The meeting was called to order by Chair Kirk Steudle, MI at 8:37 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 46 of 52 member departments seated at the meeting. Five new Chief Engineers identified themselves from DC, AR, WI, MI and NH.

Minutes from the May 14, 2015 SCOH Meeting in Cheyenne, Wyoming were included in the agenda package of materials for members to review prior to the meeting. A motion was made by FL to accept the minutes as presented which was seconded by SD. 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 LA which was seconded by MS.

Presentations:

Executive Director’s Report, Bud Wright, AASHTO

The AASHTO Executive Director welcomed everyone to Chicago and said he felt blessed to have served as AASHTO’s Executive Director for 3 years now. He reminded everyone that the AASHTO members are AASHTO, not he and his staff (even though he thinks AASHTO has very talented staff). The members of SCOH are the thought leaders that are maintaining, operating and innovating to keep our system in working. It takes a different mindset today, and the SCOH members lead that. He sees AASHTO as helping to provide engagement and best practices to help share between each other. He touched on the:

1. AASHTO Strategic Plan – The focus is to provide value to the members, and the organization represents all you.
2. Comprehensive AASHTO Committee Review – Paul Trombino, IA and Carlos Braceras, UT lead this effort that is investigating the best way AASHTO could organize to benefit SDOTs. Does the current organization represent priorities or do we need to reprioritize. This review is far from conclusion.
3. Budget Policy Review – This review is looking to see if AASHTO has vulnerabilities. AASHTO relies on investment income that they cannot always count on. For example, electronic publications will result in less income over time.
4. Reauthorization – Bud touched on the October 29th date when authorization ends if Congress does not act. The recent revelation that cash flow needs decline in winter, and that user fee revenue collected has gone up, is not good news for Congress to act. If Congress does not have
a crisis to act, they may not. The good news is that the Senate passed the Drive Act and identified $49B which puts a lot of pressure on the house.

He thanked everyone for their leadership, and asked everyone to let them know what they can do to make us all successful.

**Comprehensive Committee Review, King Gee** stated that the purpose of the Comprehensive Committee review was to ensure that AASHTO’s new Strategic Plan is not a document that sits. The review will focus on structure, priorities and effectiveness, and is led by an 8 person steering committee (which includes 4 CEOs). They are looking at overlap, merging topics and issues not being covered. Some examples include: disruptive technology, workforce, environment and climate change, performance, safety/security, economics and outside organizations. These are to guide debate going forward and for discussion purposes. They will provide a recommendation to the board next year. Some possible scenarios include: No changes, Turn focus to be multi-modal, focus on nationally important topics, or restructure by purpose, product and services. All committees will have a chance to see the recommendation and provide feedback.

**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 May. 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). Even though HPMS submissions are getting better, concerns were mentioned. FHWA Divisions were provided with an HPMS Pavement Data Report Card characterizing the quality and completeness of their most recent HPMS pavement data submission and FHWA is offering technical assistance to resolve issues. He also mentioned their website ([www.fhwa.dot.gov/tpm](http://www.fhwa.dot.gov/tpm)) for more information.

On other rules, Butch mentioned important dates for the new NTIS regulations: August 13, 2017 – Each State should have a qualified Program Manager in place, and each highway tunnel subject to the NTIS has had an initial inspection; April 1, 2018 – All data to be submitted to National Tunnel Inventory and National Tunnel Inspection Program oversight begins. He stated that the Federal Register Notice for 23 CFR 625 (design criteria) and a separate notice on FHWA’s policy on the 13 Controlling Criteria was coming very soon.

Butch gave a summary of LTPP accomplishments, and stated that with the onset of transportation performance management use of that data is more important than ever. Washington State has stepped forward by sponsoring a pooled fund project, TPF Solicitation 1398 “Performing Forensic Evaluations of LTPP Remaining Sections before They Leave Service” to provide additional resources for forensic work on LTPP sections. Butch encouraged states to consider participation in this pooled fund project. Information on this pooled fund was provided in a handout. Implementation of the new LTPP experiment on warm mix asphalt is in progress. Washington, Texas, New Mexico, and Manitoba have already constructed test sections. Projects in Oregon and Oklahoma will be completed this year. Other projects in Arizona, Florida, Georgia, Nevada, and Ontario will follow. Butch stated that they are still short on test sections in the wet-freeze environmental areas and requested consideration.
The Long Term Bridge Performance Program has developed a web-based Bridge Portal to support the LTBP research that may also be of benefit to your staff. The portal will be released to the public in late September and you should be hearing about it from your FHWA division offices soon.

A new FHWA-sponsored Pavement Preservation Expert Task Group was kicked-off on September 9th and 10th with participants representing State DOTs, Local Agencies, and Industry. The focus of this ETG is to provide national support to the Pavement Preservation efforts that compliments the activities currently being undertaken by AASHTO’s TSP2, the Foundation for Pavement Preservation, TRB, and other industry partners. The focus of the kick-off meeting was to identify current initiatives within the pavement preservation discipline and determine the priority projects that the ETG will undertake. It was decided that the ETG will focus on three areas initially: Update the Pavement Preservation Toolbox, review and update existing pavement preservation training courses and identify training gaps, and develop specifications for concrete pavement preservation treatments.

Butch mentioned concerns that have arisen for reviews of SDOT quality assurance procedures. Over the past few years, we’ve seen that a number of states are encountering serious quality and durability issues. FHWA will have several efforts underway to address these issues in the future.

FHWA has a new Asphalt Compaction Initiative because proper asphalt pavement compaction is the single most important aspect for durable pavements. FHWA plans to work with volunteer lead state agencies to demonstrate how technologies can be applied to improve pavement compaction with little or no increase in cost. Your staff will hear more about this from your local Division Office.

A number of states have recently observed increased pavement cracking that has been attributed to use of RAS. FHWA is pursuing best practice guidance and well as a variety of training efforts to support agencies in successful use of these materials.

Due to demand from the States and an AASHTO resolution, the Highway Materials Engineering course was completely revised in 2014 and delivered earlier this year to 25 state agency engineers. The course will again be offered later this year and early 2016 but states will be required to pay travel expenses. Thereafter the States will need to bear the full cost of the course, at approximately $20,000 per student. By March 2016 we need input from you to decide whether to extend the contract for the course or not.

Handouts were provided for “The Jason's Law Survey” recently conducted by FHWA.

SCOH members were reminded of the State Transportation Innovation Council (STIC) Incentive Program. A total of $3,034,384 has been awarded to 32 States and Federal Lands Highway Division thus far in FY15. Any remaining requests for FY15 STIC funding must be submitted to FHWA by September 30, 2015. Additionally, the Accelerated Innovation Deployment (AID) Demonstration program has a goal of awarding $15 million per fiscal year. With the applications that have already been submitted we are nearing our $45 million dollar target. Any states that are still considering applying for AID demo grants should submit their applications soon.
Richard Tetreault, VT asked Butch about the status of the AASHTO Resolution concerning meeting the DOL to discuss fall requirements. Butch and Jim McDonnell replied that we would check on the status of setting up the meeting.

**MASH Update and Implementation, Joyce Taylor, ME and Keith Cota, NH:** The update was started by recognizing Keith Cota with a SCOD National Award for Career Service, and his dedication to safety in design. Keith gave a broad overview of MASH and the Implementation agreement that passed in SCOD. He described adoption of the agreement as necessary to catch up with the changing vehicle fleet, and showed a video that demonstrated this pretty graphically. He made a compelling argument to approve the agreement. Many questions were raised concerning applicability and eligibility, as well as the dates that FHWA preferred (which were desired to be more aggressive). Chair Kirk Steudle took a vote to postpone the vote, and agreed to get FHWA the list of questions (on the Monday following the SCOH meeting) that AASHTO took during the discussion. He also asked that FHWA provide responses to those questions by November 6th so an electronic ballot could be conducted around December 1st.

**AASHTO Publications Update, Erin Grady, AASHTO:** Ms. Grady had a presentation that discussed proposed changes to member benefits distribution that would occur over the next 2-5 years. Currently distribution includes 10 gratis paper copies OR 1 electronic copy. The proposed distribution would be 10 gratis paper copies OR 5 simultaneous gratis digital licenses OR a combination of 5 paper copies AND 5 simultaneous digital licenses, if both formats are available. The presentation can be found at:

[http://highways.transportation.org/Pages/Meetings.aspx](http://highways.transportation.org/Pages/Meetings.aspx)

**Integrating Resiliency into Engineering Design, Beck Lupus, FHWA:** Ms. Lupus gave a brief presentation concerning this emerging area. She initially described the 11-step engineering assessment process that has been developed and went over 3 approaches that states have utilized successfully. She mentioned that the Hurricane Sandy Follow-up and Vulnerability Assessment and Adaptation Analysis would be completed Spring 2016, and the Transportation Engineering Approaches to Climate Resilience (TEACR) would be complete late in 2016. The presentation can be found at:

[http://highways.transportation.org/Pages/Meetings.aspx](http://highways.transportation.org/Pages/Meetings.aspx)

**Survey Results on Project Prioritization, Rob Effinger, AASHTO Fellow (CA):** The presentation can be found at:

[http://highways.transportation.org/Pages/Meetings.aspx](http://highways.transportation.org/Pages/Meetings.aspx)

**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 $516,594. Approximately $1,343,000 was requested for 15 problem statements. The 15 requests were submitted by 8 AASHTO committees/subcommittees. The SCOD brought forward to problem statements at the meeting (Task 393 and 394 below). The following 6 new tasks were approved at this meeting, totaling of $825,000:
390 – Parametric Study & Cost Effects for the USDOT Truck Size and Weight Study Vehicles $75,000

380A – Review and update of the AASHTO Maintenance Manual for roadways and bridges - $100,000

391 – Develop criteria that establish the amount of energy required to maintain fully-animated particles of loose asphalt within the test procedure AASHTO T 209 - $100,000

392 – Transportation System management and operations Standards for Highway Infrastructure - $100,000

393 – Impacts of motor Vehicle Safety Countermeasures on Pedestrian and bicyclist Safety - $100,000

394 – Development of Performance –Based Geometric Design Content for the Next edition of the AASHTO Green Book - $20,000

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

Special Committee on U.S. Route Numbering (action), Mark McConnell, MS: Twenty four applications were sent to AASHTO for review and approval from the 15 states. The applications consisted of 15 U.S. routes, 1 Interstate route, and 8 U.S. Bicycle routes. Twenty-one routes were approved, 3 with conditions:

1. Arkansas – US70 (Hot Springs) Relocate – Approved with condition: Need dual signing. It appears from Google earth that this portion is signed as US 70 and US270. Should this application reflect that?
2. Arkansas – US 270 (Hot Springs) - Approved with condition: Need dual signing. It appears from Google earth that this portion is signed as US 70 and US270. Should this application reflect that?
3. Mississippi – I269 establish - Approved with condition: Similar to FHWA condition regarding completion of work.

Also presented at the USRN meeting was the affirmative decision made by FHWA on July 22, 2015, regarding Tennessee’s establishment of State Route 840 as Interstate 840 (I-940) from I-40 east of Nashville (Exit #176) to I-40 west of Nashville (Exit#235). AASHTO approved the route, since there was no objection by FHWA. The possibility of having all the USRN historical records scanned, archived and made available to the public on the web was discussed. Records date back as far as the 1920s.

The Region 4 seat on the Special Committee is vacant as Chair McConnell will ask region 4 SCOH members to step forward so an appointee can be made and approved by the AASHTO President.

A motion was made by ME to Approve, and seconded by OH. Motion carried
Messages that Move People toward Greater Support for Investments in Transportation Infrastructure, 
Lloyd Brown, AASHTO: Mr. Brown made a presentation on messaging research. It is not what you say, 
but how you say it! The results are an outcome of “Dial Testing” of focus groups. They looked at case 
studies of what both worked and did not work. Surprisingly Safety or Maintenance focus was not as 
successful as mobility (freedom of choice and mode), economics (in their community) and 
accountability/responsibility (specific project lists). The research is on AASHTO’s website and Mr. 
Brown’s presentation can be found at:

http://highways.transportation.org/Pages/Meetings.aspx

High Value Research: Highlights from the Research Advisory committee’s “Sweet 16”, Paul Degges, 
TN:

1. MARYLAND: Effective Implementation of Ground Penetrating Radar (GPR) for Condition 
   Assessment and Monitoring of Critical Infrastructure Components of Bridges and Highways- 
   Doug Simmons
2. TEXAS: Surface Treatments to Alleviate Crashes on Horizontal Curves-Bill Hale
3. VIRGINIA: I-81 In-Place Pavement Recycling Project – Garrett Moore
4. MISSOURI: Safety Evaluation of the Diverging Diamond Interchanges (DDIs) in Missouri – Ed 
   Hassinger

Presentations can be found at:

http://highways.transportation.org/Pages/Meetings.aspx

Motions/Proposed Resolutions, Chair K. Steudle, MI

Motions

1. Subcommittee on Design Change SCOD Operating Guidelines (Motion/SCOH only), Joyce 
   Taylor, ME: A motion was made by VT to Approve, and seconded by MI. Motion carried
2. Subcommittee on Maintenance Strategic Plan (Motion/SCOH only), Mark McConnell, MS: A 
   motion was made by AR to Approve, and seconded by OR. Motion carried.
3. Mr. McConnell proposed another motion for an increase in contribution ($3K to $5K) for the 
   EMTSP. The EMTSP is costing $180K annually and there are 40 participants. The motion was 
   tabled until the Spring 2016 meeting which will have no effect because TSPs are invoiced in July.
4. Subcommittee on Transportation Systems Management & Operations Strategic Plan 
   (Motion/SCOH only), John Nisbet, WA: A motion was made by SD to Approve, and seconded by 
   IA. Motion carried

Updates

TRAC / RIDES Program, Matt Dunn, MS: Mr. Dunn provided a general overview of the programs to 
include the mission, “To introduce students in grades K-12 to the working world of transportation, 
especially civil engineering, and inspire them to consider careers in those fields.” He said that 21 states
participated in the program, and that AASHTO conducted training in 10 (which includes DC and Namibia Africa). This last year there were a record number of teams in the bridge competition. 100 student teams from to states and 9 teams were chosen to compete at the Spring meeting. 4 new states supported it. The presentation can be found at:

http://highways.transportation.org/Pages/Meetings.aspx

Toward Zero Deaths (TZD) Update, Jim Barna, OH: This is the centerpiece for the National Highway safety Plan, and we are helping states adopt this goal. So far, 41 states have adopted it. We provide communication materials and help fund development of videos. A recent video from Nevada was mentioned being very moving. They are also assessing the needs of the next Highway Safety Manual, addition 2.

Standing Committee on Research (SCOR) Update, Kirk Steudle, MI on behalf of John Halikowski, AZ: One of SCOR’s important roles is to serve as the governing body for the NCHRP. SCOR provides oversight to TRB’s management of the program and selects the annual program of recommended projects assigned to TRB. SCOR met in March to review problem statements for the FY2016 NCHRP and selected 44 new research projects and 16 continuations – the continuations being projects such as SCOH’s own 20-7 quick-response program, the Synthesis of Practice, Legal Research Digest, IDEA, and other programs. Next year they will be addressing both new and ongoing hot topics such as connected/automated vehicles, asset management, alternative contracting, performance measures, and highway safety. SCOR is discussing ways to include more strategic, or “top down” topics in its research portfolio. In the next call for problem statements in July, they will encourage submissions on one or more of 3 national critical issues: resiliency, freight transportation, and transformational (or “disruptive”) technologies. There is a single due date for FY2017 NCHRP submissions of October 15, 2015. This is a firm deadline and no exceptions or extensions will be made. SCOR has finalized its new strategic plan, which ensures that it is in alignment with overall strategies in AASHTO’s new strategic plan. One of the major focal points is that there will be a renewed emphasis on implementation of research results. They also will be trying to communicate and measure the value of the research to our many stakeholders.

Special Committee on Transportation Security and Emergency Management, Brian Ness, ID: Mr. Ness reminded everyone of the mission of this committee, and mentioned 2 publications that they published: Fundamentals of Effective Security Management; and Managing Catastrophic Transportation Emergencies for executives. He felt these were excellent guides with lots of important information. The described how the committee has 3 technical working groups and also 4 regional working groups. They are developing a communications plan and a 3 year schedule. He has 27 state participants which is great but would like to see more at their fall meeting.

Transportation Association of Canada, Chief Engineers’ Council Update, Greg Johnson, MD: Mr. Johnson made his last report as a SCOH representative after 6 ½ years on the SCOH. He is AASHTO’s representative to the Engineer Council of Transportation of Canada, and provided brief comments from his last meeting: They are restructuring their research program under a different model, have
challenges with large design build projects, are very interested in EDC to drive innovations consistently, are having NACTO discussions similar to AASHTO, are concerned with succession planning to drive more youth toward Civil Engineering, and have a new funding program called “Build Canada” which is $21B over 10 years.

**FirstNet (First Responder Network Authority), Paul Steinman, FL:** Mr. Steinman described FirstNet as the Interoperable Systems that came out of the 9/11 crisis. In 2012, Congress authorized $7B to build and deploy it. There’s a 15 member board and all states are required to participate. They will be talking to all states.

The meeting was adjourned on time at 5:00PM