducted once the rules are final.

FHWA is currently developing a series of training courses for States and MPOs that will be available through NHI (both web based and instructor led) to support the final rules as they are published. Courses include an overview on transportation performance management, and then there will be more technical training available on the specific performance areas under the federal program (7 courses to be offered). Both will be online and instructor led courses available beginning as early as 2016. We intend to provide a limited number of free offerings of each course during the early stages of implementation.

We are currently developing a new performance reporting website that will be used to “tell the performance story” to the public. We plan to have templates available for review and comment when our last performance measure NPRM is published later this summer.

FHWA has a Sustainable Pavements Program. Our goal is to create useful products for DOTs to use; document the body of knowledge regarding sustainability of asphalt and concrete materials in pavement design, construction, preservation, and maintenance; and increase the use of sustainable technologies and practices in pavement design, construction, preservation, and maintenance.

We have formed the Sustainable Pavements TWG composed of stakeholders from State DOT’s, academia, industry, and other government agencies with 20 members and 200+ friends. The goal is for FHWA to gather feedback from stakeholders on the technical aspects of pavement sustainability. “Towards Sustainable Pavements: A Reference Document” was developed to provide guidelines for the design, construction, preservation, and maintenance of sustainable pavements utilizing asphalt and concrete materials. Technical Briefs are being developed to educate practitioners on the basics of sustainable pavements. Two Technical Briefs have been published and are available on our website: Pavement Sustainability and Life Cycle Assessment. Two additional Technical Briefs are under development: Climate Change and Pavement Sustainability. They will be completed this summer. Webinars to present the content of the Reference Manual will be conducted. We conducted our first webinar on April 29, 2015, and four additional webinars are scheduled for May 19, June 25, August 20,
and September 9 of this year. A webinar series on Advancing a Sustainable Highway System: Highlights of FHWA Sustainability Activities will debut on July 29, 2015.

Last year, we gave an overview of the NCHRP Synthesis 443 – Practical Highway Design Solutions and introduced the concepts of Performance-Based Practical Design (PBPD). Since that time, we have delivered one-day workshops in five States (CA, IN, TX, VA, MT) and future workshops are planned in other five (IA, OH, SD, WA, WI). A peer exchange is being developed and will consist of 10-12 States that are in various stages of developing a PBPD approach. The Date and format of the Peer exchange will be announced this summer. Also, in order to support and enhance the flexibility needed in PBPD, FHWA is currently reviewing the design exception process and the 13 controlling criteria that were identified in 1985. In future, we will publish a Federal register notice to get comments on PBPD Implementation of DOT contracting pilot initiative (which is primarily, but not exclusively, focused on contract provisions that promote local or geographic based hiring of construction laborers to facilitate economic opportunities for veterans and local laborers). The pilot introduces an opportunity to deviate from typical FHWA contracting competition requirements, which prohibit States and local governments from using contracting criteria that do not directly relate to performance of work.

The year-long pilot contracting initiative (Local Hiring) is being launched as an experiment under FHWA’s “Special Experimental Project No. 14” (SEP-14) under authority provided in 23 U.S.C. 502 to allow FHWA discretionary flexibility to experimentally assess the impact on competition that allowing specific local preference provisions may have on Federal-aid highway projects. Proposed projects must be advertised within the one-year pilot period (clock started March 6th). This experiment is not without controversy. The initiative is opposed by many in the industry that argue that many State and local preference requirements infringe on constitutional protections under the Privileges and Immunities Clause. Questions and Answers are posted at the following link: http://www.dot.gov/sites/dot.gov/files/docs/Local%20Hire%20Final%20Q%20and%20A%203%2015.pdf

There were handouts available for these activities: Highway Materials Engineering Course, Traffic Incident Management Training Program, Connected Vehicles, and EDC.

Standing Committee on Aviation, John Eagerton, AL (Vice Chair): This committee has been working to solidify reauthorization because they do not want to see another extension. Mr. Eagerton discussed use of unmanned aerial systems. The vast majority of states are looking into how they could use them, and it seems we are all reinventing the wheel. We all recognize it will be transformative and disruptive. For surveying the accuracy needs to be verified. Right-of-way, Bridge and others want to use this technology. It will redefine jobs and create new ones. We need to educate legislatures that this technology can be put to good use. We need to change the negative attitudes and impressions they have of this technology. We also need to share knowledge and information which makes AASHTO the ideal vehicle. We also need to develop a better relationship with NASAO.

AASHTO Project Finance Institute, Jennifer Brickett, AASHTO: The AASHTO Project Finance Institute is not officially launched but it is similar in concept to the Operations Center of Excellence. Its mission is to promote public sector capacity building in the analysis, understanding, and use of transportation project finance techniques through a program of training, education, and outreach to all State Departments of Transportation and their local partner agencies. The goals of the Institute are to understand project finance tools available to all types of projects, create a sound environment for partnership among project delivery stakeholders, and assess projects for potential delivery via public-private partnership (P3), and, if suitable, empower their delivery of projects under this approach. A copy of the presentation is at the following link: http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY%20Thursday%27s%20Presentations%20May%2014%2c%202015.pdf
SHRP2 Update, Pam Hutton, AASHTO: Pam Hutton reviewed the implementation goals, discussed successes to date and upcoming opportunities and events. IAP Round 6 is coming on May 29th and includes C01, R05, R21, R01B, and R11. Round 7 (last chance) will be in 2016. A copy of the presentation is at the following link:
http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY/T
hursday%27s%20Presentations%20May%2014%2c%202015.pdf

Technical Service Program Reviews (action to continue programs), Vice-Chair Degges, TN: Mr. Degges reminded SCOH members that we would be discussing these today and could vote at the Fall Meeting to determine if these programs continue. We could also vote today if it is determined to continue the program.

National Transportation Product Evaluation Program (NTPEP), Dan Grasser, WI, Chair: Proposed Administrative Resolution: Continuance of Technical Service Program Financial Support of the AASHTO National Transportation Product Evaluation Program (NTPEP). There was no discussion and a motion was made by MT and second by MD to continue the program. The motion passed. There was also a motion to increase the fee from $12K to $17K per year by OH and seconded by KY. This motion also passed.

AASHTO Innovation Initiative (A.I.I.), Rich Tetreault, VT, Chair: Administration of the program exceeded revenues, but 35 states participate. States may be on innovation overload. They asked for more time to better understand where the organization is going, and believe they need to do that before going out for more revenue in FY16. The program costs $6K per state and they would like clarification on what direction to head over the next 6 months to have a motion at the fall meeting. A motion was made by AZ to have a vote at the Fall Meeting and seconded by SD.

Snow and Ice Cooperative Program (SICOP), Rick Nelson, AASHTO: This program has been around since 1993. A motion to continue the program was made by MI and seconded by MA. The motion passed.

Motions — Proposed Resolutions, Vice-Chair Degges, TN:

Proposed Policy Resolutions: None
Proposed Administrative Resolutions: None (other than the NTPEP resolution that passed as part of the TSP reviews)
Proposed Amendment to the AASHTO Governing Documents: None

Presentations

National Operations Center of Excellence, Dennis Motiani, Director introduced by Gregory Johnson, MI: Mr. Motiani described the mission and purpose of the Center. He stated that 22 states are participating at $15K per state.

Recycled Asphalt Pavement Presentation, P. Degges, TN: Mr. Degges made a presentation on the NAPA Industry tour of Japan which he participated in. A copy of the presentation is at the following link:
http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY/T
hursday%27s%20Presentations%20May%2014%2c%202015.pdf

Connected/Automated Vehicles, Big Data, Paul Trombino, IA D. Data Governance: A copy of the presentation is at the following link:
http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY/T
hursday%27s%20Presentations%20May%2014%2c%202015.pdf
Transportation Curriculum Coordination Council (TC3), Tom Byron, Chair: Mr. Byron gave a general presentation of what TC3 is and what it accomplishes. He stated that 30 states have paid into this TSP but 10 of those states do not take advantage by sending their staff at the TSP expense. He would like feedback as to why. A copy of the presentation is at the following link: http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY%2c%202015%2c%20Thursday%27s%20Presentations%20May%2014%2c%202015.pdf

FHWA ET-Plus Update, Jeff Paniati and Tony Furst, FHWA: Jeff Paniati (Executive Director, FHWA) and Tony Furst (Associate Administrator for Safety, FHWA) updated the SCOH on activities related to the ET-Plus guardrail end terminal and then spoke more broadly about roadside safety hardware. The results of the crash testing of the 4” ET-Plus that was conducted at Southwest Research Institute in late 2014 and early 2015 was recapped as well as the results of the joint AASHTO/FHWA task force report on the field dimensions of the ET-Plus. FHWA discussed roadside hardware more broadly noting that they would soon be implementing short-term changes to the process they use to make determinations of Federal-aid eligibility for roadside hardware and would be issuing a technical advisory on roadside safety hardware that would address the installation and maintenance of roadside hardware and the continued use of pre-NCHRP-350 roadside hardware.

MASH Implementation Plan Update, Chris Pool, IA: Mr. Pool called in and provided a background for MASH and also where they are headed with a proposed implementation agreement. A summary of the “Proposed Implementation Agreement” (still in draft form) follows:

All 350- or MASH 2009-compliant permanent hardware may remain in place.

Existing 350- or MASH 2009-compliant temporary devices, including portable concrete barrier, may continue to be used through their normal service lives.

Any revision to 350-compliant hardware shall utilize MASH 2015 for re-evaluation and retesting. Upon adoption of MASH 2015, any newly developed hardware must utilize MASH 2015 for evaluation and testing.

FHWA will not issue eligibility letters for new or revised hardware tested using MASH 2009 criteria after January 1, 2017.

Utilization of 2015 MASH-compliant hardware will be required on new construction and reconstruction projects by these dates:

- Longitudinal w-beam barrier and cast-in-place concrete barrier: January 1, 2017
- Cable barrier, transition units, terminals, crash cushions, and bridge railings: January 1, 2018
- Precast concrete barriers, sign supports, work zone devices, other breakaway hardware, and all other longitudinal barrier: January 1, 2019

A copy of the presentation is at the following link: http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY%2c%202015%2c%20Thursday%27s%20Presentations%20May%2014%2c%202015.pdf
Reports
NCHRP 20-7 (action) Paul Degges, TN, and Chris Jenks, TRB: At the beginning of the meeting, it was noted that the working balance available to allocate was $1,341,594. Approximately $2,292,000 was requested for 26 proposed tasks. The 26 requests were submitted by 7 AASHTO committees/subcommittees. The following 9 new tasks were approved at this meeting, totaling of $825,000:

381 - Using Resistivity Measurements to Develop a Formation Factor Specification $100,000
382 - Longer Pavement Life from Increased In-Place Density of Asphalt Pavements $75,000
383 - Review and update of the AASHTO Roadside Design Guide $100,000
384 - Core Competencies for Key Safety Analyses $75,000
385 - AASHTO Traffic Incident Management Working Group and Technical Advisory Group Business Plan $75,000
386 - Update of the 2008 Guide Specifications for Highway Construction $100,000
387 - Maintenance Actions for Fatigue Cracking in Steel Bridge Structures $100,000
388 - Guidelines for Design and Construction of Temporary Bridge $100,000
389 - Dig Law Revisions and an Assessment of Potential Impacts to State Transportation Departments $100,000

Special Committee on U.S. Route Numbering (action), Gregory Johnson, MI: Twenty six applications were submitted by 13 states, two states (New Jersey and Pennsylvania) withdrew their applications and will resubmit them later. Twenty two applications were approved and 4 applications were approved with conditions:

1. US 412 – establish as a spur: Affirmative with the condition that the route be labeled as US 412 By-pass
2. US 127X – Recognition of a Business Route: Affirmative with the condition that the route is labeled US 127 Business (the “X” cannot be used on the sign)
3. US 77 – Relocation of a US Route: Affirmative with the condition that if US 77 does not get finalized by the city/county it can be assigned as a state road “SR” but not a “US” Route. If NE wants to assign it as a US route, the state must re-apply.
4. SR – 840: Affirmative with the condition that Tennessee must resubmit the application with proper designation to establish I-840 as it should be assigned.

A motion was made by Mississippi to Approve, and seconded by Vermont. Motion carried

AASHTO/ACEC Joint Committee, Paul Mattox, WV: The minutes from the meeting were submitted for the record, and there was no presentation.

Updates:
TRAC Program Update, Matt Dunn, MS: Awards were presented to the teams and the winners presented there project.

Transportation Association of Canada, Chief Engineers’ Council Update, Greg Johnson, MI: A copy of the presentation is at the following link:
http://highways.transportation.org/Documents/2015%20Spring%20Meeting%20Cheyenne%2c%20WY/Tuesday%27s%20Presentations%20May%2014%202015.pdf

The meeting was adjourned at 4:50PM.