Standing Committee on Highways (SCOH)

Business Meeting Minutes

Charlotte, North Carolina

Friday, November 21, 2014, Friday, 8:00 AM – 4:30 PM

The meeting was called to order by Vice-Chair Paul Degges, TN at 8:05 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 49 of 52 member departments seated at the meeting. Five new Chief Engineers identified themselves from CO, AZ, LA, WV and SC.

Minutes from the Thursday, May 29, 2014 SCOH Meeting in Louisville, KY were included in the agenda package of materials for members to review prior to the meeting. The members 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 TX which was seconded by WY.

Presentations:

Executive Director’s Report, Bud Wright, AASHTO

The AASHTO Executive Director welcomed everyone to the 100th Anniversary Meeting of AASHTO. He reminded everyone of AASHTO’s primary role to facilitate discussion among states, and that AASHTO is a volunteer member association. He stated that AASHTO will only exist as long as SDOTs desire it to, and that all the members are what make AASHTO. AASHTO works for the SDOT’s to facilitate activities and actions that are priorities set by its members.

The Executive Director covered what was happening legislatively in Washington. He stated that there was an end of a crisis last summer where states were threatened with no payments from the trust fund if Congress did not act. Congress dealt with it, but still unsatisfactory. Congress pulled together about $10B to extend to the Trust fund solvency thru May 31st, and extended the authorization to that date. The challenge is political will for a revenue increase. For the last ten years there has been a disconnection between trust fund revenue and trust fund expenditures to the tune of about $15B per year. Congress has always found a way in the past, so Congress and the people that elect them seem to support transportation. For example highways and transportation has not been hit by sequestration. However, there is no an appetite to deal with the additional revenue question. We want and seek a long term sustainable revenue source. Virtually every interest group with an interest is putting on pressure. Congress hears them but it is still difficult. Even a new Congress will have difficulty dealing with a revenue increase. James Inhofe, OK will be chairing the EPW Committee and he works well with
Senator Boxer (in a bi-partisan way). Rolls are flipped but the foundation should be similar to what they put together last year. The spotlight is now on Republicans. They are in charge and there is an opportunity there to deliver for American people. What a better place for them to do that than Transportation. Historically, transportation has been supported by both democrats and republicans because transportation supports our quality of life and economy. We hope this is the area they want to show Congress works. This is about projects which every Senator and Congressman can relate to. The Executive Director asked for help to make your elected officials hear this, so help us pitch this message. This is a year for transportation in Congress because there is also a major aviation reauthorization and passenger rail programs are also due.

The Executive Director gave an AASHTO Strategic Plan update. The new Strategic Plan is intended to replace the one adopted in 2008 and create another 5 year plan. He stated that he was not sure if the old one actually was used to guide AASHTO but the new one is. A process was established that included a SWOT analysis interviewing members and others like USDOT, and the private sector to get thoughts on AASHTO and what services we should provide. This was to establish a direction for the organization that serves you. This Strategic Plan is really about the association not the big picture of transportation. We think the effort was successful. We recruited 17 CEOs to help, and nobody saw the association as completely broken. However, it is an important fine tuning of the organization. We have a Draft Strategic Plan that will be presented for adoption to the Board of Directors on Monday.

We want to provide value to our members, and open our books to be transparent to show the value of what you are getting for your membership. Membership dues only comprise 6%, and the rest is from fee for service on things you decide what works for you as a state. AASHTO is predominantly a technical services organization. Yes, we lobby (educate), but primarily provide technical services. Innovative technical services and programs, and professional services are what we are about and it’s important to our future that we are seen that way. For example, we will do all we can to facilitate that SHRP2, TIG, EDC and all you have going on.

We need to communicate the value of transportation, and why it should not be taken for granted! The public takes it for granted until something goes wrong.

We also need to take a fresh look at our committee structure. The Board wants this also, and there are opportunities to improve and get more involved in our current environment. We are going challenge all committees with this. Please remember, volunteer support is what makes us work.

**FHWA Activities, Butch Waidelich** provided an update of federal activities. In the area of MAP-21 Implementation, the detailed planned publication dates on significant rules are regularly updated and are available online at [http://www.dot.gov/regulations/report-on-significant-rulemakings](http://www.dot.gov/regulations/report-on-significant-rulemakings). There are several rules in progress: Safety PM – NPRM was published in March and closed for comment on June 9, 2014. Pavement and Bridge PM - We intend to publish this NPRM as soon as we receive final clearance which we hope to receive soon. The anticipated date for publishing NPRM to assess system
performance to carry out NHPP, traffic congestion and emissions to carry out CMAQ program and freight movement is March, 2015. The NPRM to establish process to develop State Asset Management Plans is expected that it will be published in February, 2015. The National Bridge Inspection Standards NPRM is expected to be published in March, 2015, and the National Tunnel Inspection Standards – Final Rule is expected in mid-March, 2015. The anticipated date for publishing the CMGC regulation is December 2014. Final rule on updating regulation on consultant procurements is expected to be published early in 2015. The final rule on Value Engineering was published on September 5, 2014. It became effective on October 6, 2014.

The Highway Materials Engineering Course, which has been presented by FHWA over the last 20 years, has been updated. The initial presentation of the course is scheduled to be held in Frederick, MD at AMRL starting December 2014. We have received requests from 45 state applicants, and have selected 25. An additional 25 “seats” will be available for the second course offering later in 2015. A pooled fund will be established to cover future course costs and travel after the initial pilot.

New guidance in the area of pavements was mentioned to include “RAP Management Best Practices” which is an on-line publication of guidelines for design and construction using high (25%+) reclaimed asphalt pavement, and “Best Practices for Recycled Tire Rubber in Asphalt” which is a major publication that is coming in 2015. FHWA issued a tech brief (FHWA HIF 14-015) in September, 2014 titled “Use of Recycled Tire Rubber to Modify Asphalt Binders and Mixtures”.

In the area of Construction, Maintenance and Program Delivery, FHWA recently released project funds management guidance, and is update maintenance and preservation guidance. The Peer Network Exchange being accomplished in partnership with AASHTO’s Subcommittee on Maintenance (SCOM) is progressing. The South West region meeting was held in September, 2014. The South East region meeting is schedule to be held in NC on December 9, 10, and 11. The purpose of these regional meetings is to share best practices and identify future research, development, and technology transfer activities for AASHTO, SCOM and FHWA.

FHWA continues to perform Gap Analysis reviews to help develop State DOTs Asset Management Plans, and there are Seven States that have completed their Draft Transportation Asset Management Plans. FHWA in partnership with AASHTO hosted an Asset Management Conference as well as a Peer to Peer Exchange in late 2013, we had 376 individuals participating. We have also had a contract to host 2 additional PEER Exchanges and those are under development now. At states’ request, we are continuing to conduct the NHI Asset Management Training course.

FHWA issued updated guidance in March 2014 that defines a risk based approach to stewardship and oversight. The guidance clearly defines those activities that are to be assumed by the States, and provides a template for updated agreements in order to document the responsibilities of FHWA and the States.

FHWA issued an Order on Stewardship and Oversight of LPA-administered Federal-aid projects on August 14, 2014. The Order documents roles and responsibilities for stewardship and oversight risks, and established a methodology for assessing compliance with regulatory and legal requirements. Each
of our Divisions should have contacted you and is conducting an assessment now; due to be completed by end of January 2015. An updated version of the Contract Administration training course and reference manual are now available, and FHWA is funding one free session for each State – contact Kathryn Weisner, 410-962-2484, Kathryn.Weisner@dot.gov if interested in the free session. You will all hear more about Performance Based Practical Design (PBPD) during the concurrent session on Sunday but FHWA is supporting the States’ efforts as they move to PBPD. We’re currently making sure our own staff are up to speed through a series of webinars, and offer workshops for States or locals through the our Resource Center.

Concerns with RAP, RAS and Recycled Engine Oil Bottoms were highlighted as emerging issues. FHWA issued a memorandum last month highlighting recent state concerns over the use of high recycled asphalt binder, especially from recycled asphalt shingles. There have been recent premature pavement cracking issues associated with high levels of RAS (for example 5% RAS used by weight of the total mix can replace as much as an additional 25% of the total binder). Various national studies (FHWA & NCHRP as well as individual states) are underway to develop more predictive tests. The FHWA Asphalt ETGs has been working on recommendations to SOM. Another potential asphalt pavement performance issue recently highlighted by a number of states is that of the asphalt pavement industry use of recycled waste oil to “cut” or “soften” liquid asphalt binder for producing asphalt pavements. Economic incentives to re-refine waste engine oil to produce base oils have led to an increased volume being re-refined and an increased incentive to use re-refined waste oil to modify asphalt binders. Research and field studies on the use of these products in asphalt binders and their impact on pavement performance is limited. FHWA as well as states are conducting studies to look at effects on asphalt pavements and a current proposed RNS from the SOM is pending approval. Additionally the FHWA Asphalt ETGs are working with state/industry/academia to provide the SOM input for definition, limitations and effects of this product.

**Gulf Coast II Study, Gloria Shepherd, FHWA:** The President has issued two executive orders on resiliency in the past few years. We know that we need to consider changes expected in climate variables to maintain the resiliency and integrity of our transportation systems – but how to do that has been a challenge. The Gulf Coast II study is a comprehensive assessment of climate impacts on transportation in Mobile, AL (called Gulf Coast 2 because it is the second phase of a larger study). The study is a USDOT project, managed by FHWA. Gulf Coast 2 has produced a number of innovative products (Technical Reports; Excel tools to assess vulnerabilities, such as Sensitivity Matrix, Climate Data Processing Tool, the Vulnerability Assessment Scoring Tool) that can help agencies assess climate vulnerability and develop adaptation strategies – and do this in a way that is faster and sounder. Some of these products are already in use at the state and local level. The Gulf Coast 2 Project is a key step in helping practitioners integrate climate into decisions in a more efficient, cost effective way – promoting good stewardship of our transportation investments. We will be building on this project as we work with our state and local partners to more fully integrate resiliency into transportation planning and design.

**SHRP Implementation Update, Pam Hutton, AASHTO:** SHRP2 Implementation is in full swing, and has gone beyond expectations. SHRP2 is a 9 year research effort where over 100 research projects resulted
in 64 implementable products bundled into 42. Rounds 1 thru 4 of implementation assistance rolled out 24 products resulting in 250 projects. Rounds 5 (Jan) and 6 (June) will roll out 9 more products. The SHRP2 research efforts will conclude at end of 2014. Pam asked members to continue the strong SHRP2 support that has been provided thus far.

**Jeff Paniati, FHWA Executive Director:** Jeff Paniati provided a short briefing on FHWA’s actions as a result of the recent court decision against Trinity Guardrail concerning their ET-plus terminal end section. This decision has created widespread concern requiring significant resources over past few weeks (dozens of FHWA staff involved). This all started in 2010 because of a dispute between two suppliers. It was revealed that the manufacturer made a change w/o FHWA approval, and the trial found that Trinity did not reveal changes. We are taking a data driven approach, and will be testing and reviewing the performance of device. We are working with AASHTO and SDOTs because we all have a piece of the responsibility. The role we play with eligibility determinations is not one we take in any other area, but do it here because of importance. It needed to be done. Ultimately, it is up to each state what to use and where. MO raised concerns about performance potentially for the first time, and at this time 40 States have suspended use. FHWA asked Trinity to test device (Dec/Jan) and it will be done at the SW Research Institute in San Antonio, TX which should have results in late January or early February. There will be 8 crash tests in all; CALTRANS provided the devices sold to them by Trinity and they will be tested to NCHRP 350 criteria. FHWA will send several observers along with AASHTO and independent expert and several States. If does not pass, it will no longer be eligible. Additional testing (such as MASH) has not been ruled out but we need to consider implications of that. FHWA is moving aggressively looking for data on field performance of the device. We have heard from 47 states so far but data is limited. We appreciate cooperation from States.

**Domestic Scan 13-02: Advances in Civil Integrated Management (CIM), John Adam, IA:** The purpose of this scan was to examine projects that utilize civil integrated management (CIM) technologies and partnering efforts between State DOT’s, consultants, contractors, and material suppliers. The scan team hopes to document identified proven intelligent construction technologies, construction project performance measures being used, and successful partnering techniques including virtual meetings, wireless data sharing, and paperless communication as applicable. He gave the definition they came up with, “Civil Integrated Management refers to the collection, organization, managed accessibility, and use of accurate data and information throughout the life cycle of a transportation asset”, which expands on the FHWA definition to include lifecycle of the transportation asset. He discussed the enabling technologies: GIS, 3D Engineered Models, GPS, AMG/AMC, Mobile devices, Electronic Document Management Systems, ICS/AMC/AMG, crowd sourced data collection, connected site (mobile computing), and 4D/5D (schedule and cost dimensions). Scan Team will develop a report that documents “Findings” and “Conclusions”, includes a Dissemination Plan, and provide recommended next steps. Host states will have the opportunity to review and approve their state’s information prior to finalizing and publishing. The results of this scan will provide input to a new research project approved by the AASHTO Standing Committee on Research, NCHRP 10-96, “Guide for Civil Integrated Management (CIM) in Departments of Transportation”
High-Value Research: Highlights from the RAC’s “Sweet 16”, John Halikowski, AZ: John Halikowski thanked the SCOH members for operating the system every day, and asked them to give themselves a hand for operating the greatest transportation system/network in the world. We are now realizing that things cannot be the way they were, and we are all now figuring a new way. In this global economy, we need to be more competitive so we don’t drop back. So as we reorganize, we need confidence that we can remain competitive and emerge in keeping the greatest transportation system in the world the greatest.

The RAC received 117 project nominations submitted by 37 states. The award recipients were MD, NH, NY, PA, LA, MS, SC, WV, IN, IA, KS, MO, MT, SD, WA, and WY. Four award winning projects were presented:

1. Evaluation of Innovative Traffic Safety Devices at Short-Term Work Zones, Jerome Younger, KS: KDOT studied various devices and ranked them on effectiveness (very effective, effective, etc.). A copy of report can be downloaded at www.kdot.org

2. Rate of Deterioration of Bridges and Pavements as Affected by Trucks, Christy Hall, SC: Clemson conducted research with an objective to estimate pavement and bridge damage, recommend a fee structure, and study policy implementation issues. The study showed that the costs are 90% to pavements and 10% to bridges, the fee structure was inconsistent as to the relationship to damage, and there is value in data driven decisions. The study showed that there is an exponential relationship between truck weight and damage, and served as a launching point for discussions between the trucking industry and SCDOT.

3. Performance Evaluation of Roundabouts for Traffic Delay and Crash Reductions in Oxford, Mississippi, Mark McConnell, MS: The study showed how travel time improved and emissions decreased. The design reduces contact points which did reduce crashes. Drivers also favored the roundabouts after they experience them.

4. Safety Improvement from Edge Lines on Rural Two-Lane Highways: A Comprehensive Study on Pavement Edge Line Implementation, Janice Williams, LA: The study was intended to answer the question, “Do edge lines on narrow roads create more crashes?”, or “What impact will complying w/MUTCD edge line requirements have on head-on collisions on narrow roads in LA?” The study found that crashes are reduced and concluded with a recommendation to use edge lines wherever possible. The return on investment was determined to be 40:1.

Recycled Engine Oil Bottoms (REOB), Dan Grasser, WI: Dan Grasser set the stage for a discussion on this emerging and controversial topic. He stated that in Wisconsin they are working with many stakeholders because they were getting premature failures. REOB are considered modifiers, rejuvenators etc. Testing at Queens University discovered zinc in asphalts that were consistent with old engine oil. The product is being performance tested in some states but not in others. WI is doing pilots, and leveraging national and state support. VT reported distresses and aggregate loss not due to truck loading which was consistent with other textural changes other states reported. ME expressed the need to find out for our credibility, and expressed a need for these studies and national support. MA is doing a study thru
UMA Dartmouth but expensive and time consuming. They had a dramatic failure that raised major concerns. NH expressed concerns because states were questioned on their right to question the industry. Mike Lewis, RI asked, “Does SCOH take a position on this?” ME (Joyce) suggested tasking SCOM to compile a summary of ongoing research and report back to SCOH in spring. They could examine if there is a standard that needs to be changed or established.

Discussion on Next Steps for SCOH re: New AASHTO Strategic Plan, Chair M. Lewis, RI: Mike Lewis reference Bud Wright in that AASHTO’s New Strategic Plan is about the organization. He referenced the SWOT analysis and stressed that our strengths are when we at together, and show value to Congress and eth executive Branch. The SWOT identified a weakness in that our structure is unwieldy, slow to change, and members lack knowledge of the organization. The Strategic Plan is actionable, and we need to think about that as a group. Are there modifications in SCOH that we can do to support the goals of the New Strategic Plan. Be prepared to talk about this in the spring.

Special Order of the Day, 2014 AASHTO Transportation Vanguard Award presented by Chair Mike Lewis, RI to Becky Hjelm, Utah Department of Transportation: Ms. Hjelm commented that the power of what she does is putting powerful data in people’s hands to make better data driven decisions. Data has everyday use in UDOT, and it takes leadership support which was a key to success.

Motions / Proposed Resolutions, Chair M. Lewis, RI

Proposed Policy Resolutions:

1. **TITLE: AASHTO Accreditation Program (AAP), Mostafa Jamshidi, NE**, “The AASHTO Standing Committee on Highways expresses support for the recognition of the quality and accountability of the AASHTO Accreditation Program (AAP); and recommends State DOT members to continue to support and specify the AAP for their quality assurance program purposes.”

   A motion was made by MT to Approve, and seconded by OR. Motion carried.

2. **TITLE: Fall Protection Requirements for Highway Workers on Existing Bridges, Mark McConnell, MS**, “That the Subcommittee on Maintenance requests that AASHTO convene a team from OSHA, FHWA, AASHTO Subcommittees as appropriate (e.g. Bridge and Structures, Construction, Design, and Traffic Operations), as well as representation from member states to address the interpretation of current fall protection regulations as they relate to existing bridges and non-static short duration maintenance, inspection and construction activities and determine the most appropriate approach moving forward; and, therefore be it further RESOLVED, That the results of the team be published and then distributed consistently across the national transportation system.”

   VT provided more language for the resolution to show concerned, “Whereas, Performance measures are a key component to effectively manage toward Program objectives, and Whereas, Employee injury statistics associated with current AASHTO/FHWA bridge standards are nearly zero incidents;”
A motion was made by OR to Approve, and seconded by MI. Motion carried.

3. **TITLE: Federal Requirements Regarding Training and Certification for Bridge Coating and Corrosion Control Activities on Eligible Bridge Projects, Gregg Fredrick, WY:** “That AASHTO finds that the proposed new federal requirements and regulatory authority regarding training programs and certifications regarding certain bridge coating and corrosion control activities are not necessary and that these matters should continue to be left to the discretion of the States; be it further RESOLVED, That AASHTO strongly supports efforts to ensure the safety of the transportation infrastructure, promote timely and cost effective delivery of bridge projects and preserve and enhance the longevity of bridges, including through use of coatings and other measures to prevent or control corrosion, and supports continued efforts by States and the U.S. Department of Transportation to disseminate information regarding best practices in these areas; be it further RESOLVED, That AASHTO would support a USDOT conference, whether or not required by statute, to review issues in bridge corrosion prevention and control and related training, for the purpose of dissemination of information regarding best practices in order to improve the already excellent performance of States in these areas; and be it further RESOLVED, That if the Congress should instead, choose to legislate in the areas of bridge corrosion prevention, control, and mitigation, the legislation should be recast to focus on such specific issues of concern as may be identified, if any, and authorize the USDOT to develop appropriate regulations, after consultation with States, that would not take effect immediately but after an appropriate delay in the effective date or pursuant to an appropriate phase in of requirements.

A motion was made by TN to Approve, and seconded by TX. Motion carried.

4. **Draft motion to support FHWA’s Proposal to Re-test the ET-Plus, Chair Mike Lewis, RI:** “Because safety is the number one priority of the SDOTs, the AASHTO SCOH supports FHWA’s proposal to re-test the ET-Plus guardrail end-treatment and resolves to send an appropriate technical representative, on behalf of the Subcommittee on Design’s Technical Committee on Roadside Safety, to San Antonio test site to observe the proceedings on SCOH’s behalf.”

A motion was made by WI to Approve, and seconded by TN. Motion carried.

**Proposed Amendments to the AASHTO Governing Documents**

1. **TITLE: Establish the Special Committee on Risk Management, Chair M. Lewis, RI:** Much discussion on this proposed amendment occurred. Given the unwieldy structure of AASHTO was acknowledged as a weakness in AASHTO’s New Strategic Plan it was questioned if this was appropriate (Is it the right time?). It was suggested that maybe the Subcommittee on Asset Management or Standing Committee on Performance Management should absorb this responsibility. CA proposed a change to the amendment that could be put amendment before the board to resolve (since the SCOP already passed the amendment). It was agreed to modify the amendment eliminating the creation of a Special Committee and creating a Task Force on
Transportation Enterprise Risk Management instead that will report to the Subcommittee on Asset Management.

There was a motion to table the original proposed amendment by VT, and seconded by MO; original motion tabled. Later, CA offered a modified resolution that was seconded by AL. A motion to approve the modified resolution was made by CA and seconded by MN.

2. **TITLE:** Charge to the Subcommittee on Materials for Spring 2015 Delivery, Chair Mike Lewis, RI, That the SOM will report to the SCOH at the AASHTO Spring Meeting:

- Past, current and upcoming research efforts regarding the use of REOB in asphalt pavements, including the scope and timing of the research;
- The status of the utilization of REOB in liquid asphalt across State DOTs including knowledge of presence, pertinent specifications pertaining to its use and existing certification or testing requirements if REOB is allowed;
- Best practices for identifying the presence and amounts of REOB in asphalt pavements;
- Recommended additional research necessary to fully evaluate the allowance of REOB into asphalt treatments, or mitigation of its use if necessary;
- A preliminary risk assessment of member States’ asphalt binder specification and associated recommendations.

A motion was made by MT to Approve, and seconded by OH. Motion carried.

**Reports**

**NCHRP 20-7, Paul Degges, TN, and Chris Jenks, TRB:** There were a total of 28 requests (over $2.5M). One request was added to help update the SCOH Strategic Plan. Only $1.015M was available. All priority #1s were funded and a list of the 12 selected research topics were provided to members.

A motion was made by MD to Approve, and seconded by TX. Motion carried.

**Special Committee on U.S. Route Numbering, Gregory Johnson, MI:** Seventeen applications were submitted by 11 states, two states (New Jersey and Pennsylvania) withdrew their applications and will resubmit them later. Fourteen applications were approved and one Interstate application (Illinois I-490) was approved contingent on FHWA approval.

A motion was made by NV to Approve, and seconded by MI. Motion carried.

**AASHTO Innovative Initiative, Richard Tetreault, VT:** He asked the group to consider committee membership in this technical service program, and hand out summary of their work. Promoted Innovation soap Check it out. Please ask that everyone consider funding the AII because everyone is reaping great rewards.

**AASHTO/ACEC Joint Committee, Paul Mattox, WV:** This group met last night and discussed political the outlook, MAP-21, and AASHTOs new Strategic plan. The ACEC brought up that they had a legislative
proposal that would provide an incentive to outsource by eliminating match when outsourcing. The AASHTO members made it clear that they did not support this. They were hoping that the AASHTO Guide to Contracting Services would be updated. We also discussed extreme weather initiatives, potential use of drones (which is awaiting new FAA regulations), connected & autonomous vehicles. FHWA updated them on their initiatives, rulemakings and EDC.

Updates

A. TRAC / RIDES Program, Matt Dunn, MS

This program is officially under Standing Committee on Finance but it is important to discuss at SCOH because it is an engineering based program. They reached the goal of having 10 additional states from last year (went from 20 to 30). Only 15 of the 30 states paid the fee but need 21 is needed to break even. State contributions are about 25% of contributions and the rest comes from corporate sponsorship. As a reminder this program is eligible for OJT funds.

B. Toward Zero Deaths (TZD) Update, Jim Barna, OH

Since AASHTO adopted is goal in May, the SCOTS has been recruiting partners such as the public health community. They have formed a task group to encourage cooperation. Fatalities seem like they are plateauing. They are focusing on the local system because that is where the opportunity is.

C. Standing Committee on Research (SCOR) Update, John Halikowski, AZ

SCOR recommends projects to TRB for NCHRP. Only 8% of the proposed projects are forwarded and 13 were supported by SCOH. John Halikowski stated that it may be time to align and target our resources rather than spread them everywhere. They are working on finding a balance, and meets next week in CA. They are looking at a process improvement that will look at a top down verses a bottom up approach. They award approximately $30M annually.

D. Center for Environmental Excellence, Carlos Braceras, UT

A status was provided and it was stressed that there is a benefit of communicating the benefits of transportation to the public because when we do a project, we improve the environment in communities.

E. AASHTOWare, Rob McCleary, DE

Brochure passed out and a presentation described this Technical Service Program.

F. Sustainable Transportation: Energy, Infrastructure, and Climate Solutions (STEICS), Mike Lewis, RI

We invest in AASHTO to improve our programs. We have all dealt with an extreme weather events and it seems they are more frequent. In 2012, there was $881B in damages from
extreme weather events, and it was not just about the coasts. The new name for this program is “Resilient and Sustainable Transportation Systems”.

G. Special Committee on Transportation Security and Emergency Management, Brian Ness, ID

This committee was formed after the attacks on 911. Threats are greater today and go beyond just terrorists. We always need to be prepared to address emergencies or security incidents. The committee is not ready to sunset just yet. They’ve been relying on research money over 13 years with 170 research projects (a $24M collective cost). When offered scholarships participation went from 7 to 37 states; however, research money is gone. We need to translate research into policy to implementation at this point. We looked at options like merging with other committees, but we cannot figure were to plug ourselves in. We’ve developed good relationships with security organizations so we wanted to be part of Operational Center of Excellence. We also spent time looking at the disbanding option; however, the reality of an event and the consequences were too great. We looked to establish working groups, and structure. We established performance measures and outcomes to show what we are doing and the return on investment. This was so the CEOs could see what they are getting for $1200 per year. We went full circle and hope every state sees the benefits of the committee.

H. Transportation Association of Canada, Chief Engineers’ Council Update ....Greg Johnson, MI

AASHTO has liaison role with Canada (Chief Engineers Council is Canada’s equivalent of SCOH).

I. Concurrent Track Session “Teasers”, Mike Lewis

Mike Spared Us All.

1. Innovation Soup..................................................Rich Tetreault, VT

2. Practical Design/Design Flexibility .........................Linea Laird, WA

A motion was made to adjourn the meeting by VA and seconded by VT at 4:36PM