AASHTO Standing Committee on Highways

SCOH MEETINGS

SCOH Technical Meeting: November 20, 2014, Thursday, 1:00 p.m.–5:00 p.m.

SCOH Business Meeting: November 21, 2014, Friday, 8:00 a.m.–5:30 p.m.

The Westin Charlotte, Charlotte, North Carolina

HOSTED BY NC DOT
DATE: October 31, 2014

TO: Members, Standing Committee on Highways

FROM: Walter C. (Butch) Waidelich, Jr., Secretary for SCOH
Associate Administrator for Infrastructure, FHWA

SUBJECT: Annual 2014 SCOH Meeting – Charlotte, North Carolina

The American Association of State Highway and Transportation Officials (AASHTO) will hold its 2014 Annual Meeting in Charlotte, North Carolina. The Standing Committee on Highways (SCOH) technical and business meetings will be combined and held on November 20-21, 2014, at the Westin Charlotte in the Providence Ballroom.

As we celebrate AASHTO’s 100th anniversary and recognize transportation’s “Century of Achievement for a Better Tomorrow”, we are excited and look forward to hearing your perspectives/insights on several topics.

- “Paperless Contracting and Implications for Committees” (How can AASHTO committees help the State DOTs implement this new technology?)
- “Recycled Engine Oil and its Impact on Pavement” (What issues are you seeing in your state?)
- “MASH Implementation Agreement between AASHTO and FHWA” (What issues/concerns would you like the technical committee to address as this agreement is revised?)
- “Automated/Connected Vehicles and Potential Impacts on State DOTs” (What issues need to be addressed, and which subcommittee should take the lead?)

In addition, we look forward to a lively discussion on “Next Steps for SCOH re: New AASHTO Strategic Plan”. This will help set the stage for a new era of SCOH activities and is a high priority item at this annual meeting. The latest draft of the updated AASHTO Strategic Plan will be discussed so please think about what changes SCOH and/or its subcommittees may have to make as AASHTO starts implementing this new plan. The Board of Directors will be considering the draft AASHTO Strategic Plan for final adoption at their meeting on November 24th.

If you are unable to attend the meetings or will be sending a substitute/alternate, please advise Marty Vitale by email (mvitale@aashto.org), if you haven’t done so already.

Available meeting materials are posted on the SCOH Meetings webpage at: http://highways.transportation.org/. Please be sure to print and bring your meeting materials with you to the meeting. We will bring any updates with us to distribute to each member at the meeting.

On behalf of the officers of SCOH, we look forward to meeting with you in Charlotte, North Carolina which is dubbed the “International Gateway to the South”, and the home of the NASCAR Hall of Fame.
Standing Committee on Highways (SCOH)

AMENDED AGENDA

November 20, 2014, Thursday, 1:00 PM – 5:00 PM
November 21, 2014, Friday, 8:00 AM – 5:30 PM
The Westin Charlotte, Charlotte, North Carolina
Conference Call Number 1-866-299-7945 – Passcode: 4370119#

Part 1: November 20, 2014, Thursday, 1:00-5:00 PM

1:00 PM – 1:30 PM
I. Call to Order ....................................................................................... Vice-Chair Paul Degges, TN
II. Introductions – Opening Remarks ............................................................. P. Degges, TN
   A. SCOH Members, AASHTO Staff, and North Carolina Room Monitors

1:30 PM – 2:15 PM
III. SCOH Subcommittee Reports and Proposed Resolutions
   A. Subcommittee Reports
      1. Subcommittee on Highway Transport .................................................. Mark Gottlieb, WI
      2. Subcommittee on Design ................................................................ Russel McMurry, GA
      3. Subcommittee on Bridges and Structures ......................................... Gregg Fredrick, WY
   B. Proposed Resolutions
      1. Subcommittee on Materials .......................................................... Mostafa Jamshidi, NE
         a. TITLE PPR: AASHTO Accreditation Program (AAP)
      2. Subcommittee on Maintenance ....................................................... Mark McConnell, MS
         a. TITLE PPR: Fall Protection Requirements for Highway Workers on Existing Bridges
      3. Subcommittee on Bridges and Structures ......................................... Gregg Fredrick, WY
         a. TITLE PPR: Concerns With Possible New Federal Requirements Regarding Training and Certification for Bridge Coating and Corrosion Control Activities on Eligible Bridge Projects
      4. Standing Committee on Planning .................................................. Tim Henkel, MN, SCOP
         a. TITLE PAR: Establish the Special Committee on Risk Management

2:15 PM – 3:00 PM
IV. Current National Topics
   A. Overview of Discussion ........................................................................... Chair/Vice Chair
      During this session, SCOH members will discuss current national issues and determine an appropriate path forward, such as: making a policy recommendation to the Board of Directors, developing a position statement for consideration at the Spring Meeting, delegating tasks to one or more SCOH subcommittees, recommending research to develop standards or guidance, etc.
      1. Paperless Contracting and Implications for Committees ..................... Greg Johnson, MI
      2. Recycled Engine Oil and its Impact on Pavement ............................... Dan Grasser, WI
3:00 PM – 3:15 PM    Break

3:15 PM – 4:15 PM

V. Items for SCOH Consideration and Discussion

A. Mergers and Acquisitions in the Aggregate, Asphalt Concrete, and Concrete Industries ............................................................ Frederick Parmenter, U.S. Department of Justice

B. MASH Implementation Agreement between AASHTO and FHWA .......................................................... TBD

C. Vehicle-to-Infrastructure Deployment Coalition (V2I DC) ................................................................................................. Greg Johnson, MI and John Barton, TX

1. Automated/Connected Vehicles and Potential Impacts on State DOTs

D. Subcommittee on Civil Rights, Title IV and DBE Ruling ......................... Grindly Johnson, VA

4:15 PM – 5:00 PM

VI. Round Table Topics ........................................................................ P. Degges, TN

Round Table Continues on Friday, November 21, 2014

5:00 PM Adjourn Part 1

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Part 2: Friday, November 21, 2014 – 8:00 AM to 5:30 PM

8:00 AM – 8:30 AM

VII. Call to Order SCOH Business Session & Opening Remarks ..................... Chair Mike Lewis, RI

VIII. Roll Call and Minutes from Louisville, KY, May 29, 2014 ......................... Secretary Walter C. (Butch) Waidelich, FHWA

IX. Call for Agenda Amendments ................................................................... Chair Lewis, RI

**Consent Agenda:** A single Motion to accept all the items on this Consent Agenda is in order. After such a Motion is made and seconded, any member may remove an item for separate action. The Consent Agenda Motion will then be voted upon for the balance of the reports. After the Consent Agenda Motion for item X. and XI.A. through C. has been acted upon, the items removed will be taken up in order.

X. Summary of SCOH Ballots, May-Nov 2014 (information) ................. Chair Lewis, RI

XI. Activity Reports (action) ........................................................................... Chair Lewis, RI

A. Subcommittee

1. Bridges and Structures ............................................................... Gregg C. Fredrick, WY

2. Construction .................................................................................... Malcolm Dougherty, CA

3. Design ......................................................................................... Carlos Braceras, UT

4. Highway Transport ....................................................................... Mark Gottlieb, WI

5. Maintenance .............................................................................. Mark McConnell, MS

6. Materials .................................................................................. Mostafa Jamshidi, NE

7. Right-of-Way, Utilities, and Outdoor Advertising Control .... Matthew DeLong, MI
8:30 AM – 10:00 AM

XII. Presentations

A. Executive Director’s Report ................................................................. Bud Wright, AASHTO
B. FHWA Activities ................................................................................. Butch Waidelich, FHWA
C. SHRP2 Implementation Update ............................................................ Pam Hutton, AASHTO
D. Domestic Scan 13-02: *Advances in Civil Integrated Management (CIM)* .......... John Adam, IA
E. High-Value Research: Highlights from the Research Advisory Committee’s “Sweet 16”.........

1. Evaluation of Innovative Traffic Safety Devices at Short-Term Work Zones.......................... Jerome Younger, KS
2. Rate of Deterioration of Bridges and Pavements as Affected by Trucks.... Christy Hall, SC
3. Performance Evaluation of Roundabouts for Traffic Delay and Crash Reductions In Oxford, Mississippi ................................................................. Mark McConnell, MS
4. Safety Improvement from Edge Lines on Rural Two-Lane Highways: A Comprehensive Study on Pavement Edge Line Implementation........................................ Janice Williams, LA

10:00 AM – 10:15 AM   Break

10:15 AM – 12:00 Noon

XIII. Discussion on Next Steps for SCOH re: New AASHTO Strategic Plan....... Chair M. Lewis, RI

XIV. Round Table Topics *(continued from Thursday afternoon)* ......................... P. Degges, TN

12:00 Noon – 1:30 PM    Lunch

1:30 PM – 3:00 PM

XV. Special Order of the Day

A. 2014 AASHTO Transportation Vanguard Award............................................. Chair M. Lewis, RI

1. Presentation by Award Winner.......... Becky Hjelm, Utah Department of Transportation

XVI. Motions / Proposed Resolutions ............................................................................ Chair M. Lewis, RI
A. **Proposed Policy Resolutions**
   1. **TITLE:** AASHTO Accreditation Program (AAP) ......................... Mostafa Jamshidi, NE
   2. **TITLE:** Fall Protection Requirements for Highway Workers on Existing Bridges ........
      ................................................................................................................. Mark McConnell, MS
   3. **TITLE:** Federal Requirements Regarding Training and Certification for Bridge Coating
      and Corrosion Control Activities on Eligible Bridge Projects ............ Gregg Fredrick, WY

B. **Proposed Amendments to the AASHTO Governing Documents**
   1. **TITLE:** Establish the Special Committee on Risk Management ........ Chair M. Lewis, RI

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**XVII. Reports**

A. NCHRP 20-7 (action) ................................................ Paul Degges, TN, and Chris Jenks, TRB
B. Special Committee on U.S. Route Numbering (action) ......................... Gregory Johnson, MI
C. AASHTO Innovation Initiative (A.I.I.) ....................................................... Richard Tetreault, VT
D. AASHTO/ACEC Joint Committee ............................................................ Paul Mattox, WV

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3:00 PM – 3:15 PM  Break

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3:15 PM – 5:00 PM  Updates

A. TRAC / RIDES Program ................................................................. Matt Dunn, MS
B. Toward Zero Deaths (TZD) Update ...................................................... Jim Barna, OH
C. Standing Committee on Research (SCOR) Update ............................ John Halikowski, AZ
D. Center for Environmental Excellence ............................................... Carlos Braceras, UT
E. AASHTOWare ................................................................................. Rob McCleary, DE
F. Sustainable Transportation: Energy, Infrastructure, and Climate Solutions (STEICS) ........
   .................................................................................................................. M. Lewis, RI
G. Special Committee on Transportation Security and Emergency Management .. Brian Ness, ID
H. Transportation Association of Canada, Chief Engineers’ Council Update .... Greg Johnson, MI
I. Concurrent Track Session “Teasers”
   1. **Innovation Soup** ................................................................................ Rich Tetreault, VT
   2. **Practical Design/Design Flexibility** ..................................................... Linea Laird, WA

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**XIX. Adjourn**
SCOH Roundtable Topics, Fall 2014

Asset Management
- Asset Management Development (CO, Karen Rowe for Josh Laipply)
- Cash Management (CO, Karen Rowe for Josh Laipply)

Funding and Finance
- Conversations from states that have had recent revenue increases, what worked and what doesn’t work in revenue types and tools to educate the public on the needs. (WI, Dan Grasser)
- Alternate highway revenue generation models (HI, Alvin Takeshita)
- Sustainable highway trust fund, how do we do it and can it be counted on? (OK, Casey Shell)

Design
- Asphalt Binders – Do we know what is in them? (VT, Richard Tetreault)
- Conversation on higher use of RAP and RAS in HMA pavements. (WI, Dan Grasser)
- Discussion on traffic projections used in environmental documentation. Ongoing challenges of projection. (WI, Dan Grasser)

Project Delivery/Performance Management
- Project Development under a “designing to a budget” approach (KS, Jerry Younger)
- Update on the ADA criteria issue – FHWA was going to follow-up (PA, Scott Christie)
- Title VI compliance – Inventorying, assessing, upgrading, and maintaining wheelchair ramps. MassDOT has developed a Mobile App for locating and assessing our curb ramps at intersections and a process for prioritizing the repair and upgrade of non-compliant locations. I would be willing to do a presentation on what are process and mobile app consists of and our lessons learned and next steps. (MA, Patricia Leavenworth)
- DBE use: Challenges, opportunities and best practices (MN, Sue Mulvihill)
- e-Construction documentation. Mich DOT would be a good resource for sharing info on this topic. (WI, Dan Grasser)
- Efficiency measures: Looking for established methodologies or best practices (MN, Sue Mulvihill)

Maintenance
- How are other states handling damage to roadways due to oil/gas exploration? What changes in the way business was done had to be made, e.g., new legislation, policies? How have other states partnered with the oil/gas companies for maintenance of roads and bridges. Have any states been able to get oil companies to help replace low weight bridges or pavements in areas that they want to develop oil plays. If so how? (MS, Mark McConnell)
- Partnership opportunity: NCAT and MnROAD. Warm weather and cold weather pavement testing (MN, Sue Mulvihill)

Environment
- Share issues and lessons learned in responding to EPA Audits of Stormwater system (NV, John Terry)
- Working under an EPA Consent Decree for project erosion control (KS, Jerry Younger)
- How are states handling AMTRAK and Conrail? Our projects are stopping due to the environmental liability issue. Also need to know what the FHWA position is. (PA, Scott Christie)

Safety
- Several news organizations in NC have inquired about NC’s use of ET-Plus W-Beam Guardrail end terminals manufactured by trinity highway products. They profiled two crashes in N.C. where the unit speared through the front of the car and severely injured the driver. Have any other states used these and had this outcome? (NC, Mike Holder)
- Push for increasing speed on our existing facilities (OK, Casey Shell)
- How to better protect our workforce from workzone accidents in the era of distracted driving (OK, Casey Shell)
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**Kansas Department of Transportation**

*Member - Voting*
Jerome Younger
Deputy Secretary and State Transportation Engineer
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<tr>
<td><strong>Massachusetts Department of Transportation</strong></td>
<td>Patricia Leavenworth</td>
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<td>Chief Engineer</td>
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<td>Massachusetts Department of Transportation</td>
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<td>Chief Operations Officer/Chief Engineer</td>
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<td>Michigan Department of Transportation</td>
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<td>Deputy Commissioner/Chief Engineer</td>
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<td>Minnesota Department of Transportation</td>
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<td>Montana Department of Transportation</td>
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<td>Dwane Kailey</td>
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<td>Administrator, Highway and Engineering/Chief Engineer</td>
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<td>Montana Department of Transportation</td>
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<th>Nebraska Department of Roads</th>
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<td><strong>Member - Voting</strong></td>
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<td>Mostafa Jamshidi</td>
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<td>Deputy Director &quot;Operations&quot;</td>
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<tr>
<td>Nebraska Department of Roads</td>
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<td>P.O. Box 94759</td>
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<td>Lincoln, Nebraska 68509-4759</td>
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<td><strong>Member - Voting</strong></td>
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<td>John Terry</td>
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<td>Assistant Director Engineering/Chief Engineer</td>
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<td>Nevada Department of Transportation</td>
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<tr>
<td>1263 S. Stewart St.</td>
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<td>Jeff Brillhart</td>
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<td>Assistant Commissioner and Chief Engineer</td>
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<td>New Hampshire Department of Transportation</td>
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<td>P.O. Box 483</td>
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<td>Eli Lambert III, P.E</td>
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<td>New Jersey Department of Transportation</td>
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<td><strong>Member - Voting</strong></td>
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<td>James Barna</td>
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<td>Assistant Director of Transportation Policy/Chief Engineer</td>
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<td>Ohio Department of Transportation</td>
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<td>Casey Shell</td>
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<td>Chief Engineer</td>
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<td>Oklahoma Department of Transportation</td>
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<td>Thomas Lauer</td>
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<td>Oregon Department of Transportation</td>
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<td>R. Scott Christie</td>
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<td>Deputy Secretary for Highway Administration</td>
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<td>Harold Cortas-Laclaustra</td>
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<td>Deputy Executive Director for Infrastructure and Chief Engineer</td>
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<td>State Department of Transportation</td>
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<td>Rhode Island Department of Transportation</td>
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<td>Vermont Agency of Transportation</td>
<td>Richard Tetreault</td>
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<td>Virginia Department of Transportation</td>
<td>Garrett Moore</td>
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<td>West Virginia Department of Transportation</td>
<td>Gregory Bailey</td>
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<td>Wisconsin Department of Transportation</td>
<td>Daniel Grasser</td>
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Wyoming Department of Transportation

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The meeting was called to order by Vice-Chair Paul Degges, TN at 8:05 PM. 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 44 of 52 member departments seated at the meeting.

Minutes from the Friday, October 18, 2013 SCOH Meeting in Denver, CO were included in the agenda package of materials for members to review prior to the meeting. A motion was made by UT to accept the minutes as presented which was seconded by CA. 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.

Presentations

Executive Director’s Report, Bud Wright, AASHTO

The AASHTO Executive Director touched on AASHTO’s Strategic Plan Update, the Federal Transportation Reauthorization process, and touched on several other items he wanted to ensure awareness of SCOH members.

He mentioned that the AASHTO Strategic Plan Update would be a big topic at the Board Meeting later this week, and at all the Regional meetings this summer. He challenged every member of AASHTO to own the strategic plan because AASHTO is the members’ association, and AASHTO works for all of its members. He asked all the SCOH members to work with their CEOs to comment on AASHTO Strategic Plan Update document, and ensured them that there are ample opportunities to make changes this summer.

The Executive Director mentioned that the Reauthorization Process and the Highway Trust Fund balance both needed to be addressed this summer. He noted that FHWA could not let the Trust Fund balance go to zero so they would implement cash management practices before that happened. This would mean partial payments, delayed payments, or unable to make payments for work that has already been undertaken. FHWA and USDOT have been very vocal in discussing this issue, and there is even a Trust Fund tracker on the USDOT website. States will have ample warning, if we reach this point. AASHTO is letting Congress know about this concern, especially because there is very little legislative time for congress to react to this crisis. The sense is that few are looking at a long term fix to the trust fund at least initially.

With Reauthorization, Congress must deal with additional levels of funding just to maintain current levels. The Senate Environment and Public Works Committee (EPW) reported out its version, and agreed unanimously. It is a 6 year bill at current funding levels plus inflation. It continues to improve program delivery provisions and is consistent with AASHTO resolutions. They have added a relatively modest freight program with minimal (low bar) requirements such as requiring a Freight Council. In an area of less than good news, Research funding was reduced significantly 400-250M, and a new provision was included that would reduce Obligation Limitation at the beginning of each FY if the Trust Fund is projected to go below zero.

Other areas that he discussed included:

He was very excited about the establishment of the Operations Center of Excellence. He mentioned that the Intelligent Transportation Society World Congress is in Michigan this year, and that it is a great opportunity for those in US to participate, and touch, feel and interact with next generation technology. AASHTO is involved with the agenda and helping to develop a track to make it beneficial to State DOTs. He wanted to ensure that everyone was aware of the extension of the comment period by 30 days (until June 30th) for the Safety Performance Measure Rule to accommodate overlap with the Performance Based Planning Rule. He encouraged State DOTs express their positions independently even though AASHTO has expressed opinions also. Finally, he encouraged State DOTs to take a look at the SHRP2 products and put them into practice. He would like to see every member take advantage of the Implementation Assistance Program, and to get involved.

FHWA Activities: Butch Waidelich, FHWA, provided an update of federal activities. In the area of Transportation Performance Management (TPM), he provided the latest schedule of key dates for the 11 inter-related
rulemakings, and the web link that could be used to find TPM information. He reviewed MAP-21 requirements for National Bridge and Tunnel Inspection Standards (NBIS and NTIS), and mentioned that the NBIS NPRM should be out this fall and the NTIS Final Rule should be out by the end of the year. He mentioned that the FHWA field offices will likely be contacting their State DOTs, if they have not already, to update their stewardship and oversight agreements. The divisions have new stewardship and oversight agreement guidance that helps move these agreements to a more risk based approach. He also mentioned that oversight of federal-aid projects that are locally administered has been under a microscope for a long time now, and we (FHWA and State DOTs) are getting a lot of criticism over how we oversee them. This will require us to look closer at local project oversight and tighten up procedures. FHWA field offices have been asked to look at this in the coming year. In the general area of federal-aid program administration, FHWA’s “Federal-aid Policy Guidance Center” can be assessed on the FHWA web site and can be used by anyone for up to date federal-aid guidance. It’s a good tool and he wanted to make everyone aware of it. Butch provided highlights in the pavements and materials area that included a sustainable pavement manual that should be out later this year, a heads on the maintenance peer exchange that is gearing up, the focus on warm mix asphalt for the mobile asphalt trailer and testing equipment for the mobile concrete trailer. He also provided a handout for the Highway Materials Engineering Pilot Course that is looking to start this December. He challenged State DOTs to take advantage of the SHRP2 Implementation assistance program, and also the Every Day Counts (EDC) State Transportation Innovation Council (STIC) Incentive Program and Accelerated Innovation Deployment (AID) Demonstration Program.

At the end of his general update, he provided information on FHWA’s focus on adaptation to extreme weather events and climate change. Climate change has implications for the planning process and asset management programs (transportation systems), as well as project level design considerations. FHWA is providing funding, sponsoring research, sharing information and developing tools and guidance to assist DOTs and MPOs as they adapt their infrastructure to expected changes in climate and extreme weather events. He provided examples of some of the activities FHWA is undertaking in resiliency and adaptation, and mentioned a handout that goes into more detail.

His general update and climate change slides are included at the SCOH Meeting Link:  http://highways.transportation.org/Pages/Meetings.aspx . Links to other important sites are included on the presentation slides.

**Extreme Weather Adaptation and Assessment:** Mike Meyer, Parsons Brinckerhoff, gave an overview of what the focus has been regarding extreme weather and adaptation, and what efforts are going on. He directed everyone to an AASHTO handout titled “Extreme Weather & the Transportation System” which describes how transportation systems management and operations managers can prepare for extreme weather events. He also discussed NCHRP 750 which helps practitioners understand what strategies can be used given different stressors. He touched briefly on the efforts of AASHTO, TRB, FHWA and others. He encouraged SCOH members to participate and attend the AASHTO Sustainable Transportation (STEICS) committee meeting.

His presentation is included at the SCOH Meeting Link: http://highways.transportation.org/Pages/Meetings.aspx

**AASHTO NTPEP Business Plan,** Dan Grasser, WI, provided handout and challenged everyone that, “If you want to save money, pay attention to this because it is a huge opportunity”. The program runs on volunteers, and as this program grows we need more volunteers. He described the current state of the program and the 5 year business plan. He asked all states to support, promote, contribute and share because it benefits all AASHTO members. His presentation is included at the SCOH Meeting Link: http://highways.transportation.org/Pages/Meetings.aspx

**SHRP2 Update,** Pam Hutton, AASHTO, provided the latest update on SHRP2 implementation. She challenged all State DOTs to “Try to find a place in SHRP2 that is right for you!” So far there are 48 states engaged with implementation assistance which includes 44 State DOTs. There’s $169M for implementation (each state contributed 4% of their SPR funds toward SHRP2), and 69 products to take advantage of. Overall there are 4 focus areas: safety, renewal, reliability, and capacity; and the Implementation Assistance Program has 3 financial and technical assistance incentive levels (Proof of concept, User Incentives and Lead Adopters). Please stay informed and engaged because you are the implementers, AASHTO just facilitates implementation. The fourth round of solicitations will open on May 30 and close June 27, 2014 and there are 12 products. Her presentation is included at the SCOH Meeting Link: http://highways.transportation.org/Pages/Meetings.aspx

**Long Term Pavement Performance (LTPP) Program,** Cheryl Allen Richter, FHWA updated the SCOH on the LTPP which had its roots in the original SHRP program (1987), and is still very relevant. She discussed what it is, what has been done, what benefits it produced for State DOTs, and where the program is going. The purpose of the program was to increase service life of pavements by studying in-service pavements to help us understand...
why and how pavements perform the way they do. Some sections are only 14 years old, and over 700 sections are still being monitored with data is being collected. Where we go from here with the program is in part decisions that State DOTs and Congress will make. Data collection started in 1989 and that information is available to all of the State DOTs. Cheryl touched on a few areas where LTPP has been used and the resulting accomplishments. She handed out a brochure with many examples. The data and information that has been collected is one of the only quality data sources available, and may be more important today than has ever been before. The data can be valuable to a performance based program. The plan moving ahead is to maintain the asset and continue monitoring, update the LTPP Strategic Plan, incorporate Warm Mix Asphalt section (new LTPP experiment SPS-10), and Pavement Preservation. The first SPS-10 section will be this summer and we are looking at embarking on a preservation experiment. Chery asked for support to continue, and if they could provide more information on how State DOTs are using the data (both good and bad) to help advance the program further.

Jim McDonnell followed the presentation up with an email to all SCOH members requesting volunteers (preferably SCOH members for the connection back to this committee, but could also be a senior-level technical person) that he could submit to TRB for possible membership on the TRB LTPP Committee, which provides oversight and input to the federal LTPP program.

Her presentation is included at the SCOH Meeting Link: [http://highways.transportation.org/Pages/Meetings.aspx](http://highways.transportation.org/Pages/Meetings.aspx)

**Performance-Based Practical Design (PBPD),** Robert Mooney, FHWA, provided a presentation to raise awareness of what State DOTs are doing in regards to Practical Design and what FHWA is proposing as PBPD. The purpose was to reach out to see where State DOTs are headed and to provide support. PBPD is grounded in performance management to address a projects purpose and need but also the system needs. He specifically asked SCOH members to provide information on good examples that could be used because many states are already going down this path, and it would be great to share these examples. This is a cultural change and FHWA is a proponents. Good engineering is economics, and designing to satisfy needs. Members of our industry and even in our agency are reluctant but we need to change.

His presentation is included at the SCOH Meeting Link: [http://highways.transportation.org/Pages/Meetings.aspx](http://highways.transportation.org/Pages/Meetings.aspx)

**External Engagements by Member Departments,** King Gee, AASHTO provided information on two topics:

PIARC/World Road Association – King gave an updates on structure of the organization, and provided a handout listing the technical committees of PIARC. He wanted everyone to be aware of the PIARC publication “Routes/Roads” and that the SCOH members should know who is receiving it within their organizations. He mentioned that the PIARC Policy Committee would be looking for input on the next set of themes for the next 4 year work cycle. Lastly, he wanted everyone to consider representatives from their organizations, and reminded them that funding is thru NCHRP.

FirstNet – Nationwide Broadband for First Responders - Ever since 911 communications between first responders has been a priority. FirstNet is managed by the Department of Commerce is the tool that was established to provide a common operational picture as things unfold. AASHTO is one of 41 members on this group. However, since it is led by law enforcement, State DOTs have not been as involved as maybe they should have been. States are currently deploying the network, and the single points of contact (POCs) in each state are listed (he provided a handout with the names). The State DOT needs to be a priority user so you should make contact with the POCs listed, and advocate that your DOT is a priority user of the broadband network. They will be looking for infrastructure and State DOTs have that (towers and fiber optic systems). Think about what your posture will be when they approach you. Bill Brownlow is your point of contact at AASHTO

**Technical Service Program(TSP) Reviews (action to continue programs)** .............................................. Chair Lewis

A. Development of AASHTO Materials Standards (DAMS) .......................................... Georgene Geary, GA

DAMS TSP was created to support the development of new standards as well as revisions and updates to current standards. The financial support provides a resource for the involvement of independent technical writers. This TSP reports to the SOM, and the annual state contributions is $5000/year/state and on average 30 states participate.

GA acknowledged Georgene for her hard work and many years of service, and made a motion to continue the TSP, and seconded by VT. The motion passed.

B. Equipment Management Technical Service Program (EMTSP)Mark Marek, TX for John Barton, TX
The EMTSP was formed solely to assist State DOTs to advance the best management practices for their equipment fleets, promote awareness of new equipment technologies, and to disseminate information of proposed regulatory changes. The EMTSP assists in the sharing of information between states and suppliers. The annual state contribution is $3000/year/state, and on average there are 32 states that participate.

MI motioned to continue the TSP, and it was seconded by AL. The motion passed.

C. AASHTO Product Evaluation List (APEL) ............................................................... Dan Grasser, WI

APEL is a web-based tool for submitting new and/or proprietary engineered transportation products for development of an evaluation protocol and testing in accordance with this protocol. The web module also serves as a repository for the evaluation data; alternatively the module serves as a repository for state certifications including the evaluation data for new/proprietary products which were previously evaluated.

The annual state contribution is $1200/year, and on average there are 36 states that participate.

Utah motioned to continue the TSP, and it was seconded by VT. The motion passed.

Motions .................................................................................................................................................... Chair Lewis

Proposed Policy Resolutions

Motion - SSOM Strategic Plan and Addendum to include Two Vice-Chairs ..........Jennifer Toth, AZ

A motion was made on the Strategic Plan by FL and seconded by CO. The Motion passed.

Proposed Policy Resolutions - TITLE: Proposed Policy Resolution to Establish a Technical Service Program for OCOE, SSOM.................................................................Jennifer Toth, AZ

The purpose of this resolution is to approve the creation of an Operations Technical Service Program which will provide AASHTO’s financial contribution to support the operations and technical service offerings of the National Operations Center of Excellence.

A motion was made by OR and seconded by NM. The motion passed.

Proposed Administrative Resolutions

TITLE: Proposed Administrative Resolution to Change the Name of Technology Implementation Group (TIG) to AASHTO Innovative Initiative...........................................................Richard Tetreault, VT

The TIG proposed to change its name to the AASHTO Innovation Initiative which encompasses the concept of implementation and also reflects the initiative of transportation agencies in accelerating adoption of advanced ideas, which customers cited as an expectation of agencies. The AASHTO Innovation Initiative imbeds the AASHTO brand in the title of the program that can serve as a flagship communicating to members, allied organizations and the public alike the skill, energy and talent at work for customers within America’s transportation agencies.

Motion was made by MO and second by FL. APPROVED

TITLE: Control Cities - City of Hermiston, Oregon, SCOTE .....................Mark Wilson, FL

It was recommended that the request of the State of Oregon to designate Hermiston, as the control city destination along the interchange of Interstate Routes I-82 and I-84 be approved.

Motion was made by OK and second by UT. APPROVED

Proposed Amendment to the AASHTO Governing Documents

TITLE: Committee Name Change to Subcommittee on Transportation Systems Management and Operations (STSMO).................................................................Jennifer Toth, AZ

To list the STSMO under its official name, and that the AASHTO Governing Documents is edited throughout to show the official committee name of STSMO where the name Subcommittee on System Operations and Maintenance (SSOM) appears.

A Motion was made by IN and second by IL. APPROVED
Proposed Policy Resolution from Standing Committee on Highway Traffic Safety (seeking support only):

Title: Adoption of the Toward Zero Deaths National Strategy as the Updated AASHTO Strategic Highway Safety Plan ................................................................. Jim Barna, OH

This was supported by 34 states. A motion to adopt a goal was made by IA and seconded by IN. The motion passed.

Reports

NCHRP 20-7 (action) ................................................................................................................................. Paul Degges, TN, and Chris Jenks, TRB

NCHRP 20-7 is a pot of money to be used by SCOH or any of its subcommittees. $1.2M is allocated for use. Paul Degges chairs the panel that determines recommendations of how these funds are used. Typically 50% of the funds are designated at each or our semi-annual meetings. 5 tasks were identified for approval at this meeting (handout). Paul cautioned that these are FY15 funds so there is a degree of uncertainty. A motion on the recommendation was made by AZ, and seconded VT. The motion passed.

Special Committee on U.S. Route Numbering (action) ......................................................... Mark McConnell, MS

There were 33 applications submitted, 10 with conditions (These were Interstates waiting on FHWA approval). At our next SCOH meeting a presentation will be arranged so everyone knows what is required for route numbers on the system. A motion to accept the recommendation of committee was made by NE, and seconded by NV. The motion passed.

Technology Implementation Group (TIG) ...................................................................................... Richard Tetreault, VT

Richard provided a presentation on the work initiatives and innovations. He encouraged everyone to participate if they were looking for opportunities to leverage with other agencies. He played a new video on the, “AASHTO Innovative Initiative”.

Transportation Curriculum Coordination Council (TC3) ................................................................. Tom Byron, FL

TC3 has only been a TSP for 1 year. Tom asked for participation, volunteers and ideas. The training is geared toward maintenance, materials, and construction. He mentioned that 23 State DOTs are committed financially now with an additional 10 new states with volunteers. He is looking for ideas for new course candidates, priorities, and subject matter experts. The goal of this TSP is to be the “go to” force for technical training.

AASHTO/ACEC Joint Committee .................................................................................................. Paul Mattox, WV

Paul described the make-up of the AASHTO-ACEC Joint Committee which contains 8 members from each organization. From AASHTO, it includes 4 members from SCOH and 4 from the Standing Committee on Planning. Two new AASHTO members attended their first meeting last night: Garrett Moore, VA, Region 2, replacing Richard Savoie, LA (retired); and Karla Sutliff, CA, Region 4, replacing Tom Cole, ID (retired). There was a report at the Joint Committee meeting from the Work Group on Private Sector Contracting, which is a subgroup of the Joint Committee. This work group is actively discussing issues surrounding the contracting out of planning and design work, and its effect on the both public and private sectors. A draft position paper on promoting best practices in effective partnerships between the public and private sectors was presented and discussed. The committee agreed to keep the work group going to refine the draft working paper that has been developed and put some more meat on the bones before presenting to the rest of the AASHTO membership. One of the issues of concern to the private sector may be the shift of DOTs from construction programs to more maintenance-based programs. Bud Wright discussed the short term transportation funding outlook, and the status of reauthorization efforts, and led a spirited discussion on ideas for getting through to Congressional members and the public for support. AASHTO and ACEC are both pursuing increased funding for transportation, including working with the CEOs of the organizations that benefit from the transportation system, such as the Walmart and the UPSs of the world. Butch Waidelich and other FHWA staff presented their recent activities, including: the Administration’s Reauthorization proposal, the next round of Every Day Counts initiatives, the proposed performance measure rules, the proposed bridge inspection rule, a final tunnel inspection rule, and a final consultant services rule.

Updates

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

Center for Environmental Excellence ...................................................................................... Carlos Braceras, UT
Carlos provided an update, and also informed everyone about the Center and how it can be used to help everyone do their job better. The Center can help us use the environmental process to make better decisions. The Advisory Board members work to identify what things will help our members do better, and the new work plan will be up on their website very soon. There is a “Practitioners Handbook” of easily digestible procedures and processes for you or your consultants to use. They are always looking for ideas of what else can help. He put in a plug for the STEICS TSP.

TRAC Program Update ............................................................................................................................................. Matt Dunn, MS

The TRAC program lets students deal with real work problems. The RIDES (roadways in developing elementary students) program introduces students to a working world of transportation, and hope to entice students into these career fields K-12. In 2004, RIDES was established in MS and later adapted by AASHTO. Up to 23 states are participating and VA, KY and UT have expressed interest. Only 12 states are actively participating with volunteer contribution so they use sponsorships. Matt mentioned that they do not have sufficient funds to sustain the program, and State DOTs can use OJT funds to support it. The program once fell meetings and member services, and now is under engineering. The hope is that by putting it under SCOH, it will get more members involved and engaged. The TRAC goal is 30 actively participating states. State DOTs should consider the TRAC program with the July invoices. $7000/year/SDOT is the suggested volunteer contribution.

Publications Update/Cooperative Agreement with ASTM .......................................................................................... Erin Grady, AASHTO

New Business ................................................................................................................................................................. Chair Lewis, RI

Chair Lewis is looking for ideas on how to improve the SCOH and would appreciate ideas. He recognized retiring members (AR), and thanked the KY staff and AASHTO staff. The Fall Meeting is in Charlotte.

The meeting was adjourned at 4:57 PM
### Summary of SCOH Ballots, May-Nov 2014

**November 21, 2014**

<table>
<thead>
<tr>
<th>Ballot &amp; Results</th>
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<tr>
<td><strong>SCOH-14-02</strong></td>
<td><strong>Iowa:</strong> Relocation of a U.S. Route -- U.S. 34</td>
</tr>
<tr>
<td>Affirmative: 42</td>
<td><strong>Description:</strong> The newly constructed portion of U.S. 34 begins at the Nebraska State Border (Missouri River Bridge), in Mills County, traversing southeast, then east towards the City of Glenwood, covering a distance of approximately 4 miles, to the newly constructed Interchange at its junction with Interstate 29.</td>
</tr>
<tr>
<td>No Vote: 10</td>
<td><strong>SCOH-14-03</strong></td>
</tr>
<tr>
<td><strong>SCOH-14-04</strong></td>
<td>NTCIP 1207: Develop as a Joint AASHTO / ITE / NEMA Standards Publication</td>
</tr>
<tr>
<td>Affirmative: 37</td>
<td><strong>SCOH-14-05</strong></td>
</tr>
<tr>
<td>No Vote: 15</td>
<td><strong>Comment:</strong> Indiana votes no to approve this handbook. Key chapters appear to have been written using the old AASHTO '93 pavement design philosophy. Specifically, chapters 2 &amp; 3 do not seem to include the modern MEPDG methods and philosophies. Since these key chapters are set-up for the remainder of the handbook, we cannot recommend approval. Technical Contact Person: David Holtz, Director of Pavement Engineering (<a href="mailto:dholtz@indot.in.gov">dholtz@indot.in.gov</a>) JSW</td>
</tr>
<tr>
<td><strong>SCOH-14-06</strong></td>
<td>NTCIP 1205 as a Joint AASHTO / ITE / NEMA Standards Publication</td>
</tr>
<tr>
<td>Affirmative: 36</td>
<td><strong>Comment:</strong> There should be a section on Tour Control, this should have at minimum Tour Start and Tour Stop.</td>
</tr>
<tr>
<td>Negative: 0</td>
<td><strong>SCOH-14-07</strong></td>
</tr>
<tr>
<td><strong>SCOH-14-09</strong></td>
<td>LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals</td>
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<tr>
<td>Pending</td>
<td><strong>SCOH-14-09</strong></td>
</tr>
<tr>
<td>Affirmative: 30</td>
<td><strong>SCOH-14-09</strong></td>
</tr>
<tr>
<td>Negative: 0</td>
<td><strong>SCOH-14-09</strong></td>
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<tr>
<td>No Vote: 22</td>
<td><strong>SCOH-14-09</strong></td>
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Highways Subcommittee on Bridges and Structures (SCOBS)

Officers
- Chair: Gregg C. Fredrick (Wyoming)
- Vice Chair: Bruce Johnson (Oregon)
- Secretary: Joseph L. Hartman (FHWA)
- Assistant Secretary: Raj Ailaney (FHWA)
- AASHTO Liaison: Patricia Bush

Meetings
Mid Year Meetings
- 12 technical committees met to consider research and develop the necessary specification language.

Annual Meeting
- 2014 Annual Meeting was held in Columbus, Ohio on June 22 - 27, 2014.
- 48 states and over 500 registered attendees participated.
- 20 technical committees conducted business over the first two days.
- 41 technical agenda items were balloted, passed, and will be incorporated into the specifications for the design, construction, evaluation, or maintenance of highway structures.
- The executive committee met to discuss strategic direction and focus for the coming year.

Summary of Activities and Accomplishments Supporting the Strategic Objectives
Extend Bridge Service Life
- Guided the long term bridge performance effort and the State Coordinators’ meeting.
- Contributed to the SHRP2 R-19A Implementation Development Plan
- Supported a very successful TSP2 National Preservation Workshop in Florida.
- Assisted in the formation of the TRB Committee on Bridge Preservation.
- Completed the Handbook for Bridge Preservation Actions.
- Presented results of the chloride in post-tensioned grout research effort at the 2014 annual meeting.
- Supported the National Steel Recoating TSP2 Group and presented the Recoating Selection and Cost Tool at the 2014 annual meeting.

Assess Bridge Conditions
- Revised several sections of the Manual for Bridge Evaluation to add clarity and facilitate the implementation of the FHWA’s 23 Metrics.
- Rewrote and balloted Section 7, Fatigue Evaluation of Steel Bridges, of the Manual for Bridge Evaluation based on recently completed research activities.
- Updated the analysis and evaluation of truss gusset plates which may allow bridge owners to avoid costly bridge retrofits, strengthening or load posting.

Maintain and Enhance a Knowledgeable Workforce
- Technical committees collaborated with academia, industry and consultants to consider state of the art advancements in engineering and necessary research activities to support code development.
- Technical committee chairs responded to questions regarding the various specifications and guidelines.
- The SCOBS was the featured agency at the 2014 International Bridge Conference; Members presented SCOBS initiatives in the areas of research, accelerated bridge construction, element level bridge inspection, bridge performance measures, and bridge technology.
- Participate on the advisory board of the Institute of Bridge Engineering at the University of Buffalo.
- Updated agreement with AWS and AASHTO to allow general interest members to participate in the development of the Bridge Welding Code.

Maintain and Enhance the AASHTO Specifications
- Evaluated and submitted various research problem statements based on the prioritized objectives in the SCOBS Strategic Plan.
- Developed a working group to develop quality concrete research proposals.
- Implemented a task force to identify gaps in the specifications for mechanically stabilized earth walls and suggested a research program to address these needs.
Evaluated and began generating updates to several documents regarding temporary bridge works.
Began research efforts regarding the design specifications for moveable bridges; and movable bridge inspection, evaluation and maintenance.
Research efforts to develop improved weld acceptance criteria for full penetration bridge welds that utilize the capabilities to detect and characterize weld defect afforded by the Phased Array Ultrasonic Testing are underway.
Began a research effort to develop guidelines for maintaining small movement bridge expansion joints.
Research into preservation of highway tunnels, emergency exit signs and markings for highway tunnels and developing guidelines for emergency ventilation smoke control in roadway tunnels continues.
Published the first edition of the LRFD Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.
Updating the equivalent static loads to bridge barriers as a result of the MASH updates.
Reviewed the NCHRP report regarding recommended guidelines for the selection of bridge rails and began coordination with the Technical Committee for Roadside Safety.
Supporting the mitigation of weldment cracking of highway steel structures due to the galvanizing process.
Endorsed three NSBA/AASHTO collaboration documents
Addressed the deficiencies in the drilled shaft and retaining wall seismic design specifications.
Incorporated micropile construction into the "LRFD Bridge Construction Specifications".
Updated the design provisions for concrete filled steel tubes.

Accelerated Bridge Delivery and Construction
Established an ABC Implementation Road Map
Participated in the ongoing research efforts: Guide Specifications for ABC Design and Construction; Recommended Guidelines for Prefabricated Bridge Elements and System Tolerance and Dynamic Effects of Bridge Moves; and Guidelines for Calculating Dynamic Effects in Large-Scale Bridge Moves.

Optimize Structural Systems
Participated in the development of the Guide Specifications for the Design of Concrete Bridge Beams Prestressed with Carbon Fiber Reinforcement Polymer Systems and a domestic scan to advance the use of fiber reinforced polymer composites for transportation infrastructure.

Model and Manage Information Intelligently
Surveyed members on software sharing between agencies and options for publishing specifications and updates to the specifications.
Enhanced the SCOBS data portal.
Discussed 3d technology, the definition and strategies for implementation.

Contribute to National Policy
Expanded the role of the Technical Committee for Security and Hazards to include an all hazard engineering assessment of extreme events for vulnerabilities and potential risks.
Supported the research effort for AASHTO's Special Committee on Transportation Security and Emergency Management.

Resolutions
Worked with the Bridge Task Force of the Subcommittee on Maintenance to generate the “Fall Protection Requirements of Highway Workers on Existing Bridges” resolution to address the OSHA requirements.
Generated a resolution "Corrosion Control, Mitigation, and Prevention Training Programs" to highlight the committee’s thoughts on proposed legislation.

Publications
New Editions
LRFD Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 1st Ed. (LRFDLTS-1)
S10.1, Steel Bridge Erection Guide Specification (NSBASBEGS-2-OL)
G13.1, Guidelines for Steel Girder Bridge Analysis (NSBASGBA-2-OL)
• G8.1, Guide Specification for Application of Coating Systems with Zinc-Rich Primers to Steel Bridges (NBSASBCS-3-OL)

Interim Editions
• LRFD Design Specifications, 7th Ed., 2015 Interim (LRFDUS-7-I1)
• Manual on Bridge Evaluation, 2nd Ed., 2015 Interim (MBE-2-I4)
• Bridge Element Inspection Manual, 1st Ed., 2015 Interim (MBEI-1-I1)
• LRFD Guide Specifications for Design of Pedestrian Bridges, 2nd Ed., 2015 Interim (GSDPB-2-I1)
• Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th Ed., 2015 Interim (LTS-6-I1)
• LRFD Construction, 4th Ed., 2015 Interim (LRFDCONS-4-I5)
• LRFD Movable Specifications, 2nd Ed., 2015 Interim (LRFDMOV-2-I6)

Upcoming Meeting
• 2015 SCOBS Annual Meeting will be held in Saratoga Springs, NY April 19 – 25, 2015.
Highways Subcommittee on Construction (SCOC)

Committee Officers:
Chair: Malcolm Dougherty, Caltrans
Vice Chair: David Hoyne, VAOT
Secretary: Butch Wlaschin, FHWA
AASHTO Liaison: Greta Smith, AASHTO

General
1. The annual meeting was held in Portsmouth, New Hampshire August 10 – August 15, 2014. There were 40 states represented and 1 Canadian province as well as representation from AGC, ARTBA, ACPA, NICET, Academia, contractors and the consultant community.
2. Topics included a keynote presentation titled Connecting Generations and Bridging Communities; The story of the Memorial Bridge River crossing. This presentation set the theme for the meeting with presentations on risk sharing and allocation, alternate delivery methods, agility of DOT’s to respond to the loss of key infrastructure, recycling and the advances in the use of technology in Construction from intelligent compaction and 3D modeling to e-construction. This meeting had a strong emphasis on safety in the work zones for the traveling public and the workers. General discussion sessions included topics such as project scheduling, what is in the asphalt and what are states experiencing for performance, material shortages and contract administration challenges.
3. The SOC continues to participate in expert task groups, national task force, FHWA, AASHTO, industry and other joint committees.
4. In 2014 the SOC discussed the disposition of the AASHTO Guide Specification for Highway Construction and will be pursuing an update in 2015.
5. Each of the technical sections reported on their accomplishments of the past year and developed work plans for the coming year.

Contract Administration Section
Accomplishments
1. Conducted a national survey on partnering best practices, including links to state DOT specifications and guides for partnering. The survey results are posted on the AASHTO Subcommittee on Construction website.
2. Conducted a national survey on eliminated work/restocking fees. The survey results include DOT current practices for addressing eliminated work, including links to specifications. The results are posted on the SOC website.
3. Summarized force account additives nationally. Developed a table with markups for labor, bonds, insurances, taxes, materials, equipment, subcontracting, and other items. Also included information on payment for pickup trucks, small tools, drive/commute time and contractor owned trucks used to haul material. Links to DOT specifications and guidance is provided. The survey results are posted on the SOC website.
4. Helped develop a research proposal for “Quantifying the Costs and Benefits of Partnering on Projects Delivered Using Traditional and Alternative Contracting Methods”. The proposal was selected as a research project with the National Cooperative Highway Research Program for the Fiscal Year 2015 Program, as NCHRP 19-10.
5. Identified a potential research project to develop a guide for alternative contacting contract administration, including design/build, Construction Manager-at-Risk, Construction Manager as General Contractor, Alternative Technical Concepts, and other nontraditional delivery methods.

Computers and Technology Section
Accomplishments
2. Promote asset management operations; physical features, customer contact software, tracking complaint repairs and costs, and inventory.
3. Evaluate construction performance measures of time, cost, quality, public relations, and contractor performance.
4. Coordinating efforts with NCHRP 10-96 for survey or synthesis on use of 3D modeling and CIM technologies at the SHA level.
Roadway & Structure Section
Accomplishments
1. Conducted a national survey on cracking occurring in concrete bridge decks. The survey results are posted on the SOC website.
2. Conducted a national survey on the grinding of PCC concrete pavements. The results are posted on the SOC website.
3. Conducted a national survey on cracking occurring in PCCP. The results are posted on the SOC website.
4. Collected ABC construction standards and inspection guidance for posting on the SOC website.
5. Helped develop a research proposal for “Emergency Contracting Procedures for Regional Disasters”. The proposal seeks to have a guidebook developed that would expand upon NCHRP LRD 49 and give SHAs direction on how to develop an emergency contracting plan for multiple projects.
6. Continued discussion of approaches toward Risk Based Inspection.

Environment and Human Resources Section
Accomplishments
1. A rebuilding year for the section with Section Chair Changes. Mark Leja, Caltrans, turns over section reigns after 4 years. Frances Hood, Idaho, leaves state service. Jeff Shapiro, Nevada is the new Section Chair. Rob Wight, Utah, is the new Vice Chair.
2. Worked with AASHTO Center for Environmental Excellence on stormwater management best practices pocket guide for construction field staff. Participated in conference calls and reviewed and commented on drafts of the pocket guide.
3. Established contact with OSHA (Washington DC) to discuss the emphasis in work zones for traffic control installations. OSHA is not changing policies or procedures regarding traffic control. Reported to SOC at 2014 annual conference.
4. E&HR Section members evaluated online safety training at the Work Zone Safety Clearinghouse (workzonesafety.org). Caltrans, Utah and Texas are using the training. E&HR Section endorsed the training to the SOC at the 2014 annual meeting.

Research Steering Committee
Accomplishments
1. One of the research proposals submitted following the 2013 annual Subcommittee on Construction meeting is funded by NCHRP: NCHRP D-06 “Quantifying the Costs and Benefits of Partnering on Projects Delivered Using Traditional and Alternative Contracting Methods “ It initially received partial funding (D-03) but has now received full funding from NCHRP. AASHTO SOC has representation on this committee.
2. A second research effort, endorsed by AASHTO SOC, related to Accelerated Bridge Construction has also been funded.
3. NCHRP 12-105 – System Performance of Accelerated Bridge Construction Connections for Prefabricated Structural Elements was also funded. AASHTO SOC supported this research provided it included construction inspection best practices.
4. The Research Committee voted to endorse two proposals this year: Contract Administration for design build and alternate contract delivery. This is the SOC top priority. Emergency contracting guidebook. This is the SOC second priority. An additional research effort, endorsed by the SOC related to Accelerated Bridge Construction has also been funded.
5. The Research Committee voted to submit a proposed synthesis on Methods of Setting Completion Dates. The committee voted to submit a domestic scan on inspector certifications. The proposal will be the SOC’s top priority for domestic scans.
Committee Officers:
Chair Carlos Braceras, Utah
Vice Chair Russell McMurry, Georgia
Secretary Robert Mooney, FHWA
Liaison Greta Smith, AASHTO

Annual Meeting
The Subcommittee on Design (SCOD) held their annual meeting in Savannah Georgia, June 2 through June 6, 2014. The annual meeting focused on Practical Design and the current state of practice. Additional activities of the committee are carried out through the Technical Committees which report to SCOD.

All TC’s execute the following activities
- Regularly scheduled conference calls (Bi-monthly, Quarterly or Bi-yearly)
- Post both conference meeting and conference call notes on the TC website
- Utilize secure SharePoint site to conduct committee business.

TC on Cost Estimating
- Completed Tasks/Activities
  - 2014 Annual meeting: Burlington Vermont
  - New members: Region 1 – George MacDougall (ME); Region 2 – David Martin (KY); Region 3 – Mark Shulik (MI) and Valerie Svensson (MN)
- Future Events
  - Researching options for Online Training for Cost Estimating (interactive)
  - Working with FHWA on Cost Estimating National Review

TC on Environmental Design
- Completed Tasks/Activities
  - 2013 Annual meeting: State College, PA November 6 through 8, 2013
- Future Events
  - 2014 Annual meeting November 17 and 18; Indianapolis, IN

TC on Geometric Design
- Completed Tasks/Activities
  - 2014 Annual meeting: July 21 – July 24, Salt Lake City, UT
  - Assess NACTO document on Urban Street Design
- Future Events
  - 2015 Annual Meeting Des Moines Iowa
  - Review chapter revisions to the Guide for Geometric Design of Highways

JTC on Electronic Engineering Data
- Completed Tasks/Activities
  - Peer Exchange meeting December 11, 2013
  - Review results for NCHRP project

TC on Non-Motorized Transportation
- Completed Tasks/Activities
  - Meeting held on June 2nd in Savannah GA
- Current Events
  - Ongoing NCHRP projects:
    - 17-56: Development of Crash Reduction Factors for Uncontrolled Pedestrian Crossing Treatments,
    - 07-17: Pedestrian and Bicycle Transportation along Existing Roads
    - 08-78: Estimating Bicycling and Walking for Planning and Project Development
    - 15-42: Recommended Bicycle Lane Widths
07-19: Methods and Technologies for Collecting Pedestrian and Bicycle Volume Data
20-07/Task 350: US Bicycle Route Guide Signing
15-45, Proposed Update of the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities,

- **Future Events**
  - Continue work on updating the Pedestrian Guide and the Bicycle Guide

**TC on Roadway Lighting**

- **Completed Tasks/Activities**
  - Continue work on revisions to the Roadway Lighting Guide
    - First 4 chapters balloted by the Technical Committee currently under review for reconciliation

- **Future Events**
  - Review of completed NCHRP Study
  - Consider revisions to include LED lighting
  - Work towards finalizing Guide Revisions in 2015
  - Ballot Roadway Lighting Guide through SCOD

**TC on Roadside Safety**

- **Completed Tasks/Activities**
  - Review and revision of the agreement for implementation of MASH requirements and phasing out hardware qualified under NCHRP 350.

**JTC on Pavements**

- **Completed Tasks/Activities**
  - Meeting held – in Oklahoma City, OK on April 30 and May 1, 2013
  - Approved a web version of the Pavement Handbook and balloted SCOD and Subcommittee on Materials
  - JTCoP developed two research problem statements for consideration for FY 16 funding.

- **Future Events**
  - Next meeting: May 2015
  - Final publication of web version of the Pavement Handbook
  - Revise the MEPDG Manual of Practice

**JTC on Value Engineering**

- **Completed Tasks/Activities**
  - Conducted quarterly TC meetings via telecom and live-meeting

- **Future Events**
  - 2015 AASHTO VE Peer Exchange Workshop August 2015 in Washington DC
  - Continue to stay actively involved in the proposed FHWA changes to the VE policy
  - Review and update the Guidelines for Value Engineering (dated March 2010)
  - Actively pursue research opportunities with NCHRP and TRB.
  - Conduct quarterly TC meetings via telecom and live-meeting

**JTC on Hydrology and Hydraulics**

- **Completed Tasks/Activities**
  - An in-person meeting held August 18 through 22 in Iowa City in conjunction with the National Hydraulic Engineering Conference.
  - Completed white paper ‘Hydrologic and Hydraulic Issues Related to Extreme Events and Climate Change’

- **Future Events**
  - Established work groups within the TC continue to work on the following issues:
    - Two work groups that will focus on Bridge and Water Quality chapters and develop drafts prior to the next annual meeting.
    - Work group to review the LRFD Bridge Design hydraulics sections for consistency with TCHH documents. Met with SCOBS T-15 to discuss proposed revisions.
• Research proposal identification and submittal to SCOD, Hydrolink Newsletter, Participate as TCHH representatives in AASHTO activities and NCHRP research, communicate and coordinate about developing issues, TRB AFB 60 research, and Federal Agency activities.

• Provide explanation of Research Requests (full research, 20-5, & 20-7) TC wants SCOD support for, and show linkages to: Needs statements will be ranked by TCHH members and top selections will be sent to SCOD for consideration.

• Climate change and impacts on drainage systems – The TCHH continues to endorse prudent response to climate change issues. The major challenge is defining extreme events in terms of engineering standard and defining specific performance of hydraulic assets.

• Conduct quarterly business calls to update the TC on progress of assigned tasks. The next in-person meeting is scheduled to coincide with the SCOD meeting in Seattle, September 2015.

Future Events

The next meeting of SCOD is scheduled for Seattle Washington, September 21 through 24, 2015 in conjunction with the TRB Subcommittee on Access Management.
Committee Officers:
Chair: Mark Gottlieb, Wisconsin
Vice-Chair: Jeff Honefanger, Ohio
Secretary: Tom Kearney, FHWA
Liaison: Chris Smith, AASHTO

Activities from October 2013 to November 2014:

Congressional Testimony
In February, Chair Gottlieb appeared as the AASHTO witness before the House Transportation and Infrastructure Committee to testify on the implementation of the significant freight provisions of MAP-21. SCOHT continues to serve as the highway freight subject matter committee within AASHTO and its affiliated MAP-21 freight reauthorization and implementation committees (SCITEE and the MAP-21 Freight Team).

Approval of Phase II Harmonization Research Topics
SCOH and the AASHTO BOD unanimously approved the Harmonization - Phase II categorical research items at the AASHTO Annual Meeting in Denver, CO. SCOHT instructed the research consulting team to proceed on data collection for Phase II permit categorical items.

Completion of Phase I of Harmonization
In March, the Subcommittee on Highway Transport approved by supermajority ballot technical recommendations for Oversize/Overweight Permit Harmonization – Phase I. These recommendations were presented to the super load trucking industry at the Specialized Carriers & Rigging Association (SC&RA) Annual Meeting in Houston, TX who remains a critical partner to SCOHT on the Harmonization initiative. Phase I technical recommendations, as well as all research products, are available online at: http://highwaytransport.transportation.org/Pages/Harmonization.aspx.

Technical recommendations will eventually be published in an updated version of the AASHTO Guide to Weights and Dimensions.

Appointment of Harmonization Industry Advisory Group
Secretary Gottlieb appointed 7 members to an Industry Advisory Group as part of the Harmonization initiative. The IAG members represent a diverse cross-section of public and private interests related to the super load trucking industry, including: carrier associations, individual carriers, public safety officers, and escort vehicles.

SCOHT Annual Meeting: Philadelphia, Pennsylvania
The Subcommittee on Highway Transport met in Philadelphia in July of this year. The meeting was hosted and organized by Penn DOT. Participants were welcomed by Mark Gottlieb, Secretary of the Wisconsin DOT as Chair of the Subcommittee. The meeting had strong participation from the member states, the trucking industry, commercial vehicle service providers, and consultants and researchers. Total registration was over 100.

US DOT, Federal Motor Carrier Safety Administration (FMCSA) and the Federal Highway Administration (FHWA) provided briefings on Federal agency commercial vehicle activities and MAP 21. The agenda also included: regional permitting and harmonization of oversize/overweight requirements and progress on states adopting the resolutions, ITS, and connected commercial vehicles. Utility coordination, National Truck Size & Weight Study, rail crossings, trucking parking, Emergency Response, and SC&RA priorities and perspectives on activities impacting their members was also presented.

The Subcommittee also coordinates among its members the issuance of oversize/overweight permits moving emergency commodities before, during and after national and state emergencies. Staff has revised the 2006 SCOHT Procedures for Emergency Responses to reflect updates in appropriate roles for AASHTO Staff, State DOTs and the USDOT during national emergencies.
**Work Items**

**Highway Freight Movement**
The implementation of MAP-21 (PL 112-141), in particular the three truck studies and more generally the freight provisions, will be a high priority with the potential for dramatic and unpredictable impact on the Work Plan. Additionally, legislative reauthorization proposals for MAP-21, which expires on October 1, will likely be presented in the Congress this year.

- Continue to assess emerging technologies that facilitate highway freight movement efficiency and safety, including truck parking
- Assess ongoing legislative proposals in states and the Federal government related to truck size and weight
- Work with the AASHTO Standing Committee on Rail (SCORT) to improve practices for the prevention of rail-truck crashes, as well as other AASHTO freight modal committees

**Permitting**
Implement Board Resolution PR3-12, Actions to Reduce Impediments to Interstate Commerce: Harmonizing Requirements for Truck Permits – Phase II, will be the highest priority for SCOHT in this program year.

- Appoint of the Industry Advisory Committee.
- Develop best practices guide for high, wide, and heavy corridors.
- Develop guidance on coordinating permitting processes with local governments

**Emergency Response**
SCOHT made significant revisions to the Procedures for Coordinating Oversize/Overweight Truck Movements for Emergency Response and Relief to identify the respective AASHTO and USDOT procedures.

- Continue to implement Procedures for Coordinating Oversize/Overweight Truck Movements for Emergency Response and Relief
- Monitor highway operations issues related to emergency management, including events that impact freight modal shifts

**Surface Transportation Reauthorization**
SCOHT in coordination with SCITEE anticipates forthcoming rulemaking and guidance from USDOT on the National Freight Network (NFN), Critical Rural Freight Corridors, and the National Freight Strategic Plan and will coordinate as appropriate on preparing comments to the Federal Register as needed.

SCOHT, via its FHWA liaison, continues to be engaged on the three MAP-21 studies related to trucking: the comprehensive truck size and weight study; compendium of state truck size and weight laws; and a report on truck parking adequacy.

**Future meetings:**
The 2015 Annual Meeting will be hosted by Utah DOT the week of July 6 in Salt Lake City, in advance of the AASHTO 21st Century Mobility: Moving People and Freight policy conference. SCOHT is generally held the week following the 4th of July holiday. Preceding the meeting several of the regional highway transport committees met as did the TRB Committees on Truck Size and Weight and Trucking Research.


**Officers:**

- **Chair:** Mark McConnell, MS DOT
- **Vice Chair:** Jennifer Brandenburg, NC DOT
- **Vice Chair:** Chris Christopher, WSDOT
- **Secretary:** Bryan Cawley, FHWA
- **AASHTO Liaison:** Jameelah Hayes, AASHTO

**Subcommittee Organization:**


**Summary of Key Activities and Accomplishments to Date:**

### WORKFORCE DEVELOPMENT

- Promoted the TSP2 to AASHTO Members and supported system and regional pavement preservation partnerships.
- Worked with TSP.2, FHWA Bridge Preservation Expert Task Group (BPETG), and industry on collection of maintenance training material made available for practitioners – a page for shared training resources has been established on the TSP2 website.
- Worked with TSP.2, FHWA BPETG, and industry on collection of acceptance and use of materials and products.
- Provided steering committee support for the FHWA Bridge Maintenance Peer Exchange.
- Supported the TSP2 2014 National Bridge Preservation Partnership (BPP) conference and served as a liaison between the TSP2 Regional BPP and SCOM Leadership.
- Created SCOM liaisons with the Subcommittee on Bridges and Structures.
- Hosted webinars and surveyed TWG members to discuss the Maintenance Manager Workshop, Work Zone Safety, and implementation of the Transportation Curriculum Coordination Council (TC3) training materials.
- Completed access for all states that participated in the web-based AASHTO Winter Roadway Maintenance Computer-based Training (CBT). The information is now available in both CD-ROM and web-based. This material can be acquired through your state Training Coordinator or Maintenance Engineer.
- Partnering with NCDOT, Farris State University, and the Four Regional Equipment Partnerships to develop Nationally recognized Fleet Management Training

### RESEARCH

- Reviewed completed research for possible publication of AASHTO Manuals.
- Three SCOM research proposal were funded by NCHRP:
  - Guidelines for the Development of Highway Operations Equipment Utilization Measurement and Management,
  - Transitioning Toward Performance-Based Winter Maintenance: Developing A Toolkit of Measures, Standards and Monitoring Tools to Fit Any Climate, and
  - Detection and Remediation of Chloride Contamination Prior to Coating Structural Steel.
- Two SCOM proposals were approved as 20-7 projects:
  - Determination of the Best Practices for Collecting, Processing and Managing Roadway Asset Inventory Data, and
  - Reducing risks to worker safety in work zones due to distracted drivers.
- Provided planning committee support for the 2015 Winter Maintenance Peer Exchange.
- NCHRP Synthesis 452: Fleet Replacement Management Practices complete and published by TRB.
- Re-prioritized research needs identified by NCHRP 20-7 Task 309 – Challenges and Opportunities: A Strategic Plan for Equipment Management Research.

### PERFORMANCE MEASURES

- Assisted in the development and implementation of performance measures that can be effectively utilized
by member agencies to meet the requirements of MAP-21.

- Supported the development of a guideline to uniformly define the Remaining Service Life (RSL) of zero for use by member agencies.
- Prepared to provide comments on the FHWA Notice of Public Rule Making (NPRM) for performance measures on bridges and for asset management – regulations not yet issued.
- Improved reliability via efforts that connect Transportation Service Maintenance & Operations (TSM&O), including SHRP2 and the Operations Center of Excellence. Led SCOMs resolution to support the Operations Center of Excellence.
- Completed development of 4 common State DOT performance measures related to fleet management (utilization, preventative maintenance, retention, and availability).
- Successfully completed the AASHTO Triennial Review of the Equipment Management Technical Services Program (EMTSP).

ENVIRONMENT

- Supported the development of life cycle assessment methodologies that demonstrate the environmental benefits of pavement preservation techniques and strategies.
- Submitted research problem statement on quantifying the environmental benefits of bridge preservation treatments.
- Provided input on Phase II of research project Standard Practice for Washing and Cleaning Concrete Bridge Decks and Substructure Bridge Seats…, final report issued.
- Implemented results of revised field practices, Chapter 8 of Environmental Stewardship Practices, Procedures, and Policies for Highway C&M (NCHRP 25-25 (04)).
- Posted regulatory changes that impact highway equipment fleets from the 2014 tier IV off-road equipment emission standards; EMTSP.org and regional partnership meetings.

Annual Meeting

The 2014 Subcommittee on Maintenance meeting was held in Charleston, WV on July 27-31. Thirty-five states were represented during the closing business session.

The next annual Subcommittee on Maintenance meeting will be held in Des Moines, Iowa in July, 2015.
Committee Officers:
Chair: Moe Jamshidi, NE
Vice Chair: Georgene Geary, GA
Secretary: Jack Springer, FHWA
AASHTO Liaison: Evan Rothblatt

Summary of Activities and Accomplishments from October 2013 to October 2014:

The SOM held its 100th Annual Meeting in Minneapolis, MN, on July 27 to August 1, 2014. 17 of the 21 Technical Sections; the Executive Committee and the AMRL Administrative Task Group (ATG) all met during the period. The plenary sessions had a number of presentations that updated the SOM members on a variety of subjects. Prior to the annual meeting all 21 Technical Sections convened webinars to conduct business, 4 of which completed all official business and thereby did not require technical working sessions.

There were a number of items discussed during the Executive Committee (EC) meeting. The SOM operations guide has been further revised and the changes approved by the SOM. The revisions include clarification of the language for reconfirmation timeframes and balloting, the addition of new reconfirmation balloting procedures, and clarification on eligibility of nominees for awards. A separate Task Force was created to pursue the proposal of assigning states to technical sections; this insures regional representation and benefit new attendees’ understanding of the TS structure, providing quick transition into active participation.

In an effort to better help identify research needs, a Research Task Force was created. A volunteer research liaison was assigned to each tech section who will in turn report any research needs statements to the task force for further development and ranking. This was the first year having the research task force; based upon this experience more clearly defined roles and responsibilities have been developed for the research liaisons and will be included in the next revision of the operations guide.

SOM members strongly expressed positive feedback regarding AASHTO’s support of the Tech Sections through mid-year webinars as well as on-site during the annual summer meeting. To continue scheduling the mid-year webinars, which help focus discussions and activities during the annual meeting, Tech Section chairs were asked to work with their members during their technical working session to select a date. AASHTO will then set up the webinars and develop a calendar. In order to further assist the Tech Sections, the new reconfirmation balloting procedures will have AASHTO track when standards are due for reconfirmation as well as prepare and send out the reconfirmation ballots.

Evan Rothblatt discussed the agreement between AASHTO and ASTM whereby ASTM has created a portal to jointly sell AASHTO and ASTM standards.

As a follow up to the previous year’s discussion about accreditation bodies other than AMRL and presentations made by each NACLA approved accreditation body to the SOM Executive Committee, a resolution has been drafted by the SOM to distinguish differences between these bodies. A copy of the resolution is attached.

We discussed the 101st meeting of the SOM which will be hosted by the Pennsylvania DOT, as well as started preliminary discussion about the 102nd and 103rd meetings, which will potentially be hosted by the South Carolina and Oregon DOTs, respectively.

This was Georgene Geary’s (GA DOT) last year as Vice Chair as she will be retiring. Cole Mullis (OR DOT) will replace Georgene as the new SOM Vice Chair and Scott Andrus (UT DOT) will become the new Region 4 Vice Chair.

Representatives from 44 States plus NCHRP, academia, and industry participated in the meeting. FHWA had limited participation at this year’s SOM meeting.
The 2014 SOM Achievement Award was presented to Georgene Geary (GA) and the SOM Service Award was presented to Alan Rawson (NH).

The 34th Edition of AASHTO Materials, which includes all of the SOM’s standard tests and specifications, was published in a five-volume paper version in July. The publication of this edition reflects the evaluation and reconfirmation of 59 standards, revision of 70 standards and the adoption of 13 new provisional standards.

The AMRL’s laboratory inspection and proficiency sample programs continue to grow, as does the AASHTO Accreditation Program (AAP). As of July 2014, over 1743 labs held AASHTO accreditation, which is a 6% increase over the past year. The Proficiency Sample Program, now in its 48th year, serves over 3,000 testing laboratories in more than 30 countries. In addition to these long standing programs, AMRL’s Operator Certification Program completed 14 on-site evaluations at Falling Weight Deflectometer (FWD) Calibration Centers. This resulted in the certification of 30 operators in locations including the United States, Canada, Mexico, The Netherlands, and Denmark.

The SOM continues to look at ways of taking advantage of developments in electronic information technology. Updates have been made to the e-ballot website and all technical sections now use the e-ballot system for tech section ballots. And as stated previously, tech sections hold mid-year meetings over the web.

A resolution was passed at this year’s meeting expressing support for the level of quality and accountability provided by the AASHTO Accreditation Program (AAP), thereby recommending states continue to support and specify AAP. A discussion was revisited at the executive committee meeting regarding the following proposal, which AASHTO is to discuss internally:

- Increase the state contribution for the DAMS program. In doing so, if standards are moved to online format state access to standards could be included in the dues.

Presentations of interest at the Plenary Sessions included a presentation on APEL, TCCC Update, Using Industrial Materials in Roadways, Test Methods for Watertightness of Culvert Joints, and Internal Curing with Lightweight Aggregate. A copy of the agenda is attached.

**Names of Other Committees Involved or with an Interest in Each Activity:** Joint Technical Committee on Pavements, Subcommittee on Design, Subcommittee on Construction; Subcommittee on Maintenance

**Dates and Locations of Future Committee Meetings:** The 101st annual meeting of the SOM will be held August 2 to August 7, 2015, in Pittsburgh, Pennsylvania. The proposed location of the 102nd meeting of the SOM is to be held in Region 2, potentially in Greensville, SC, hosted by South Carolina DOT.
Committee Officers

Chair: Matt DeLong, Michigan
Vice Chair, Right of Way: Phil Copeland, Georgia
Vice Chair, Utilities: Nelson Smith, Maryland
Vice Chair, Outdoor Advertising Control: Jim Spalla, Florida
Secretary - FHWA Right of Way Liaison: Virgil Pridemore, FHWA
FHWA Utility Liaison: Ken Leuderalbert, FHWA
AASHTO Liaison: Greta Smith, AASHTO

Conferences and Meetings

The Executive Board of the Subcommittee, along with representative from the National Association of Highway Beautification Agencies (NHABA) met in Salt Lake on January 6-9, 2014 for the annual Executive Board Meeting and Conference Planning session.

The 2014 Annual Conference of the Subcommittee was held in Salt Lake City April 28-May 1. The conference was once again co-located with the Annual Conference for NHABA. The proceedings of the conference are posted on the Subcommittee Website.

Activities for 2013-1014

- Continued work on NCHRP 20-84, “Improved Right of Way Procedures and Business Practices.” The objectives of this research are to develop: (1) improved right of way procedures and business practices for the project development and delivery process, and (2) best practices for the long-term management of right of way assets.

- Continued active participation in the SHRP2 including implementation efforts on R15B and beginning the implementation process for R01B (Finding Underground Utilities with Technology and R01C (Innovations in Location of Deep Utilities).

- Continued working with FHWA on the Every Day Counts initiative to identify and resolve key issues effecting Right of Way, Utilities, and Outdoor Advertising Control.

- Continued to provide strategic communication and information exchange through the Subcommittee website, located at http://rightofway.transportation.org/, and the online “Clearinghouse” resource for query, compilation, and distribution of results from topic-specific surveys submitted by the member states.

- Continued efforts to integrate Outdoor Advertising Control into the Subcommittee operating structure.

- Continued efforts to fully utilize the capabilities of our Technical Councils to address the more everyday issues and concerns of the members related to the responsibilities of the subcommittee and to incorporate development and refinement of research ideas within the technical council activities.

- Continued working on bringing active members to the Subcommittee and to the Executive Board.

Research Activities:

- The Subcommittee remains very active in national research through partnerships with FHWA and AASHTO. Examples of current programs include working with the SHRP2 on the implementation of R01B: Finding Underground Utilities with Technology and R01C: Innovations in Location of Deep Utilities. The Utility Technical Councils have proposed the following topics for 20-7 research: Utility Coordination Best Practices for Design-Build and Alternative Contracting Projects; Dig Law Revisions and an Assessment of Potential Impacts to State Transportation Departments; Evaluation of the Management and Implementation of Utility Impact Analysis (UIA), Utility Conflict Matrix (UCM), and Subsurface Utility Engineering (SUE) affecting utility-related Risk on projects by State Departments of Transportation; Horizontal directional drilling within highway rights of way; Handling utility facilities that are taken out of service (formerly known as abandonment); Encasement requirements and
allowances for water mains and pressurized sanitary sewer mains. The Subcommittee has volunteers actively participating in these and many other studies and pilots.

- NAHBA has currently filed for research funds from the National Cooperative Highway Research Program (NCHRP) to identify and collect data and facts to establish standards and practices adopted by the Federal/State Agreement in each state and to analyze that data and effective control measures utilized by the states in order to establish a consistent federal standard for effective control of the federally mandated outdoor advertising control program nationwide.

**Awards**

The following award recipients were honored at the joint AASHTO/NAHBA awards luncheon during the co-located 2014 annual conference in Salt Lake City, Utah.

**2014 Excellence in Utility Relocation and Accommodation Awards**

The FHWA Excellence in Utility Awards recognizes exemplary projects, programs, initiatives and practices that successfully integrate the consideration of utilities in the planning, design, construction and maintenance of transportation facilities. The FHWA developed this biennial awards program to honor outstanding achievement in the utility arena.

**Award Recipients:**

- Excellence Award for Construction Management:
  Custer Avenue Interchange Project, Montana Department of Transportation and Morrison-Maierle.

- Excellence Award for Incentives:
  Utility Incentive-Based Reimbursement Policy, Massachusetts Department of Transportation.

- Excellence Award for Innovation:
  US-89 State Street Reconstruction Project, Utah Department of Transportation, CenturyLink, and Terra Technologies.

- Excellence Award for Project Development:
  Dallas Fort Worth Connector Reconstruction Project, Texas Department of Transportation, NorthGate Constructors, CSJ Engineering Associates, and Atkins.

- Excellence Award for Program Leadership – Individual:
  David Hausmann, South Dakota Department of Transportation.

- Excellence Award for Program Leadership – Team:
  Utah Department of Transportation and Cardno TBE.

Additional information on these awards is available at: [http://www.fhwa.dot.gov/utilities/2014awards.pdf](http://www.fhwa.dot.gov/utilities/2014awards.pdf)

**2014 NAHBA Awards of Excellence**

NAHBA Awards of Excellence is an annual awards program developed by NAHBA to honor programs that excel in the outdoor advertising control program.

**Award Recipients:**

- Chairmen's Award:
  Juanice Hughes Florida DOT

- Streamlining and Integration Award:
  Utah DOT

- Innovations Award:
  Missouri DOT

Additional Information on the NAHBA awards is available at [http://nahba.org](http://nahba.org).
2014 Excellence in Right-of-Way Awards

The Federal Highway Administration (FHWA) developed this biennial awards program to offer distinction to those who excel in meeting the challenges associated with acquiring real property for Federal aid projects. The awards honor exceptional innovations that improve the real property acquisition process while ensuring that property owner and tenant rights are protected.

Award Recipients:

- Peer of the Year:
  Patrick Forinash, Relocation Lead, Mega Projects, Washington State DOT
- Innovation Award:
  Utah DOT Right-of-Way Division, Right-of-Way LPA Team
- Leadership Award:
  Indiana DOT Real Estate Division
- Stewardship Award:
  Virginia DOT Property Management/Disposal Team
- Streamlining and Integration Award:
  Arizona DOT Right-of-Way Project Management Section

Additional information on the Right-of-Way awards is available at http://www.fhwa.dot.gov/realestate.

Technical Councils

- The Outdoor Advertising Technical Council is comprised of four Outdoor Advertising Standing Committees. The NAHBA Board of Directors serves as the chair for each Standing Committee. The makeup of the regions is consistent with the AASHTO regional committee format. The Chairman of the Technical Council for Outdoor Advertising Control of the Subcommittee holds teleconferences with the standing committee chairmen throughout the year to identify policy issues to be discussed by the Subcommittee. Currently the Standing Committees are addressing four (4) issues of national significance: 1) Determination of land use; 2) State Control (urban/rural and jurisdictional); 3) Federal/State Agreements; and 4) Nonconforming signs.

- The Utility Technical councils continue to be the focus of communication and issue development within each of the Subcommittee’s disciplines. The Utility Technical Councils were reorganized last year to reflect current practices and issues: Utility Mapping, GIS & SUE; Utility Project Scoping and Coordination; and Utility Accommodation and Scoping. The Utility Technical Councils have been very active with holding quarterly conference calls, discussing emerging issues suggesting and submitting research topics. There are several potential proposals which will be further discussed in research activities.
Committee Officers

Chair          Don Hunt, Executive Director, CODOT
Vice Chair     John Corbin, Director of Traffic Operations, Iowa DOT
Secretary      Jeff Lindley, FHWA
Liaison        Gummada Murthy and Patrick Zelinski, AASHTO

Summary of Activities and Accomplishments to date

Following the adoption at the STSMO 2014 Annual Meeting held in Nashville May 5th – 9th, the following resolutions were further approved and adopted by SCOH and BOD at the AASHTO Spring Meeting.

- An administrative resolution to adopt the 2014 SSOM Strategic Plan,
- A policy resolution to establish an Operations Technical Service Program, which is slated to become the basis for establishing the NOCoE, and
- An amendment to the AASHTO governing documents to change the name of the committee from SSOM to the Subcommittee on Transportation Systems Management and Operations (STSMO).

Subsequently, AASHTO in collaboration with USDOT, STSMO, ITE and ITSA have actively pursued the completion of National Operations Center of Excellence (NOCoE) Cooperative Agreement with USDOT. AASHTO is in the final stages of hiring staff for the NOCoE, and with an enhanced KTS nearing completion, the NOCoE is slated to commence activities beginning January 2015.

STSMO has 4 Technical Working Groups (TWG): 1) TWG on Systems Operations Strategies, 2) TWG on Systems Operations Performance Measures and 3) TWG on Transportation Systems Management & Operations Research, and 4) TWG on Traffic Incident Management. Their activities are as follows:

TWG 1 Systems Operation Strategies:
- Connected vehicle awareness
  - A series of webinar on connected vehicles is underway
  - CV101 webinar held in September 2014, included presentations from Bob Arnold and Jonathan Walker from FHWA
  - Future webinars are being planned
  - Supporting AASHTO ongoing efforts in establishment of V2I Deployment Coalition efforts.
- 20-68 domestic scan proposal was submitted
  - U.S Domestic Scan to provide a summary of best practices/procedures that are associated with state of the practice in Transportation Systems Management and Operations (TSM&O) activities, benefits and costs associated with implementation and long term legacy impacts to operation and maintain these systems.
- Integrated corridor management (ICM)
  - Actively supporting the efforts to organize and promote ICM and get it ready for the National Operations Center of Excellence
  - Better integrate TSMO across all modes in relation to ICM
- Market the benefits of operations—TSMO is an umbrella of several functions, not just ITS. How do you sell the return on investment? What resonates with some states and not others?
  - TSMO business plan/strategic plan with these three areas
    ▪ Policy makers
    ▪ Partners (transportation industry) and others (insurance industry, etc.)
    ▪ Motorists
- Connect operations strategies to performance measures
  - What are the specific changes in performance as a result of individual operations strategies?
TWG 2 Systems Operation Performance Measures:

- A survey was sent to all 50 state SSOM leaders to find out what other performance measures, besides the MAP 21 Performance Measures, are being used at various DOTs if any.
- Webinar was held in September 2014
  - Speakers included Sal Cowan (New Jersey Department of Transportation) and Elizabeth Schneider, PE, PTOE (WisDOT Bureau of Traffic Operations). Mr. Cowan discussed performance measures in New Jersey. Mrs. Schneider discussed the following topics: measure summary (e.g. freeway miles, quarterly reports, peak hour urban reliability), measure definitions (vehicle hours of delay, user delay cost, planning time index), and data sources (e.g. vehicle volumes and classification, NPMRDS application, cost determination).
- The Performance Measures TWG is focusing on data tools and data exchange formats as they relate to traffic congestion and system operations.
- The working group also discussed the collaborative effort needed to prepare comments and responses to the upcoming MAP-21 NPRM and 1201 standards.
- The TWG agreed to focus the activities in 2014-2015 on topics such as accessing performance data and the need for a 20-7 project on research synthesis and performance measures that have been completed in the last 20 years.
- This TWG will continue to meet regularly via conference calls to discuss these topics.

TWG 3 Transportation Systems Management and Operation Research:

- Submitted 3 20-7 proposals and collaborated with Task Force on Systems Operations Strategies to submit the 20-58 proposal (previously described above). The 20-7 proposals are as follows:
  2. Conceptual Design of Transportation Public Safety Command School Curriculum
- Formalize by correspondence a relationship between the Working Group and the TRB RTSMO Committee through its Research Coordinator.
- Conceptually define an interim TSM&O Research Industry Advisory Council. NCHRP 20-7(359) will also integrate consideration of industry advisory involvement in prospective development of a National TSM&O Research Framework.
- Convened a Summer teleconference of the Research Working Group to include May 7 meeting participants, NCHRP 20-7(359) panel members, and candidate industry advisory representatives. Integrate NCHRP 20-7(345) panel & workshop participants to address the status of that project's implications (see #1 above).
- Design and implement an annualized process for coordinated assessment of TSM&O research needs and project concepts across AASHTO & TRB committees.

TWG 4 Traffic Incident Management:

- Collaborated with Task Force on research to submit the two 20-7 proposals related to TIM
  - Conceptual Design of Transportation Public Safety Command School Curriculum
- Hosted webinar in July about TIM Performance Measures case studies

Annual Meeting

STSMO and ITS America are collaborating to host the 2015 ITS America Annual Meeting in conjunction with AASHTO’s Subcommittee on Transportation Systems Management and Operations. It will be in Pittsburgh, Pennsylvania, Sunday May 31-Wednesday, June 3.
Committee Officers
Chair John Barton, TX
Vice Chair Mark Wilson, FL
Secretary Mark Kehrli, FHWA
Liaison Jameelah Hayes, AASHTO

Subcommittee Organization
The Subcommittee on Traffic Engineering is organized into Five Technical Working Groups (TWG’s):
1. Safety
2. Traffic Design, Regulation and Management
3. Traffic Signals and Roadway Lighting
4. Work Zones
5. Signing and Pavement Markings

Summary of Activities and Accomplishments to date
- Submitting a request for NCHRP 20-7 funds to assist with SCOTE Strategic Plan.
- The next MUTCD is currently being developed and many of the FHWA proposed changes related to the format and content would affect states and local agencies.
- SCOTE Members that serve as AASHTO NCUTCD Council Members and NCUTCD Technical Committee Chairs are concerned about the MUTCD changes that FHWA is considering proposing and recommends that each state should provide comments to these changes during the comment period.
- Encourage each State to have a representative actively attending the NCUTCD Meetings to be able to directly express concerns to the NCUTCD and FHWA about any proposed changes to the MUTCD.

Research – submitted to NCHRP
- Determination of the “best” pedestrian regulatory crossing sign at intersections (MUTCD sections 2B.11, 2B.12, 2B.53 and 2C.50).
- Simplification of Channelization Device Delineation Patterns to Reduce Agency Costs and Tort Liability Risks.
- Improving the Effectiveness of High-Visibility Worker Apparel.
- Intuitively Understood Pedestrian Signal Indications.
- What information should be provided to pedestrians regarding pedestrian-activated beacons.
- Evaluation of the safety and efficiency of driver behavior in response to the use of change and clearance intervals prior to the Flashing Yellow Arrow (FYA) permissive left-turn indication.

Other Activities
- Completed NCHRP 20-7/281: Graphical Traffic Signal Design Aid.
- Completed NCHRP 20-7/283: Flashing Yellow Arrow use in three section, bi-modal heads.
- Traffic Signal Timing Manual is completes, awaiting publication.

Annual Meetings
- 2014 - AASHTO Subcommittee on Traffic Engineering Annual Meeting on June 22-25, Minneapolis, Minnesota, 39 states represented.
- 2015 - SCOTE June 14-17, San Antonio, TX
- 2016 - SCOTE June 2016, Savannah, GA
- 2017 - SCOTE June 2017, Pittsburg, PA
Committee Officers:
Chair        Rich Tetreault, Vermont
Vice Chair  VACANT
Secretary    Hari Kalla, FHWA
Liaison      Greta Smith, AASHTO

Spring Meeting

The spring TIG (Technology Implementation Group) meeting of the Executive Committee convened on May 28 in Louisville Kentucky. During this meeting a resolution for name change to the AASHTO Innovation Initiative was proposed by resolution for SCOH. The proposal was to also provide a clear indication of the focus of the committee and commitment to collaboration with the EDC initiative and SHRP2 implementation.

Accomplishments for 2014

1. e-Construction (nominated by Michigan)
   This technology defines the paperless construction site currently in use by MDOT. Several additional states including Florida, Minnesota, Iowa and Texas agreed to work with Michigan on the Lead States Team to collaborate with the EDC initiative. The team members have promoted this process through the EDC summits and will meet in January to refine the final implementation plan based on feedback from the state agencies attending the summits in October and early November.

2. UPlan II Original (nominated by Utah)
   UPlan is a powerful yet easy to use web-based decision support tool that maps information for planning and project development. It allows data sharing (open or selective) among various units within the transportation agency. It also allows data sharing between agencies, with other transportation agencies nationwide and with the public. Through outreach over the last 2-1/2 years – 41 states have evaluated the product with the lead states team.

3. Intelligent Roadway Information System (nominated by Minnesota)
   The Intelligent Roadway Information System (IRIS) is an extensive Advanced Traffic Management System (ATMS) software originally developed by Minnesota Department of Transportation to control the Freeway Management System for its Regional Transportation Management Center. The Lead States Team has conducted an informational webinar. The web meeting was recorded and posted to the IRIS web page as part of the A.I.I. website. Additional outreach is planned for 2015.

4. Maryland Watershed Resources Registry WRR (nominated by Maryland)
   The WRR is a national pilot to integrate land-use planning, regulatory, and non-regulatory decision making using the watershed approach. Developed in collaboration with the USACE and EPA, the WRR serves as a significant model of interagency cooperation and provides the DOT the ability to optimize planning and preservation of natural resources during the project development process. The WRR hosted a workshop October 16 and 17 in Baltimore, MD with attendees from 5 EPA regions and 7 states to demonstrate the product and work on implementation plans for other regions across the country.

Technologies with planned future activities

<table>
<thead>
<tr>
<th>Product</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sequential Barricade Warning Light System</td>
<td>Webinar February 2015</td>
</tr>
<tr>
<td>Automatic Traffic Signal Performance Measures</td>
<td>Outreach to several state and local agencies and 2 additional web meetings in early 2015</td>
</tr>
<tr>
<td>Existing ROW plans Index Site</td>
<td>Kick off meeting scheduled for December 11 &amp; 12. Outreach throughout 2015</td>
</tr>
<tr>
<td>Carbon Fiber Reinforcing Prestressing Strands</td>
<td>Initial Lead State Team member call October 31</td>
</tr>
<tr>
<td>Prep-ME</td>
<td>Planning a Webinar for Feb/Mar 2015</td>
</tr>
</tbody>
</table>
Bridge Expansion Joint System | Planning a Webinar for Feb/Mar 2015
Sandwich Plate System for Bridge Decks | Planning a Webinar for Feb/Mar 2015

Additional information on all technologies may be found at http://aii.transportation.org

Committee Meetings:

November 20, 2014 Charlotte North Carolina (7 AM to Noon) immediately prior to the annual SCOH meeting.
XI. ACTIVITY REPORTS 2013-2014

CHARLOTTE, NC – NOVEMBER 21, 2014

SCOP-ASSET MANAGEMENT (SCOP/SCOH)

Chair  Ananth Prasad, Florida DOT
Vice Chair  Tim Henkel, Minnesota DOT
Secretary  Julius “Butch” Wlaschin, FHWA
Liaison  Matthew Hardy, AASHTO

Annual Meeting

The annual meeting of the Subcommittee on Asset Management was held on July 24, 2013 in Burlington, VT. This meeting took place in conjunction with the Subcommittee on Maintenance Annual Meeting and also included a Peer Exchange on Implementing Transportation Asset Management. Highlights of the annual meeting include the following:

- TAM Peer Exchange—A detailed summary of the two-part peer exchange is available in a separate report.
  - Part I: Integrating Asset Management into Maintenance—Brought together people from across the U.S. to discuss how State DOTs are integrating the maintenance functions with the asset management responsibilities.
  - Part II: TAMP Requirements in MAP-21—More than 30 State DOTs participated in round table discussions on the implementation of the TAMP requirements in MAP-21.
- Capacity Building Activity—The subcommittee will propose a capacity building peer exchange to be funded through the SCOP Subcommittee on Capacity Building program that will take place as part of the 10th National Transportation Asset Management Conference scheduled for April 2014 in Miami, FL. The focus will be on TAM and MAP-21.
- Research Activities—The research activities of the subcommittee are coordinated by Cory Pope, Utah DOT. Three research activities have been approved through various research funding sources to be moved forward as follows:
  - NCHRP 08-36, Task 125 Transportation Asset Management Portal
  - NCHRP 08-36, Task 126 Development of a Risk Register Spreadsheet Tool
  - NCHRP 08-93, Guidebook on Agency Risk Management Strategies, Methods, and Tools
- The Subcommittee will propose three new NCHRP projects for FY2014 funding:
  - Procedures for Integrating Standard Quality and Performance Management Frameworks with Transportation Asset Management
  - Life cycle cost analysis of preservation and replacement of highway assets
- The subcommittee will be working closely with FHWA in organizing a series of webinars related to TAM to complement the AASHTO Transportation Asset Management Guide: A Focus on Implementation webinar series.
- The Subcommittee will continue to work with FHWA on continuing the Transportation Asset Management Expert Task Group.
- The Subcommittee continue to work with TRB in organizing the 10th National Transportation Asset Management Conference.

Completed Tasks or Activities

The Subcommittee on Asset Management had a successful year. The following summarizes key deliverables of the subcommittee:

- Co-sponsored and organized the joint Subcommittee on Maintenance/Subcommittee on Asset Management conference.
- Worked with FHWA in hosting the bi-monthly asset management webinar series with over 500 people participating in each webinar.
- Peer Exchange TAM—The subcommittee sponsored a peer exchange that focused on TAM integrating with maintenance and the TAMP requirements of MAP-21. This peer exchange was in keeping with the strategic plan of the subcommittee to look beyond pavements and bridges.
- Three research projects were funded as described above.
- TRB Asset Management Committee—The subcommittee continues to work closely with the TRB Asset Management Committee.
FHWA TAM ETG—The subcommittee continues to work closely with the FHWA Transportation Asset Management Expert Task Group.

Future Events

The Subcommittee on Asset Management has proposed the following future events:

- **FHWA/AASHTO TAM Webinar Series**—Working with FHWA in organizing a series of webinars over the next 2 years that will present different TAM topics. More information is available at tam.transportation.org.
- **2014 TRB Annual Meeting**—The subcommittee will host a smaller mid-year meeting as part of the 2014 TRB Annual Meeting in conjunction with the TRB Asset Management Committee meeting.
- **10th National Conference on Transportation Asset Management**—The subcommittee is involved through different members in the development and organization of this large conference. AASHTO is a co-sponsor.
- **Summer 2014 Peer Exchange**—The subcommittee is proposing a peer exchange workshop as part of the Standing Committee on Planning Capacity Building program. The peer exchange will take place as part of the 10th National Conference on TAM.
- **2014 Annual Meeting**—In conjunction with the peer exchange mentioned previously, the subcommittee will have an annual meeting.
- **Revised NHI Course on Transportation Asset Management**—The subcommittee will work with FHWA and NHI in revising the existing Transportation Asset Management to better incorporate the research from the AASHTO Transportation Asset Management Guide: A Focus on Implementation.
Committee Officers:
Chair: Daniel Grasser (Wisconsin Administrator)
Vice Chair: Chris Peoples (North Carolina, Materials Engineer)
AASHTO Liaison: Katheryn Malusk, Associate Program Manager for NTPEP

NTPEP Executive Committee:
David Kuniega (Pennsylvania)
Danny Lane (Tennessee)
Jerry Peterson (Texas)
Todd Bennett (Missouri)
Derrick Castle (Kentucky) DataMine 3.0 Coordinator

Organizational and Administrative Framework

NTPEP is a pooled fund engineering technical service program which operates from AASHTO headquarters in Washington, DC. It is staffed by two Manufacturing Auditors, one full time Associate Program Manager, and one Administrative Web Design and Support Specialist who are responsible for day-to-day operations, administration and coordination of the program. NTPEP coordinates testing for a wide array of highway safety devices, construction materials and maintenance products, as well as conducts audits for manufacturers of products used in highway applications. Whenever possible, cooperative agreements are entered into with Industry Associations who are experts in their respective industries. For each class of product category under NTPEP, a Technical Committee of state DOT and Industry membership convenes annually in person and quarterly on conference calls to discuss the status of the ongoing and pending evaluations.

Each NTPEP Technical Committee is composed of a minimum of three members from each AASHTO member department as well as an industry member, who has expertise with utilizing the specific product(s) and thereby provides technical guidance. The Chairman and Vice Chairman of the NTPEP Committee are appointed by the AASHTO Executive Director. For administrative matters and industry appeals a NTPEP Executive Committee (EC), representing each of the AASHTO regions, is selected by the NTPEP Chairman.

The NTPEP Committee regularly communicates with the Federal Highway Administration (FHWA). FHWA technical subject experts participate in NTPEP technical committees.

Ongoing Activities and Projects:

The AASHTO Product Evaluation Listing data base was revised and relaunched in January 2013. The purpose was to allow new and/or proprietary product submittals for evaluation development and testing through independent laboratory contracts managed by AASHTO. Conversely, if a product has been evaluated and certified by a member department, the product certification can be posted by the state; a manufacturer may also request that a state post the certification if it has not yet been posted. The website then stores the evaluation report or certificate for a period of up to 2 years, after which it is archived. The emphasis and review by states has been slow, however renewed emphasis by our staff and additional outreach to our membership has the program moving in a positive direction.

NTPEP has coordinated major field demonstration projects and nationally-coordinated laboratory testing in the following product categories.

<table>
<thead>
<tr>
<th>Due</th>
<th>Lead State(s)</th>
<th>Description of Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2015</td>
<td>Virginia, Louisiana, Minnesota, Arizona and Missouri</td>
<td>Coordinate fabrication and install test panels for 2013-2016 cycle of testing for sign sheeting materials. Field evaluation racks are at four locations nationally. Publish previous year’s data on DataMine.</td>
</tr>
<tr>
<td>April 2015</td>
<td>Louisiana, Minnesota, Arizona and Missouri</td>
<td>Coordinate, fabricate, and install 2015 “Roll Up Signing Materials” test deck at three field locations. Evaluate products and publish reports.</td>
</tr>
<tr>
<td>August 2015</td>
<td>Tennessee</td>
<td>Coordinate, install, and perform field evaluations of Temporary Traffic Control Devices and publish reports.</td>
</tr>
<tr>
<td>Date Range</td>
<td>Location(s)</td>
<td>Activity Description</td>
</tr>
<tr>
<td>----------------------</td>
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<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>May through June 2015</td>
<td>Pennsylvania, Florida, New York, Louisiana, Minnesota</td>
<td>Install and evaluate pavement marking test deck in Pennsylvania. Conduct routine readings on test decks installed in previous years (Florida and Minnesota). Perform laboratory evaluation of marking materials. Post data for completed testing for all test sites via DataMine web based data.</td>
</tr>
<tr>
<td>September 2015</td>
<td>Georgia, Florida</td>
<td>Coordinate, install, and evaluate raised pavement marker “sun country” field test deck in Georgia. Conduct laboratory testing on products. Post data for completed testing for all test sites via DataMine web based data.</td>
</tr>
<tr>
<td>September/October 2014</td>
<td>Ohio, Georgia, Florida</td>
<td>Coordinate, install, and evaluate snow-plowable raised pavement marker field test deck in Ohio. Conduct laboratory testing on products. Post data for completed testing for all test sites via DataMine web based data.</td>
</tr>
<tr>
<td>October 2015</td>
<td>Ohio</td>
<td>Coordinate, install, and evaluate rapid set concrete patch field test deck. Conduct laboratory testing on products. Post data for completed testing for all test sites via DataMine web based data.</td>
</tr>
<tr>
<td>January 2015</td>
<td>North Carolina</td>
<td>Coordinate field evaluation of portable changeable message signs and flashing arrow panels. Post data for completed testing for all test sites via DataMine web based data.</td>
</tr>
<tr>
<td>Quarterly Cycles</td>
<td>Wisconsin, Alabama, TRI Environmental</td>
<td>Quarterly solicitation and laboratory evaluation of Erosion Control Products. Post electronic test reports via NTPEP DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>TRI Environmental</td>
<td>Yearly on-site audit and laboratory evaluation of geotextiles. Post electronic test reports via NTPEP DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>Kentucky, KTA Tator Inc</td>
<td>Coordinate protective coatings laboratory testing and environmental exposures. Report results through NTPEP DataMine. Coordinate with FHWA on research studies. Review, evaluate and execute contract agreements with private testing laboratories. Monitor private laboratory performance through Quality Assurance reviews.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>TRI/Environmental, Microbac, Kansas, Washington State, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 45 audits for Plastic Pipe in calendar year 2015. Electronic reports are posted in DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>Texas, South Carolina, Illinois, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 32 audits for Reinforcing Steel and 20 Welded Wire Reinforcement (WWR) audits in calendar year 2015. Electronic reports are posted through DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>Washington, TRI/Environmental</td>
<td>Coordinate, sample and test geosynthetic reinforcement materials. Reports are published in DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>TRI/Environmental, Missouri, Virginia, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 9 audits for Polypropylene Pipe in calendar year 2015. Electronic reports are posted through DataMine.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>TRI/Environmental, Indiana, Illinois, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 3 audits for PVC Pipe in calendar year 2015. Electronic reports are posted through DataMine.</td>
</tr>
<tr>
<td>Quarterly Cycles</td>
<td>Texas</td>
<td>Coordinate sampling and laboratory evaluation of Asphalt Release Agents. Reporting will follow for these products in DataMine.</td>
</tr>
<tr>
<td>August 2014</td>
<td>Kentucky</td>
<td>Installation of the third High Friction Surface Course evaluation deck and Polymer Concrete Bridge Deck overlay deck for 3 year evaluation in central Kentucky. Reports will be issued annual with a summary completion in the fall of 2017.</td>
</tr>
<tr>
<td>Continuous Program</td>
<td>Missouri, Minnesota, American Engineering Testing Services, TEC</td>
<td>Conduct laboratory evaluations of concrete admixtures. Once testing is completed, data will be available in DataMine.</td>
</tr>
</tbody>
</table>
### NTPEP TEST DECKS (MAJOR PROJECTS 2014-2015 CYCLE)

<table>
<thead>
<tr>
<th>Time</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 2015,</td>
<td>Minnesota, Missouri</td>
<td>Conduct laboratory evaluations of concrete curing compounds. Once testing</td>
</tr>
<tr>
<td>September 2015</td>
<td></td>
<td>is completed, data will be available in DataMine.</td>
</tr>
<tr>
<td>Continuous</td>
<td>Florida</td>
<td>Conduct laboratory evaluations of epoxy and resin bonded adhesive systems.</td>
</tr>
<tr>
<td>Program</td>
<td></td>
<td>Once testing is completed, a PDF report will be issued on the NTPEP website.</td>
</tr>
<tr>
<td>May 2015</td>
<td>Minnesota, North Carolina</td>
<td>Minnesota performs the laboratory evaluations for joint sealants. North</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Carolina performs the field evaluations with a 3 year interval.</td>
</tr>
<tr>
<td>May 2015</td>
<td>Vermont, Minnesota</td>
<td>Minnesota performs the laboratory evaluations for crack sealers. Vermont</td>
</tr>
<tr>
<td></td>
<td></td>
<td>performs the field evaluations with a 3 year interval.</td>
</tr>
<tr>
<td>Continuous</td>
<td>Kansas, Ohio, Nelson Laboratories, New Hampshire</td>
<td>Rapid Set Concrete Patch Materials are evaluated for a 3 year interval. Nelson Laboratories performs the laboratory evaluations, while Ohio performs the field evaluations.</td>
</tr>
<tr>
<td>Program</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous</td>
<td>Texas, NTPEP Auditors, Phoenix Test Lab</td>
<td>Elastomeric Bridge Bearing Pad manufacturers will be audited yearly,</td>
</tr>
<tr>
<td>Program</td>
<td></td>
<td>beginning within the second quarter of 2015.</td>
</tr>
<tr>
<td>Continuous</td>
<td>North Carolina, Tennessee, NTPEP Auditors</td>
<td>Guardrail/Guiderail manufacturers will be audited yearly, beginning</td>
</tr>
<tr>
<td>Program</td>
<td></td>
<td>within the second quarter of 2015.</td>
</tr>
<tr>
<td>Continuous</td>
<td>North Carolina, Wisconsin</td>
<td>NTPEP will begin evaluating Warm Mix Additives within the second quarter of 2015.</td>
</tr>
<tr>
<td>Program</td>
<td></td>
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</tr>
</tbody>
</table>

**Ongoing Activities supporting NTPEP expansion and promotion:**

NTPEP staff continues the expansion and maintenance of the committee website and the online reporting through DataMine, [http://www.ntpep.org](http://www.ntpep.org). The program's success is largely due to public-private partnerships. Therefore presentations are made at various regional and national conferences and liaison reports are provided to other AASHTO committees.

**Goals for Next 3 Years:**

- AASHTO staff will work with AASHTO member departments and industry to implement the next version of DataMine by the end of the first quarter in 2016.
- AASHTO staff will attend other AASHTO committee meetings to educate interested parties on the benefits NTPEP can provide to them.
- AASHTO staff will work closely with the NTPEP Executive Committee to implement the business plan requirements within 2014-2015 to ensure program growth.

**Upcoming Meetings:**

NTPEP 2015 annual meeting of the NTPEP Committee

- Dates: May 17 through May 22, 2015
- Location: Scottsdale, Arizona
The Special Committee on U.S. Routing meets on November 20, 2014 to discuss the following applications. Letters were written to FHWA on any interstate applications received.

<table>
<thead>
<tr>
<th>State</th>
<th>Route</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arkansas</td>
<td>US 62 BUS</td>
<td>The route begins near the western city limits of Prairie Grove, AK and travels east through the City of Prairie Grove, AK on a two-lane undivided facility in a west-east direction in Arkansas. The focal city is Prairie Grove and the route is 4.19 miles long ending within the city limits of Prairie Grove, AK.</td>
</tr>
<tr>
<td></td>
<td>Recognition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Prairie Grove</td>
<td></td>
</tr>
<tr>
<td></td>
<td>US 62 Relocation</td>
<td>The route begins near the western city limits of Prairie Grove, AK and travels east and north terminating at existing US Highway 62 near the eastern city limits of the City of Prairie Grove, AK on a two-lane undivided facility in a west-east direction in Arkansas. The focal city is Prairie Grove and the route is 4.72 miles long ending within the city limits of Prairie Grove, AK.</td>
</tr>
<tr>
<td>Arkansas</td>
<td>US 63 BUS</td>
<td>The route begins near the western City Limits of Hardy, Arkansas and travels south and east through the City of Hardy, Arkansas on a two-lane undivided facility in a north to south direction in Arkansas. The focal city is Hardy, Arkansas and is 1.51 miles long ending near the eastern City Limits of Hardy, Arkansas.</td>
</tr>
<tr>
<td></td>
<td>Recognition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Hardy</td>
<td></td>
</tr>
<tr>
<td></td>
<td>US 63 Relocation</td>
<td>The route begins near the western City Limits of Hardy, Arkansas and travels east and south through the City of Hardy, Arkansas on a four-lane facility traveling in a north to south direction in Arkansas. The focal city is Hardy, Arkansas and is 1.55 miles long ending near the eastern City Limits of Hardy, Arkansas.</td>
</tr>
<tr>
<td>Arkansas</td>
<td>US 63 BUS</td>
<td>The route begins at the junction of US. 63 in Jonesboro, Arkansas and travels east through the City of Jonesboro, Arkansas on a four-lane undivided facility traveling north to south direction in Arkansas. The focal city is Jonesboro, Arkansas. The route is 6.44 miles long and ends at the junction with U.S. 49 in Jonesboro, Arkansas.</td>
</tr>
<tr>
<td></td>
<td>Eliminate</td>
<td></td>
</tr>
<tr>
<td>Florida</td>
<td>USBR 1</td>
<td>The bicycle route connects from Key West, Florida to the Florida-Georgia border. The route is 584.4 - Total Mileage.</td>
</tr>
<tr>
<td>Florida</td>
<td>USBR 90</td>
<td>The bicycle route connects U.S. A1A and the Florida-Alabama border. The route is 423.8 - Total Mileage.</td>
</tr>
<tr>
<td>Georgia</td>
<td>US 19/129</td>
<td>It begins at the intersection of State Route 11/U.S 19/129 and State Route 515/U.S. 76, southwest of the city of Blairsville traveling southeast of the city of Blairsville on an existing roadway beginning southwest in the city traveling northeast, bypassing the town square and then proceeding southeast. The focal point city is Blairsville and the route is 1.13 miles ending at the intersection of State Route 11/U.S. 19/129 and the Glenn Gooch Bypass southeast of the city.</td>
</tr>
<tr>
<td></td>
<td>Relocation</td>
<td></td>
</tr>
<tr>
<td>Illinois</td>
<td>I-490</td>
<td>Begins at a system interchange with the Tri-State Tollway (I-294) connecting facility between I-294 and the Jane Addams Memorial Tollway (I-90) located 6.2 miles to the northwest over a new Interstate facility. In addition to system</td>
</tr>
</tbody>
</table>
interchanges at I-294 and I-90, the facility would connect with: County Line Road/Franklin Avenue.
Illinois Route 19
Illinois Route 390
Illinois Route 72
The route travels northwest. No focal cities along the Western Access corridor. However, provides access to Bensenville, Chicago, Elk Grove Village, and Des Plaines. In addition, facility designed to accommodate western access into a potential future west terminal at Chicago O'Hare International Airport. Total number of miles the route will cover is 6.2 miles and terminates at a system interchange with the Jane Addams Memorial Tollway (I-90).

Letter sent 10/27/2014 to FHWA.

<table>
<thead>
<tr>
<th>State</th>
<th>Route</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland</td>
<td>USBR 11</td>
<td>Route connects Pennsylvania and West Virginia. The USBR 11 is 33.7 miles.</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>USBR 1 Establish</td>
<td>Route connects New Hampshire and Rhode Island. Total mileage is 15 and then 1 and 2.</td>
</tr>
<tr>
<td>Michigan</td>
<td>USBR 10 Establish</td>
<td>Route connects U.S.B.R. 35 and undesignated USBR 37. The total mileage is 193.3.</td>
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</tbody>
</table>
| New Jersey  | I-95           | The route begins at the PA/NJ state line to US Route 1 and I-295 over an interstate facility heading north to south with the focal points being the cities of Princeton, NJ and Philadelphia, PA a total of 9.2 miles and ending at US Route 1 and Interstate I-295.  
Background: The requested route numbering change consists of I-395 designation for the current portion of I-95, from the PA Turnpike (I-276) Interchange to the PA/NJ State line. This will be contiguous with the newly proposed section of I-395 in New Jersey from the PA/NJ State line to US Route 1/I-295. This alternative will allow for a logical north-south designation of both proposed I-395 in Pennsylvania and New Jersey and existing I-295 in New Jersey. This redesignation scheme is compliant with AASHTO Interstate numbering procedures and intended traveler expectations. This effort to minimize driver confusion associated with the change would also be less costly to implement than other alternatives, as new signing for guide signs, trailblazing, exit numbers and mileposts would be needed for only 10.4 miles in Pennsylvania and 9.2 miles in New Jersey. At the executive levels in both the NJDOT and the FHWA Pennsylvania and New Jersey Division Offices, this is viewed as the preferred renumbering scheme. |
| Pennsylvania| I-95           | The route begins at the Pennsylvania Turnpike (I-276) Interchange and travels over the state line into New Jersey over an interstate facility heading north/south. The focal point cities are Princeton, NJ and Philadelphia, PA covering 10.4 miles in Pennsylvania and ends at the PA/NJ State line (Scudder Falls bridge). The requested route numbering change consists of I-395 designation for the current portion of I-95, from the PA Turnpike (I-276) Interchange to the PA/NJ State line. This will be contiguous with the newly proposed section of I-395 in New Jersey from the PA/NJ State line to US Route 1/I-295. This alternative will allow for a logical north-south designation of both proposed I-395 in Pennsylvania and New Jersey and existing I-295 in New Jersey. |
This redesignation scheme is compliant with AASHTO Interstate numbering procedures and intended traveler expectations. This effort to minimize driver confusion associated with the change would also be less costly to implement than other alternatives, as new signing for guide signs, trailblazing, exit numbers and mileposts would be needed for only 10.4 miles in Pennsylvania and 9.2 miles in New Jersey.

At the executive levels in both the NJDOT and the FHWA Pennsylvania and New Jersey Division Offices, this is viewed as the preferred renumbering scheme.

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<tr>
<th>State</th>
<th>Route</th>
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<tbody>
<tr>
<td>Tennessee</td>
<td>US 641 Extension</td>
<td>U.S. 641 enters the State of Tennessee at the state line in Henry County and terminates at Exit 126 on Interstate 40 in northern Decatur County. As the road continues south of Interstate 40 it loses the U.S. Route designation and continues as TN-69 before becoming TN-114 near the southern border of Decatur County. The road terminates at its intersection with U.S. 64 in Wayne County. At that point, the road is no longer designated as U.S. 641. State Route number changes along the road leave motorists confused. Continuing the designation of U.S. 641 south of Interstate 40 to its termination at U.S. 64 will make travel along the road less confusing for the general traveling public. The extension will cover 45 miles.</td>
</tr>
<tr>
<td>Virginia</td>
<td>USBR 76 Realignment</td>
<td>Route connects US Route 11 north of Lexington, VA and State Route 56 in Vesuvius, VA.</td>
</tr>
<tr>
<td>Virginia</td>
<td>USBR 1 Realignment</td>
<td>Route connects District of Columbia border and Virginia’s southern border of Prince William County.</td>
</tr>
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</table>
SPECIAL COMMITTEE ON WIRELESS COMMUNICATIONS TECHNOLOGIES (SCOWCT)

Committee Officers:
Chair: VACANT
Vice Chair: David S. Chase (New Hampshire)
Secretary: William Brownlow (AASHTO)
AASHTO Liaison: William Brownlow (AASHTO)
U.S. DOT Liaison: VACANT

Annual Meeting
The 2014 Annual Wireless Workshop and SCOWCoT Meeting was held concurrently with the 2014 Transportation Systems Management and Operations meeting, May 4-10, 2014, in Nashville, TN. Radio and Wireless Communications managers from 3 different states were present, representing one of the smallest turnouts in ten years. This was due to a combination of a lack of funding and the indifference to the importance of radio communication and the role it plays. A session conducted by the AASHTO Staff Liaison on the National Transportation Communications for ITS Protocol (NTCIP) and communications required to implement and support the Connected Vehicle program were very heavily attended by a larger cross section of attendees. The host state, Tennessee, made a training facility available to conduct training on frequency coordination software.

At the 2013 meeting the Committee began the nomination process for the Chair position of the Committee, to be completed via telephone and electronically. The process has not been completed as any candidates willing to accept the position was found. The U.S. DOT Liaison position is vacant as the previous liaison transferred outside FHWA and no successor has been named.

Completed Tasks or Activities
The Wireless Committee continued to represent transportation at a national level throughout the year. Ferdinand Milanes of CalTrans is a representative on a Homeland Security Interoperability Working Group, and Paul Gilbert of Texas continues to serve as a member on the Project 25/34 Steering Committee. The Project 25/34 Joint Committee oversees the development of standards for public safety digital radios while the DHS working group develops standards and guidelines for communication between emergency response groups.

The Wireless Committee and AASHTO Liaison Bill Brownlow prepared and submitted comments on numerous FCC proposals and actions every month throughout the year, aggressively providing representation of the best interests of the transportation community. Mr. Brownlow will also be attending AASHTO Conferences as well as frequent meetings on a national level regarding public safety communications.

Mr. Brownlow, and Mr. Gilbert (TX) represented AASHTO by manning a booth at the 2014 International Wireless Communications Exposition (IWCE), again achieving more national recognition for AASHTO and member organizations. IWCE is the largest annual event worldwide that specializes in public safety communications, with over 325 vendors and booths and 4,000 attendees from government and business.

Future Events
The Special Committee will meet with the Subcommittee on Maintenance at their 2015 meeting in Des Moines, IA.
WHEREAS, The AASHTO Accreditation Program (AAP) was established in 1988 as a means of formally recognizing the competence of testing laboratories to perform specific tests on construction materials, and.

WHEREAS, CFR Title 23, Part 637 required that all State DOT Central Materials Laboratories be accredited by the AAP by 1997, and

WHEREAS, All State DOT Central Materials Laboratories met the accreditation requirements through the AAP; which continues to serve AASHTO and the State DOT members soundly, and

WHEREAS, State DOTs have direct input into the quality and operation of the AAP, which gives the State DOT's confidence in the continued quality and operations of the AAP, and

WHEREAS, Many State DOTs are now using outside consultants to perform construction materials testing, which requires consultant laboratories to be Accredited for certain testing, and

WHEREAS, FHWA has recognized other accreditation entities as comparable to the AAP through the National Cooperation for Laboratory Accreditation (NACLA) "Recognition Procedure", and

WHEREAS, The SOM Executive Committee, has researched the components and details of the NACLA “Recognition Procedure” requirements and the operations of the ‘recognized’ entities, and

WHEREAS, The SOM Executive Committee has concluded that the NACLA procedure does not ensure that accreditation bureaus that are comparable to the AAP; and

WHEREAS, These concerns related to the quality and thoroughness of the NACLA procedures and process were documented in a formal letter from the SOM to the Federal Highway Administration; now therefore be it

RESOLVED, 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.
WHEREAS, The safety of highway workers is of paramount importance to every state highway transportation agency, and

WHEREAS, State agency personnel must take into consideration all aspects of the work environment while assessing the overall safety risk to our employees, including work zone hazards created by live traffic, and

WHEREAS, AASHTO/FHWA bridge standards related to rail height have, for the most part, resulted in several hundred thousand existing bridges being constructed around the country with current bridge rail heights at or near 32 inches, and

WHEREAS, OSHA fall protection regulations for work on and around bridges appear to require that bridge rail heights be approximately 42 inches or greater in order for the fall hazard to be considered mitigated, and

WHEREAS, If the bridge rail height is less than 42 inches, OSHA regulations appear to be interpreted that highway workers must stay at least 6 feet away from the rail or mitigate the fall hazard, and

WHEREAS, OSHA fall protection regulations appear to be written around vertical construction activities and do not appear to take into account the multitude and complexity of issues surrounding work on existing bridges including the hazards presented by live traffic in work zones, and

WHEREAS, Every state agency has a multitude of bridge-related maintenance, inspection and construction activities that occur on a daily basis that are non-static and short duration in nature and require employees to work along and across bridges and be closer than 6 feet to the rail, and

WHEREAS, Examples of non-static, short duration activities include, but are not limited to, bridge inspection, river/channel assessments, pavement condition inspection, bridge joint inspection, scupper cleaning, debris removal and cleanup, incident response activities (often in conjunction with law enforcement), accident clean up, catch basin cleaning, bridge cleaning, sweeping, minor pothole patching/crack sealing, vegetation control, asphalt paving and chip seal construction and inspection, and general access and egress across a bridge, and

WHEREAS, Several states are being directed by their respective Department of Labor and Industries (or similar) to ensure that fall protection is provided for non-static short duration type of activities described above on existing structures that have rail heights less than 42 inches, and

WHEREAS, The cost to retrofit the rail height of the hundreds of thousands of existing bridges around the country that have rail heights less than 42 inches would be significant, and
WHEREAS, Employee injury statistics from virtually every DOT clearly indicate that accidents associated with employees involved in traffic-related work zone accidents far exceed fall from height accidents, and

WHEREAS, Unlike static bridge operations, it is not clear how fall protection could otherwise be provided for non-static short duration activities without unduly increasing the risks associated with exposure to live traffic and the fall hazard; now therefore be it

RESOLVED, 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.
WHEREAS, Legislation ordered reported by the Senate Committee on Environment and Public Works includes proposed new federal requirements regarding training programs and certifications for contractors engaging in certain bridge coating and corrosion control activities on federally assisted bridge projects; and

WHEREAS, States have been and are actively engaged, in consultation with industry representatives, in advancing the safety and longevity of bridges, including through efforts to improve already cost effective corrosion prevention and mitigation strategies; and

WHEREAS, The U.S. Department of Transportation, through administration of grant programs, could address concerns regarding federal assistance for preventive maintenance, rehabilitation, repair and other investment in bridges, including as to use of protective coatings and corrosion control work;

WHEREAS, A majority of States currently require a certification regarding the undertaking, on bridge projects, for one or more of the activities proposed to be newly regulated, and States also work to advance the safety and longevity of bridges through additional means, such as design and construction specifications, material certification and selection and coatings and treatment requirements, whether implemented through state law, regulation, bid and contract requirements, or other means;

WHEREAS, States find the performance of contractors conducting the activities proposed to be regulated to be acceptable or better;

WHEREAS, States are not aware of particular concerns with bridge corrosion prevention and mitigation practices that may have been a basis for the proposed legislation;

WHEREAS, The proposed legislation would, nonetheless, appear to authorize the development of a very wide range of regulatory requirements, including potential regulation regarding –

\begin{itemize}
  \item Selection of materials and coatings,
  \item Design,
  \item Training of employees applying coatings and other treatments,
  \item Undefined “best practices” for handling hazardous materials and prevention of “environmental degradation”, issues that can be addressed, as necessary, through other statutory authorities, and
  \item Unclear requirements as to whether a contractor employs “industry respected inspectors” to “ensure funds are used in the interest of taxpayers”;
\end{itemize}

WHEREAS, States have concerns that additional certification, training and other requirements will increase the costs of bridge coating and corrosion control activities;

WHEREAS, States also have concerns that, particularly in the near term, new certification, training and other requirements would complicate and delay project delivery, result in a shortage of qualified contractors, and have other negative impacts; and

WHEREAS, States are concerned that the legislation appears to vest the proposed new regulatory authority in two agencies, rather than one, which could result in needless confusion when expertise regarding bridge safety and preservation resides in the U.S. Department of Transportation;
WHEREAS, The adverse impact on cost and project delivery of any unnecessary new requirements would be exacerbated if any new requirements are not governed by a delayed effective date or ability to phase in compliance over a reasonable number of years after promulgation of any needed final rule; and now therefore be it

RESOLVED, 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.
WHEREAS, The concept of risk management involves the identification of uncertain events, threats and opportunities that may occur and the likely consequences to be expected if they do occur; and,

WHEREAS, Effective risk management involves identifying the various risks to an organization’s achievement of its objectives and then implementing ways to mitigate, avoid, transfer, share, exploit, enhance or be prepared to accept these risks; and,

WHEREAS, Recent National Cooperative Highway Research Program studies indicate that while most U.S. Transportation Agencies practice risk management in their construction projects, only a very few have begun to apply it to broader programs or to their enterprise as a whole; and,

WHEREAS, U.S. transportation officials are responsible for managing the wide range of risks to their agencies’ objectives and programs stemming from the changing social, economic, political and technical dynamics at the local, state, national, and global levels; and,

WHEREAS, Risk management is increasingly viewed as a core competency for large organizations because of heightened public expectations for safety, performance and accountability; and

WHEREAS, The FHWA’s has taken a risk-based approach to Stewardship and Oversight; and,

WHEREAS, The new Congressional requirement within MAP-21 for risk based asset management plans has accelerated the need for U.S. transportation agencies to understand and apply the principles of risk management throughout their organization; and,

WHEREAS, Growing interest in risk management within the transportation industry prompted a scan tour team review of international transportation agency risk management practices; and

WHEREAS, The scan team found that leading agencies in Australia, England, Germany, the Netherlands and Scotland have mature risk management policies and procedures integrated throughout their organization; and

WHEREAS, Comprehensive risk management has improved internal decision making, and effectively communicated to stakeholders the threats and opportunities facing their agency in managing and improving of the transportation system; and,

WHEREAS, When considering how to implement and apply their findings to improve the practice of risk management in this country, the scan team identified establishing an AASHTO Enterprise Risk Management Committee to promote the on-going maturation of risk management strategies, methods and tools; and,

WHEREAS, AASHTO is dedicated to providing the highest possible value to its members; and,

WHEREAS, A formal Enterprise Risk Management process improves organizational communications, improves organizational alignment, and facilitates good-decision making and accountability at all levels; and now therefore, be it

RESOLVED, That AASHTO will work to ensure the alignment of committee activities and technical services and products to the (draft) strategic plan; and, therefore be it

RESOLVED, That AASHTO will work to improve the adaptability of committees and help committees coordinate and collaborate on cross-cutting transportation issues by reviewing committee structure and expectations; and, therefore be it
RESOLVED, That AASHTO desires to support State DOTs in the application of risk management practices that demonstrate the due diligence and best management practices of the transportation industry; and, therefore be it

RESOLVED, That AASHTO will create a Special Committee on Enterprise Risk Management and it will report to the AASHTO Board of Directors; and be it further

RESOLVED, That the Special Committee on Enterprise Risk Management will cooperate with the Federal Highway Administration, the Transportation Research Board and other partners to promote the training, education, tools, policies and guidance for state transportation agencies to excel at enterprise risk management; and be it further

RESOLVED, That, if approved, the Special Committee on Enterprise Risk Management will: 1) have its charge be added to the next updated edition of the AASHTO Governing Documents in the section with the other special committees; and 2) be supported by AASHTO staff and operational support provided from AASHTO.

Mission Statement/Charge:

Special Committee on Enterprise Risk Management

The mission of the Special Committee on Enterprise Risk Management is to promote training, education, tools, policies and guidance to improve the state-of-the-practice of risk management in State transportation departments. The Committee works to help State DOTs promote the maturation of risk management strategies, methods and tools for operation, preservation, and improvement of their agency and transportation systems.

The Special Committee on Enterprise Risk Management provides information about the development of risk management tools, analysis methods, and research; communicates with AASHTO member States on how to use risk management; assists member states in implementing risk management strategies; documents how risk management is being used and can be used in the future; and develops partnerships with public and private entities having an interest in and commitment to risk management.

The Special Committee on Enterprise Risk Management will report to the AASHTO Board of Directors. The President of the Association shall appoint a Chair and Vice-Chair for the Committee, with concurrence of the Executive Committee. The membership of the Committee shall comprise the chairpersons or their designees from the Standing Committee on Planning, the Standing Committee on Highways, the Standing Committee on Performance Management, the Standing Committee on Finance & Administration, and a secretary from the Federal Highway Administration; and, one state member with responsibilities appropriate to the mission of the Committee from each region appointed by the President of the Association.
Acknowledgements

This study was conducted for the Strategic Plan Update Committee, with funding provided through the National Cooperative Highway Research Program (NCHRP) Project 20-24B (Task 94), Support for Development of AASHTO’s 2013-2018 Strategic Plan. The NCHRP is supported by annual voluntary contributions from the state Departments of Transportation. Project 20-24B is intended to fund quick response studies on behalf of the Strategic Plan Update Committee. The report was prepared by Cambridge Systematics. The work was guided by a technical working group. The project was managed by Andrew C. Lemer, NCHRP Senior Program Officer.

NCHRP Panel for Project 20-24(94), FY 2014
Support for Development of AASHTO’s 2013-2018 Strategic Plan

Members
Mr. Shailen Bhatt
Mr. Carlos Braceras, P.E.
Mr. Tom Church
Mr. Christopher Clement
Mr. John F. Cox
Mr. Mark Gottlieb
Mr. Michael W. Hancock, P.E.
Ms. Sherri LeBas
Mr. Michael P. Lewis
Mr. David Nichols
Mr. J. Michael Patterson
Ms. Lynn A. Peterson
Mr. Ananth Prasad, P.E.
Mr. James Redeker
Mr. Kirk T. Steudle, P.E.
Mr. Anthony Tata
Mr. Paul Trombino

FHWA Liaison
Mr. Jeffrey F. Paniati

AASHTO Liaison
Mr. Frederick “Bud” Wright

NCHRP Staff
Mr. Andrew C. Lemer, Ph.D.
Ms. Sheila Moore

Interested Observer
Mr. John Davis
Dr. Eric I. Kalivoda
Mr. W. David Lee
Mr. Michael Trentacoste

Disclaimer

The opinions and conclusions expressed or implied are those of the research agency that performed the research and are not necessarily those of the Transportation Research Board or its sponsoring agencies. This report has not been reviewed or accepted by the Transportation Research Board Executive Committee or the Governing Board of the National Research Council.
Plan Overview

The 2014-2019 Strategic Plan sets a course for the American Association of State Highway and Transportation Officials (AASHTO) in support of its member State departments of transportation. The Strategic Plan is focused on providing direction for AASHTO as an association. It does not provide direction on the overall transportation system or the activities of its member departments of transportation.

The Strategic Plan was developed under the guidance of a Strategic Plan Update Committee consisting of 17 State DOT executives. The Plan update was conducted under the National Cooperative Highway Research Program Project 20-24(94). The process for updating the Plan included a survey of AASHTO members, interviews with State DOT CEOs, AASHTO staff, partner organizations and external stakeholders, and a detailed assessment of the external transportation environment. The detailed results of this background work were documented in a separate SWOT analysis (strengths, weaknesses, opportunities, and threats) technical report. Appendix B contains a summary of the SWOT analysis. Plan development culminated in a retreat where the Strategic Plan Update Committee drew on the input from members and staff to develop a proposed strategic direction and implementation strategy to carry on AASHTO’s tradition of success.

This document contains the findings of the Strategic Plan Update project. It is anticipated that once this draft plan has been discussed and approved by AASHTO’s Board of Directors, it will be converted into a concise, graphic-oriented version suitable for distribution to the public.

Challenges and Opportunities

AASHTO most recently updated its strategic plan in 2009. Emerging internal and external factors suggested that the time was right for the development of a new Strategic Plan. The factors that underscored the need for an update include new leadership, staff retirements, economic and funding challenges, changes in demographics, technology change, energy and the environment. The new Strategic Plan provides an opportunity to address these and other challenges and to ensure that AASHTO continues to be a leading resource for its members and the transportation industry in the future.

Based on a review of challenges and opportunities, several issues were identified as primary considerations when updating the Strategic Plan. AASHTO’s services are highly valued, but there are opportunities to improving areas like communications, committee structures, partnerships, and technology resources. AASHTO faces challenges in a divided political climate and due to funding and staff constraints at member organizations. To be successful in the future, AASHTO needs to become more nimble and adaptable while still representing the diverse views of its members.
AASHTO’s Vision, Mission, and Values

The AASHTO Strategic Plan Update Committee reframed AASHTO’s vision, mission and values as part of the 2014-2019 Strategic Plan.

Vision Statement

The American Association of State Highway and Transportation Officials supports members in the development of transportation solutions that create economic prosperity, enhance quality of life, and improve transportation safety in our communities, states, and the nation as a whole.

Mission Statement

The American Association of State Highway and Transportation Officials supports its members through policy development, advocacy, technical services, and leadership development and through advancing partnerships and promoting innovation.

Values

AASHTO has several core values that govern its day-to-day decision-making. AASHTO is:

- **Safety-Focused** (in operations and through relentless pursuit of safer transportation);
- **Innovative** and Adaptable (forward-looking and willing to explore new solutions and adapt to evolving member needs);
- **Collaborative** (active in partnership and inclusive to those with shared vision and values);
- **Accountable** (open and transparent, responsive to stakeholder needs, operating with integrity);
- **Service-Oriented** (activities and initiatives are aimed at supporting member departments and their interests).
AASHTO’s Goals and Strategies

AASHTO’s goals and strategies were identified by the AASHTO Strategic Plan Update Committee. They are based on input from surveys and discussions with AASHTO leaders, staff, and membership, and an assessment of the strengths, weaknesses, opportunities, and threats of AASHTO. The Plan focuses on four key goals:

1. Provide Value to Members
2. Provide Innovative Technical and Professional Services and Products
3. Be a Leader in National Transportation Policy Development
4. Communicate the Value of Transportation

Goals 1 and 2 are more internally focused on AASHTO while Goals 3 and 4 are more externally focused. For each Goal, action-oriented strategies and potential implementation actions are identified. It is recognized that additional work will need to be done on a select list of the implementation actions to develop a focused, practical and implementable action program to guide AASHTO activities.

1. **Provide Value to Members**

   AASHTO is dedicated to providing the highest possible value to its members. Members provide the backbone of AASHTO’s policy development, advocacy and strong technical services.

   Strategies to accomplish this goal include:

   1.1. **Regularly self-assess AASHTO value to members**

       AASHTO will regularly reach out to members to understand how members perceive the value AASHTO is providing them and how AASHTO can improve its member service.

       Implementable actions include:

       - Create a process to periodically review AASHTO value to members

   1.2. **Identify and address the needs of all members**

       AASHTO will focus on identifying and addressing the diverse needs of the organization’s members.

       Implementable actions include:

       - Improve communication opportunities with/for membership
       - Educate members and CEOs about available AASHTO services and resources
       - Tailor member service strategies to accommodate differing state DOT needs

Cambridge Systematics, Inc.
1.3. Promote awareness of AASHTO resources, including its technical services

AASHTO will promote awareness of available resources to improve the value of existing programs for members.

Implementable actions include:

- Define and communicate the AASHTO brand
- Expand new member education and initiation on-boarding programs
- Document AASHTO staff roles and responsibilities and make that information broadly available
- Explain the AASHTO budget, pricing policies and value to members

1.4. Develop and cultivate future leaders and core competencies within member agencies

AASHTO will support the long-term health of the transportation industry, including development of future generations of leaders and future core competency needs.

Implementable actions include:

- Provide/support leadership and technical training
- Identify core competency needs and how AASHTO programs can help address gaps (such as back-office support programming)

1.5. Ensure alignment of organizational activities to the strategic plan

AASHTO will work to ensure the alignment of committee activities and technical services and products to the strategic plan. AASHTO will work to improve the adaptability of committees and help committees coordinate and collaborate on cross-cutting transportation issues.

Implementable actions include:

- Review committee structure and expectations
- Review research agenda and activities to ensure support for innovation and implementation of innovative strategies
- Align AASHTO president's focus areas with the strategic plan
2. Provide Innovative Technical and Professional Services and Products

AASHTO will maintain and build on its well-recognized and highly-regarded technical services and products that are widely used by members and the larger domestic and international transportation community. AASHTO will continue providing state of the art technical services and products to members in the face of mounting challenges, which include a thinly stretched staff, reliance on volunteer services of members, and demands for affordable products and electronic access to technical products.

Strategies to accomplish this goal include:

2.1. Make technical service and product areas financially self-supporting

AASHTO will strengthen its technical services by focusing investment on products and services that meet the organization’s mission and can be financially self-supporting or generate revenue.

Implementable actions include:

- Establish principles for evaluation of technical services and products (such as competitiveness with other service providers)
- Assess issues and trends at state DOTs to identify gaps in technical service and product offerings

2.2. Identify improvements to technical service delivery

AASHTO will improve technical service delivery and increase the value of existing and future products and services for their members.

Implementable actions include:

- Explore platforms and innovative approaches for technical services and service issues
- Make technical products more affordable and available

2.3. Develop and implement a national research agenda

AASHTO will continue to help craft a national research agenda that helps member agencies develop and implement effective transportation solutions. Among other items, this agenda should explore the proper role of innovative technologies to support improvements to transportation system performance.

Implementable actions include:

- Conduct a critical review of technical service and product areas
- Identify research gaps
- Work with AASHTO committees and partners to develop and implement a national research agenda
3. Be a Leader in National Transportation Policy Development

AASHTO seeks to advance the interests of its membership by playing a leadership role in transportation policy development. One of AASHTO’s great strengths is its access to and influence on national decision-makers. AASHTO is committed to working with partners in transportation policy development.

Strategies to accomplish this goal include:

3.1. Monitor and share national and state policy and legislation

AASHTO members have an important stake in national transportation policy. AASHTO will monitor national and state policy and legislative activities.

Implementable actions include:

- Regularly monitor policy and legislative activities and inform membership of opportunities and threats
- Engage membership in presentation of national and regional transportation needs to Congress

3.2. Explore innovative policy areas and challenges

AASHTO will be forward-thinking in the policy development area, proactively identifying opportunities and challenges.

Implementable actions include:

- Develop a strategy for encouragement of innovation, such as innovation forums
- Focus attention on the steps required to support the implementation of research results and best practices
- Pursue opportunities to improve system performance by accommodating and encouraging innovative technologies in construction, maintenance, operations, and management processes

3.3. Enhance AASHTO’s policy effectiveness through collaborative partnerships

AASHTO has a successful track record of working collaboratively with many partners. Partnerships with external organizations can be an effective way to leverage AASHTO resources and to extend the Association’s reach.

Implementable actions include:

- Develop a plan for enhancing beneficial partnerships
- Develop tool kit for the engagement of partners (including private sector partners)
Convene meetings/summits around key transportation issues to collaboratively set priorities

3.4. Support members in developing practical, cost-effective multimodal transportation solutions

AASHTO recognizes that its members have diverse needs and concerns and that solutions utilizing one or more transportation modes must be considered. AASHTO will work internally and with partners to address these multimodal needs.

Implementable actions include:

- Recognize and support national performance measures to move towards zero fatalities for all transportation system users
- Strengthen partnerships that support a multimodal focus
- Recognize and support the development of a full range of transportation solutions that meet the needs of a diverse set of states and communities

4. Communicate the Value of Transportation

AASHTO will work with members to develop the tools to communicate state and local transportation needs and priorities. AASHTO will continue to help communicate the value of transportation at the national level.

Strategies to accomplish this goal include:

4.1. Provide members with the tools to tell the transportation story

AASHTO will support the efforts of its members to make transportation needs resonate with decision-makers and transportation users.

Implementable actions include:

- Identify audiences and opportunity areas for telling the transportation story
- Partner with members and other organizations in communication the value of transportation

4.2. Facilitate broad understanding of the link between transportation investment and economic prosperity, quality of life, and safety

AASHTO will continue to advance the national dialogue on transportation and draw a clear link between investment in transportation and benefits in economic prosperity, quality of life, and improved transportation safety for America’s citizens.

Implementable actions include:

- Develop strong transportation narratives and tools that have broad impact on the transportation dialogue
# Appendix A: AASHTO Strategic Plan Update

## Committee Members

<table>
<thead>
<tr>
<th>Committee Member</th>
<th>DOT/Position</th>
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</thead>
<tbody>
<tr>
<td>Mr. Shailen Bhatt</td>
<td>Secretary, Delaware DOT</td>
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<tr>
<td>Mr. Carlos Braceras, P.E.</td>
<td>Executive Director, Utah DOT</td>
</tr>
<tr>
<td>Mr. Tom Church</td>
<td>Cabinet Secretary, New Mexico DOT</td>
</tr>
<tr>
<td>Mr. Christopher Clement</td>
<td>Commissioner, New Hampshire DOT</td>
</tr>
<tr>
<td>Mr. John F. Cox</td>
<td>Director, Wyoming DOT</td>
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<tr>
<td>Mr. Mark Gottlieb</td>
<td>Secretary, Wisconsin DOT</td>
</tr>
<tr>
<td>Mr. Michael W. Hancock, P.E.</td>
<td>Secretary, Kentucky Transportation Cabinet</td>
</tr>
<tr>
<td>Ms. Sherri LeBas</td>
<td>Secretary, Louisiana DOT</td>
</tr>
<tr>
<td>Mr. Michael P. Lewis</td>
<td>Director, Rhode Island DOT</td>
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<tr>
<td>Mr. David Nichols</td>
<td>Director, Missouri DOT</td>
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<tr>
<td>Mr. J. Michael Patterson</td>
<td>Director, Oklahoma DOT</td>
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<tr>
<td>Ms. Lynn A. Peterson</td>
<td>Secretary, Washington State DOT</td>
</tr>
<tr>
<td>Mr. Ananth Prasad, P.E.</td>
<td>Secretary, Florida DOT</td>
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<tr>
<td>Mr. James Redeker</td>
<td>Commissioner, Connecticut DOT</td>
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<tr>
<td>Mr. Kirk T. Steudle, P.E.</td>
<td>Director, Michigan DOT</td>
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<tr>
<td>Mr. Anthony Tata</td>
<td>Secretary, North Carolina DOT</td>
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<tr>
<td>Mr. Paul Trombino</td>
<td>Director, Iowa DOT</td>
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<tr>
<td>Mr. Frederick “Bud” Wright</td>
<td>AASHTO Executive Director</td>
</tr>
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</table>
Appendix B: Summary of Strengths, Weaknesses, Opportunities, and Threats Assessment

Strategic plans provide a broad roadmap, assessing where an organization currently stands, what it expects to provide to its members now and in the future, and what actions it must take to get there. At its most elemental, a strategic plan asks and answers the questions: What do we do? For whom do we do it? How do we excel? What should our priorities be? and What do we need to change? In order to answer those questions, a SWOT (strengths, weaknesses, opportunities, and threats) analysis was conducted for AASHTO. A SWOT analysis is a thoughtful assessment of the “here and now,” strengths and weaknesses that exist today for the organization and the “what might be,” opportunities and threats that may emerge over time, both internal to the association as well as its external operating environment.

This section provides a list of key SWOT findings. Based on these findings, several “big issues” for AASHTO to consider were also identified.

AASHTO’s Strengths, Weaknesses, Opportunities, and Threats

Strengths

- AASHTO is recognized as a “go to” source for transportation information by its members and its external partners.

- AASHTO’s technical services are recognized as “sterling.” AASHTO is considered an “honest broker” of technical services. AASHTO’s technical services are valued.

- AASHTO has access to and influence on Congress and the Executive Branch as a result of its broad base of 52 members and their constituents. It can mobilize its members quickly.

Weaknesses

- AASHTO’s committee structure has grown unwieldy, the committees often operate in silos with little cross-communication, and the committee processes are slow and uneven across the organization.

- AASHTO is slow to adapt to change and lacks nimbleness and flexibility.

- AASHTO members, including its Board of Directors, do not have enough information about the organization. There is a lack of understanding about the organization’s finances, staffing, and committee structure and relationships.

Opportunities

- AASHTO members and staff see opportunities for expanding partnerships with other transportation organizations and other organizations are eager to expand their partnership with AASHTO, increasing the organization’s reach and effectiveness.
• Performance reporting by the states provides the organization with the opportunity to demonstrate the value of transportation.

Threats

• The current transportation funding structure is not sustainable.

• Today’s more partisan, politically divided environment makes it hard for AASHTO to maintain its organizational cohesion, the organization’s shared sense of purpose, and an effective advocacy role.

• AASHTO needs to protect its ability to deliver strong technical services. Its administrative systems and tools are outdated, the AASHTO staff is stretched too thin and works on too many initiatives, and the volunteer experts from state DOTs that AASHTO relies on are no longer as available due to tight budgets, nor are they as knowledgeable due to retirements and staffing reductions.

• Other organizations with a more multi-modal focus may chip away at AASHTO’s ability to represent all state DOTs.

AASHTO’s “Big Issues” To Address

Based on the most significant findings of the SWOT, the following set of issues were identified as primary considerations when updating the strategic plan:

• AASHTO’s technical services are highly valued but there are concerns.

• AASHTO is highly valued and is considered the “go to” organization for transportation information by the majority of interests but not all.

• More and stronger external partnerships are desired.

• Funding is far and away the most important external issue to members, but it is recognized that AASHTO’s role is constrained by the current political climate.

• AASHTO’s technology resources need to be upgraded.

• The AASHTO committee structure needs attention.

• AASHTO members from CEOs on down need education about AASHTO.

• To be successful in the future, AASHTO needs to become more nimble and adaptable while still representing the diverse views of its members.
Discussion of MASH Implementation Agreement Update

October 2014

The AASHTO Technical Committee on Roadside Safety (TCRS), under the Subcommittee on Design, is considering an update to the FHWA-AASHTO implementation agreement for the Manual for Assessing Safety Hardware, and would like to receive input from the Subcommittee on Design and the Standing Committee on Highways on this.

Background:

The AASHTO Manual for Assessing Safety Hardware (MASH) presents uniform guidelines for the crash testing of both permanent and temporary highway safety features and recommended evaluation criteria to assess test results. Guidelines are also presented for the in-service evaluation of safety features. These guidelines and criteria, which have evolved over the past 40 years, incorporate current technology and the collective judgment and expertise of professionals in the field of roadside safety design. They provide: (1) a basis on which researchers and user agencies can compare the impact performance merits of candidate safety features, (2) guidance for developers of new safety features, and (3) a basis on which user agencies can formulate performance specifications for safety features.

MASH is an update to and supersedes NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features, for the purposes of evaluating new safety hardware devices. MASH does not supersede any guidelines for the design of roadside safety hardware, which are contained within the AASHTO Roadside Design Guide. MASH provides updates including increases in the size of several test vehicles to better match the current vehicle fleet, changes to the number and impact conditions of the test matrices, and more objective, quantitative evaluation criteria.

When MASH was published, AASHTO and FHWA agreed to a plan addressing how MASH will be implemented on the National Highway System (see Attachment). In summary, existing hardware reviewed and accepted by FHWA under NCHRP Report 350 prior to the adoption of MASH may remain in place and may still be manufactured and installed, and does not need to be retested under MASH criteria. New safety hardware, however, will be evaluated using MASH criteria. Previously installed hardware that has not been accepted under NCHRP 350 or MASH should be upgraded during reconstruction or 3R projects or when damaged beyond repair. Hardware not meeting NCHRP 350 or MASH may remain in place and continue to be installed if there are no suitable alternatives.

MASH Implementation Status:

When NCHRP 350 was published, FHWA issued a directive that hardware meeting the previous test criteria (NCHRP 230) was to be sunset after five years. This sunset date was for all NCHRP 230 hardware, rather than being staggered by type of device, which created challenges for implementation. Initial challenges in implementing NCHRP 350 were due to the substantial changes over NCHRP 230 and large impact to the roadside safety systems affected. Implementing a document that had not been approved through AASHTO’s balloting process also presented challenges.

Implementation of MASH has been slow, since the implementation agreement for MASH does not include a sunset date for NCHRP 350 hardware, and since NCHRP 350 hardware can still be used. Since publication of MASH, the roadside safety community has gained more experience with MASH criteria
and these test criteria have been working well. TCRS, which oversees development of the MASH and the Roadside Design Guide, has begun discussing an update to the implementation agreement with FHWA. Updating the agreement to sunset the use of hardware that meets NCHRP 350 criteria will encourage the industry as a whole to more fully implement MASH and to develop an inventory of roadside safety hardware systems meeting today's fleet of modern vehicles.

**Discussion of Update to Implementation Agreement:**

An update to MASH is nearly complete. The new edition will provide new crash test matrices for barriers in sloped medians, as well as other technical revisions including details of testing soil strength at the crash test laboratory, length of tractor trailer trucks, and how to measure hood heights of test vehicles. Balloting and publication of the new edition would be the ideal time to ballot a new implementation agreement.

TCRS has been discussing with FHWA the concept of a phased sunset of NCHRP 350 hardware. For example:

- Since the new MASH tests for barriers in sloped median may result in the redesign of some cable systems, a deadline for newly-installed longitudinal barriers to be MASH-compliant could be set for a date (possibly a year or two) after the new version of MASH is published.
- Since w-beam guardrail and permanent concrete barriers have already been tested and have MASH versions available, all longitudinal barriers (roadside and median) could be combined with cable barriers and have the same 'sunset date.'
- Sunset dates for bridge railings, transitions, crash cushions, and terminals would be set some years after the longitudinal barriers date.
- Breakaway devices and work zone hardware will be looked at closely in NCHRP Project 03-119, and a sunset date for these devices should be based on the results of that research.
- Options for handling existing hardware may include recommendations that only hardware meeting MASH criteria are installed or that already-installed hardware are replaced with hardware that meet MASH criteria (possibly during reconstruction or 3R projects, or when damaged beyond repair), and so on.

An update to the agreement that sunsets NCHRP 350 hardware would maintain the effectiveness of MASH and would encourage the roadside safety community to continue developing updated and new hardware.

The cable barrier manufacturers have been seeking AASHTO adoption of the new crash test matrices so they can run their tests per MASH. Negative industry feedback should not be an issue.

TCRS would like early input from the Subcommittee on Design and Standing Committee on Highways as it is discussing the potential update to the implementation agreement. An agreement to sunset NCHRP 350 hardware would need to include a timeline (phased, as mentioned above, or simultaneous), as well as how hardware already installed should be addressed, if at all. Implications to highway agencies, including costs, will be a part of the TCRS discussions.
AASHTO/FHWA Joint Implementation Plan for the AASHTO Manual for Assessing Safety Hardware, 2009

Implementation of the AASHTO Manual for Assessing Safety Hardware (MASH) on the National Highway System will be as follows:

• The AASHTO Technical Committee on Roadside Safety is responsible for developing and maintaining the evaluation criteria as adopted by AASHTO. FHWA shall continue its role in the review and acceptance of highway safety hardware.

• All highway safety hardware accepted prior to adoption of MASH using criteria contained in NCHRP Report 350 may remain in place and may continue to be manufactured and installed.

• Highway safety hardware accepted using NCHRP Report 350 criteria is not required to be retested using MASH criteria.

• If highway safety hardware that has been accepted by FHWA using criteria contained in NCHRP Report 350 fails testing using MASH criteria, AASHTO and FHWA will jointly review the test results and determine a course of action.

• Upon adoption of MASH by AASHTO, any new highway safety hardware not previously evaluated shall utilize MASH for evaluation and testing.

• Any new or revised highway safety hardware under development at the time the MASH is adopted may continue to be tested using the criteria in NCHRP Report 350. However, FHWA will not issue acceptance letters for new or revised highway safety hardware tested using NCHRP Report 350 criteria after January 1, 2011.

• Highway safety hardware installed on new construction and reconstruction projects shall be those accepted under NCHRP Report 350 or MASH.

• Agencies are encouraged to upgrade existing highway safety hardware that has not been accepted under NCHRP Report 350 or MASH:
  o during reconstruction projects,
  o during 3R projects, or
  o when the system is damaged beyond repair.

• Highway safety hardware not accepted under NCHRP Report 350 or MASH with no suitable alternatives available may remain in place and may continue to be installed.