AASHTO Standing Committee on Highways

AASHTO SCOH Meeting
Tuesday, May 3rd and Wednesday, May 4th, 2011 | Las Vegas, NV
DATE: April 11, 2011
TO: Members, Standing Committee on Highways (SCOH)
FROM: King W. Gee, Secretary for SCOH and Associate Administrator for Infrastructure, FHWA

The American Association of State Highway and Transportation Officials (AASHTO) will hold its 2011 Spring Meeting in Las Vegas, Nevada. The Standing Committee on Highways (SCOH) will have its technical and business meetings on Tuesday and Wednesday, May 3 and 4, 2011 in Room Rivoli A of the Paris Hotel.

If you are unable to attend the meetings or will be sending a substitute/alternate, please advise Marty Vitale by email (mvitale@aashto.org) as soon as possible.

The SCOH agendas offer several engaging discussions and presentations. We have many guest speakers and all of the round table topics submitted by the SCOH members.

In addition AASHTO will offer conference call capability on Tuesday and Wednesday. If you call on the phone during the meeting times you can participate in conversation and voting on Wednesday. Call-in number is 1-866-299-7945 and the passcode is 4370119#.

Available meeting materials are posted on the SCOH Meetings webpage 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. There will be a limited supply of extra meeting packages.

I and the officers of SCOH look forward to meeting with you in Las Vegas, Nevada.
STANDING COMMITTEE ON HIGHWAYS (SCOH)
PARIS HOTEL LAS VEGAS, NEVADA
ROOM: RIVOLI A
Tuesday, May 3, 2011 at 8:00 AM – 5:00 PM
Conference Call Number 1-866-299-7945 – Passcode: 4370119#

8:00 AM – 10:00 AM
I. CALL TO ORDER ................................................................. Vice-Chair Neil Pedersen, MD

II. INTRODUCTIONS – OPENING REMARKS ................................. N. Pedersen
   A. SCOH Members, AASHTO Staff, and Nevada Room Monitors................. N. Pedersen

III. Orientation for New SCOH Members (.25 HOURS) .......................... Marty Vitale, AASHTO

IV. SCOH SUBCOMMITTEE REPORTS (1.5 HOURS)
   A. REPORT AND DISCUSSION
      1. Bridges and Structures ............................................................. Mal Kerley, VA
         a. Update TSP2 Bridge Preservation Program and Conference Announcement .......................... Steve Varnedoe, NCPP
      2. Construction ............................................................................. Michael Lewis, RI
      3. Design ....................................................................................... Rick Land, CA
      4. Highway Transport ................................................................. James Lynch, MT
      5. Maintenance ............................................................................... Carlos Braceras, UT
      6. Materials .................................................................................. Grant Levi, ND
      7. Right-of-Way and Utilities ........................................................... John P. Campbell, TX
         a. International Scan 2010 on Outdoor Advertising Control (OAC) ...................... Matt DeLong, MI
      8. Systems Operations and Management ........................................ R. Scott Rawlins, NV
      9. Traffic Engineering ..................................................................... Del McOmie, WY
     10. Asset Management ..................................................................... Butch Wlaschin, FHWA

10:00 AM – 10:15 AM
TRAC POSTER SESSION

V. SCOH STRATEGIC PLAN LIAISONS (1.5 HOURS)
   A. REPORT AND DISCUSSION (FACILITATOR: NEIL PEDERSEN)
      1. Freight .................................................................................. Melinda McGrath, MS
         a. Update on Truck Size and Weight Working Group ...... Jim Lynch, MT and Ken Sweeney, ME
      2. Cutting Fatalities by Half by 2030 ............................................. TBA
         a. Toward Zero Deaths.................................................................. Robert Hull, UT
         b. Highway Safety Manual Implementation .................................. Don Vaughn, AL
      3. Congestion ............................................................................... Scott Rawlins, NV
         a. SHRP2 Reliability Implementation Efforts ................................. Gummada Murthy, TRB
         b. ITS World Congress Orlando, FL .............................................. Scott Belcher, ITS America
TECHNICAL MEETING PRELIMINARY AGENDA

4. Climate Change .......................................................................................................................... TBA
   a. Climate Change and Transportation System Adaptation: Design, Operations and Location Impacts .............................................................. Michael D. Meyer, Ph.D., P.E., GTI (GATECH)
5. Performance Management ....................................................................................................... Jerry Younger, KS
6. Communicating the Value of Transportation ........................................................................... Roger Healy, AK
7. Research and Emerging Technology ...................................................................................... Ken Sweeney, ME
8. Workforce Planning and Development .................................................................................... Pam Hutton, CO
9. Project Delivery ..................................................................................................................... Terry Gibson, NC
10. System Preservation ............................................................................................................... John Barton, TX

12:00 Noon – LUNCH WITH TRAC DEMONSTRATION AND BRIDGE CRUSH

1:15 PM – 1:45 PM

VI. PROPOSED RESOLUTIONS (.5 TO 1 HOUR) – REVIEW RESOLUTIONS TO BALLOT
   A. PPR: Establish a Joint Committee on Workforce Planning & Development .......... Pam Hutton, CO
   B. PPR: Name Change from Advance Equipment Technology Operations (AETO) to Equipment Management Technical Service Program (EMTSP) ......................... Carlos Braceras, UT
   C. PPR: Toward Zero Deaths ................................................................................................. Pam Hutton, CO
   D. PPR: Change in Name, Oversight, and Scope of the TSP for Safe, Reliable, and Secure Transportation Operations .............................................................. Kelly Hardy, AASHTO
   E. PAGD: Inclusion of Private Industry Associations as Non-Voting Members of the Highways Subcommittee on Systems Operation and Management ........................... Scott Rawlins, NV
   F. PPR: Sunset the National Partnership for Highway Quality ................................................. Paul Degges, TN

1:45 PM – 3:15 PM

VII. PRESENTATIONS
   A. FHWA Sustainable Highways Self-Evaluation Tool ......................................................... Gloria Shepherd, FHWA
   B. SHRP2 Implementation Update ....................................................................................... Erik Maninga, AASHTO
   C. Technology Implementation Group .................................................................................. Mike Shamma, NY

3:15 PM – BREAK

3:30 PM – 5:00 PM

VIII. ROUND TABLE TOPICS (ATTACHED) .............................................................................. N. Pedersen

5:00 PM – TRAC Award Presentations ...................................................................................... N. Pedersen

Adjourn
AASHTO - SHRP2 Implementation

**Sustainable Highways Tool:**
- **Idaho** - Tom E. Cole - *Sustainable Highways Tool Update*
- **Maine** - Kenneth Sweeney - State perspectives on *Sustainable Highways Tool* and update
- **Maryland** - Neil Pedersen - Addressing sustainability

**Reauthorization**
- **Illinois** - Christine Reed - Reauthorization
- **Maryland** - Neil Pedersen - SCOH related authorization issues
- **Oklahoma** - Gary Evans - Re-Authorization / Funding
- **Wisconsin** - Dan Grasser PE - Federal Budget; Alternative Revenues

**Performance Measures**
- **Illinois** - Christine Reed - Performance Measures
- **Maine** - Kenneth Sweeney - Update from states on performance measures
- **Oklahoma** - Gary Evans - Performance Measures

**Iowa** - John Adam
New NBIS metrics - how well are states positioned to be successful with the new metrics and associated compliance standards, particularly on local systems structures. The way the FHWA reporting is being set up, it will be very difficult to be in compliance.

**Louisiana** - Richard Savoie
Warranties for materials and workmanship in construction projects.

**Maine** - Kenneth Sweeney
State perspectives on *Every Day Counts* initiative

**Maryland** - Neil Pedersen
Stormwater management regulations

**West Virginia** - Marvin G. Murphy
Consultant Surveys and Estimation Methods
Truck Size and Weight Policy

**Wisconsin** - Dan Grasser PE
State labor union challenges.

**Wyoming** - Delbert A McOmie
How are states affected by
1. Construction inflation in 2010, present and plans for upcoming years
2. State handling downsizing of personnel
3. Present situation with state construction program funding

**AASHTO – Jim McDonnell**
What is the most innovative thing you or your member department did last year and up to the present?
I. Call to Order and Opening Remarks ................................................................. Chair Amadeo Saenz, TX

II. Roll Call and Minutes from Biloxi, Mississippi October 30, 2010 ........... Secretary King W. Gee, FHWA
   A. Introduction of Engineering Fellow from Korea, Chun-Ho Yeom ..................... Jim McDonnell, AASHTO

III. Call for Agenda Amendments ........................................................................ Chair Saenz, TX

   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 IV. and V.A. through D. has been acted upon, the items removed will be taken up in order.

IV. Summary of SCOH Ballots from October 2010 to April 2011 (information) ........ Chair Saenz, TX

V. Work Plans (information) ..................................................................................... Chair Saenz, TX
   A. Subcommittee
      1. Bridges and Structures .............................................................................. Mal Kerley, VA
      2. Construction ............................................................................................... Michael Lewis, RI
      3. Design ......................................................................................................... Rick Land, CA
      4. Highway Transport .................................................................................... James Lynch, MT
      5. Maintenance ............................................................................................... Carlos Braceras, UT
      6. Materials ..................................................................................................... Grant Levi, ND
      7. Right-of-Way and Utilities .......................................................................... John P. Campbell, TX
      8. Systems Operation and Management ..................................................... R. Scott Rawlins, NV
      9. Traffic Engineering ................................................................................... Del McOmie, WY
   B. Joint Committee
      1. Technology Implementation Group (TIG) .................................................. Mike Shamma, NY
      2. AASHTO/ACEC (work plan not necessary) ............................................. Paul Mattox, WV
      3. SCOP-Asset Management (SCOP/SCOH) ................................................ Kirk Steudle, MI
   C. Special Committee
      1. NTPEP Oversight Committee ................................................................. Christine Reed, IL
      2. Special Committee on U.S. Route Numbering ........................................ D.W. Vaughn, AL
      3. Special Committee on Wireless Technology ........................................... William A. Brown, VA

VI. Motions — PROPOSED POLICY RESOLUTIONS (PPR) AND PROPOSED ADMINISTRATIVE RESOLUTIONS (PAR)
   A. PPR: Establish a Special Committee on Workforce Planning & Development......... Pam Hutton, CO
   B. PPR: Name Change from Advance Equipment Technology Operations (AETO) to Equipment Management Technical Services Program (EMTSP)............................ Carlos Braceras, UT
   C. PPR: Toward Zero Deaths ............................................................................. Pam Hutton, CO
   D. PPR: Change in Name, Oversight, and Scope of the TSP for Safe, Reliable, and Secure Transportation Operations ............................................................... Kelly Hardy, AASHTO
   E. PAGD: Inclusion of Private Industry Associations as Non-Voting Members of the Highways Subcommittee on Systems Operation and Management .................................. Scott Rawlins, NV
   F. PPR: Sunset the National Partnership for Highway Quality ............................. Paul Degges, TN
BUSINESS MEETING PRELIMINARY AGENDA

VII. Reports
A. NCHRP 20-7 (action) ................................................................. Neil Pedersen, MD
B. Special Committee on U.S. Route Numbering (action)......................... Don Vaughn, AL
C. Special Committee on International Activity Coordination (information) .... Marty Vitale, AASHTO

VIII. Presentations
A. Executive Director’s Report on AASHTO Activities and Reauthorization Issues...................................................................................... John Horsley, AASHTO
B. FHWA Activities .......................................................................................... King W. Gee, FHWA
C. Standing Committee on Research Update.......................................................... John Halikowski, AZ
D. Standing Committee on Performance Management........................................... Steve Simmons, TX
E. Standing Committee on Highway Traffic Safety.............................................. Thomas Sorel, MN
F. Transportation Association Canada.................................................................. Greg Johnson, MI
G. AASHTO Technical Service Programs (TSP)............................................... Keith Platte, AASHTO
H. AASHTOWare Program Update..................................................................... Jan Edwards, AASHTO
I. AASHTO Accreditation Program..................................................................... Steve Lenker, AMRL

IX. Old Business ......................................................................................... Chair Saenz, TX

X. New Business ......................................................................................... Chair Saenz, TX
A. Announcement - AASHTO Engineering Fellow for 2011-2012....................... Jim McDonnell, AASHTO
B. Continuation of Round Table Discussions (if time permits)......................... N. Pedersen, MD

XI. Adjourn
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American Association of State Highway and Transportation
Standing Committee on Highways
Las Vegas, NV May 3-4, 2011

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*NO RESPONSE  
**TO BE DETERMINED
Call to Order & Opening Remarks
The meeting was called to order by Chairman Amadeo Saenz at 8:30 a.m.

Roll Call and Minutes from Natchez, MS, May 21, 2010
The Chair acknowledged Neil Pedersen (MD) participating by phone and the first time participants in SCOH from IA, IN, KY, MO, NC, NY, OH, OK and UT. The meeting minutes of the May 21, 2010 meeting in Natchez, Mississippi were approved. [Motion-VA / Second-WY – Approved]

Special Orders of the Day
Report on Performance Measures - Francis Ziegler, ND
The Standing Committee on Performance Management (SCOPM) established the performance goal areas in 2008, and created eight task forces in 2009 to define the performance goal area measures. SCOPM is seeking SCOH support for the resolution drafted in Chicago. SCOH should support the resolution because AASHTO should take the lead on performance measures in reauthorization of the highway program.

Discussion ensued with FL, IL and MS expressing concerns that were then discussed by Mr. Ziegler. MD and OK expressed support with some reservations. MO expressed support for the resolution. DC wanted the resolution to include additional measures like sustainability and access to employment. Mr. Ziegler noted that if AASHTO did not take the lead others like OMB and Members of Congress would, that states are already being compared and that national measures were to provide consistency in reporting, and that there is still work to be done before all the measures are ready to be rolled out. While the resolution will go forward as drafted by the SCOPM, Mr. Ziegler will take the comments back to SCOPM.

Research and Innovative Technology Administration (RITA) - Peter Appel, RITA
Administrator Peter Appel gave an overview of the elements of the RITA organization: ITS Joint Program Office (JPO), Bureau of Transportation Statistics (BTS), Volpe National Transportation Center, Position-Navigation & Timing Office, Transportation Safety Institute, and R&D Coordination Office. Under ITS, RITA aims to attract more entrepreneurs to the activities and will also be rolling out a safety pilot program to use wireless communication technology to address safety. RITA will be bolstering BTS to adapt to new and evolving needs – the massive amounts of data that need to be harnessed; e.g., vehicle-mobile information; data mining to make sense of and use the information.

The President has stressed decisions based on good information. Secretary LaHood has called for great research, great analysis and great decisions. USDOT is positioning itself as a safety agency under the Deputy Secretary, staffed by Administrator Appel through a Safety Council to address safety in a cross-cutting manner to leverage the similarities for cross-cutting research; and to address distracted driving through using technology to address this growing and cross-modal (drivers, rail, pilots) problem. Summits will be used to focus and strategize; and the State DOTs are invited to collaborate on solutions.

Call for Agenda Amendments
Motion was made and passed to accept agenda item V. Summary of SCOH Ballots, and items VI.A. through VI.D. as a Consent Agenda with the exclusion of the Special Committee on U.S. Route Numbering and the AASHTO-ACEC Joint Committee. [Motion-VA / Second-WY – Passed]
Resolutions/Motions
Resolution - Continuing Concerns Regarding Raising Truck Weight and Size Limits
A substitute resolution was introduced to establish a work group on the subject and to withdraw two previously balloted resolutions.
[Motion-ND / Second-ME – Passed]

Resolution - Revision to Existing Federal Law on Commercialization or Privatization of Rest Areas on the National Highway System (NHS)
Since AASHTO Policy already covers this matter; Mal Kerley (VA) moved to rescind the balloted resolution.
[Motion-VA / Second-ND – Passed]

Resolution - MUTCD (Manual on Uniform Traffic control Devices) Section 1A.09 of the 2003 Edition and 1A.13(A) – Definition of Standard
Would replace SCOTE’s previous two resolutions.
[Motion-WY / Second-MO – Passed]

Resolution – Technology Implementation Group (TIG)
[Motion-WI / Second-WY – Passed]

Resolution - Adoption of Candidate State Performance Measures
Friendly amendments were accepted to add the following: “states to show accountability” to the penultimate “whereas” and to the first “resolved”, add text on rural and interstate connectivity, project delivery and customer satisfaction and multi-modal; define “significant” to include “regional & national”; and add “speed-based/delay”.
[Motion-MO / Second-ND – Passed with five (5) Nays)]

Reports
NCHRP 20-7 – Neil Pedersen, MD
The panel reviewed 27 proposals and recommended ten projects totaling $570,000 for approval.
[Motion-MD / Second-VA – Approved]

Special Committee on U.S. Route Numbering – Don Vaughn, AL
Thirty-two (32) applications were received including two bicycle routes. Two previous requests (IN-OH and TX-380) were subsequently approved.
[Motion-AL / Second-ME – Approved]

Progress of AASHTO Electronic Publications Delivery – Erin Grady, AASHTO
In 2001, AASHTO publications started with a pilot network CD-ROM via an online book store; in 2007 nine of ten bestselling publications included CD-ROMs. A publications task force will look at digital publications, including educating the various committees and examining the cost issues. AASHTO staff has been surveying users, enhanced the bookstore functions, and will be starting a pricing study (looking at competitors; and ways to make more affordable). Web-based documents are being produced: Asset Management now; next are the “Green Book,” Roadside Design Guide, handbook for pavement design and construction.
VA thanked Erin Grady for working with the Subcommittee on Bridges & Structures. ND appreciated Erin’s leadership in leading into the future with publications.

ACEC-AASHTO Joint Committee – Marvin Murphy, WV
A report was presented on discussions at the recent joint meeting. Topics included consultant cost recovery for unallowable costs, the updated AASHTO Audit Guide, international scan implementation, Highway Safety Manual, the Every Day Counts initiative, and implementation of the AASHTO Asset Management Guide.
SCOR selected projects for funding and the list was balloted by all states. The next meeting on December 9-10, 2010 will focus on the operation of research to support AASHTO - including NCHRP 20-83 funded strategic projects. There are seven projects being funded that address freight, technology, preservation, fuel, and sustainability. An eighth project on freight proposed by FHWA is of interest to the panel.

Presentations

AASHTO Report – John Horsley, AASHTO

Best news is that SCOH chair Amadeo Saenz has been re-appointed as chair. Jim McDonnell has been promoted to replace Ken Kobetsky; and Keith Platte and Mark Bush have been moved up to support engineering work of AASHTO. Del McOmie (WY) and SCOTE were acknowledged for their work on the resolution to resolve MUTCD issues with FHWA. CO and MO were thanked again for allowing their staff member to serve as engineering fellows. Scott Rawlings (NV) and John Horsley represented AASHTO at the ITS World Congress in South Korea. A South Korean engineering fellow will be coming to AASHTO.

The reauthorization steering committee has been assessing what works to engage voters’ support for highway funding. Focus group feedback show that “good maintenance and safety enhancements are expected” under current funding levels; and “technology and modernization to improve services to drivers and sustainable mobility” would garner support for more funding. Therefore, SCOH was asked to articulate what technology is forthcoming – better materials, better engineering, and better operations. Consistent with the SCOH strategic plan, the forty chief engineers’ letter to Chairman Oberstar was very helpful.

The status of program funding and reauthorization is that the House and the Senate agreed on a $19.5 billion transfer to the Highway Trust Fund (HTF) and cancelled $8 billion in rescissions. The reauthorization steering committee will be sending to the Board a policy recommendation to pass full reauthorization now, otherwise push for a three-year extension because of the need for certainty about Federal funding. The analysis of the current HTF shows it to be solvent through the end of FY2012 because of lower outlays. The analysis will be updated in February 2011 to check projections.

Stay tuned for details of President Obama’s $50 billion jump start proposal for highways, public transportation and airports. The lame duck session of Congress must address President Bush’s tax cuts set to expire in January 2011. Therefore, we may see some funding come to transportation. Funding has stymied reauthorization because no one wants to raise the fuel tax. The President is talking about an infrastructure bank, but such an infrastructure bank cannot make up the $13 billion gap (HTF: annually $36 billion “in” and $49 billion “out”). Horsley is testing a sales tax swap with the gas tax. Basically looking for anything the Republicans will vote for because election polling show a Hill shift to Republicans, but not sure yet. More accountability is likely in any case. Congressman Mica, ranking minority, who would become chairman of T&I if the Republicans take control of the House, believes in infrastructure. AASHTO will be pushing in the lame duck session to extend the program. In response to a question from IN about public-private partnerships (P3s), Horsley responded that AASHTO policy supports P3s and the ability of every state to choose. The House bill would be harmful to P3s and AASHTO is working to have that provision removed. Additionally, AASHTO would like the states to have the ability to toll interstates and use other financing techniques.

FHWA Activities – King W. Gee, FHWA

FHWA appreciates the states’ active engagement on Every Day Counts (EDC). Four of the ten summits have been held and there were 22 states represented with over 500 participants. The remaining six summits will be held by mid-December. The post-summit focus is on State Implementation Teams which will identify which of 15 initiatives fit a state’s needs and then develop implementation strategies/plans. FHWA will be supporting state implementation in the coming year.
Additional ideas are being received, beginning with proposals from the AASHTO-ARTBA-AGC Joint Committee. No decision will be made to add initiatives until progress has been made on round one.

Secretary LaHood announced project selections for the TIGER 2 Discretionary Grant Program on October 20, 2010. There were 42 capital construction projects and 33 planning projects. There were almost 1000 applications for more than $19 billion of work. The $600 million available went to road & bridge projects (29%), transit projects (26%), passenger & freight rail projects (20%), port projects (16%), pedestrian & bicycle projects (4%), and planning projects (5%).

Almost 700 of the applications were for planning projects, with $35 million in USDOT TIGER grants and $40 million in HUD Sustainable Community Challenge grants. USEPA & USDA assisted in reviewing applications. The administration of TIGER 2 projects not through state DOTs will be handled through FHWA’s contracting office or the Federal Lands Highway Division.

All the states were thanked for working hard to obligate all of the $1 billion additional Obligation Limitation that Congress made available in 2009. This eliminates any doubts that there are plenty of bridge needs in the country.

The Long-Term Bridge Performance (LTBP) Program was started in 2008 as a strategic effort designed to capture and document the performance of our nation’s bridges. Goals include improved bridge life-cycle cost and performance models, better understanding of bridge deterioration, and improved effectiveness of maintenance and repair strategies. The overall success of the LTBP Program hinges on the active involvement of every State. Every state was requested to designate an LTBP State Coordinator, who would serve as the primary point of contact for all interactions between FHWA and a State. The LTBP Coordinator would serve as an active member of the LTBP State Coordinator’s committee to provide input and feedback to FHWA during the conduct of the Program, direct communications to appropriate departmental staff and offices; and assure a maximum return on investment to your State through active bridge program representation, support, and programmatic investigations.

In response to concerns about consistency raised by OIG and GAO reviews, and Congressional inquiries, a new NBIS Compliance Protocol is being implemented for reviewing a state’s compliance with the NBIS (National Bridge Inspection Standards). It is based on the 23 criteria currently in the NBIS regulations and will provide clearer definitions and categorizations. The new protocol is a risk-based approach and will be used for compliance assessments in 2011.

FHWA appreciates the collaboration of AASHTO and ACEC on responding to OIG & GAO reviews on consultant matters which led to the updated AASHTO Audit Guide and efforts to recover unallowable expenses. Jerry Jones and his committee were acknowledged for updating the Audit Guide. FHWA is developing Q&As and NHI courses to support the updated guide and are being developed with great input from State DOTs, A/E firms and CPAs. Regarding the recovery of unallowable costs, FHWA has engaged outside auditors, DCAA is interviewing affected firms, and striving for a streamlined process.

Notable FHWA personnel changes are that Dwight Horne has retired as the Director of the Office of Program Administration, and the secretary of the Design Subcommittee. His replacement is David Nicol, formerly a director in highway safety and the Division Administrator in Colorado.

The FHWA Excellence in Highway Design Awards were announced. Awardee-states were congratulated for projects ranging from urban roadways that celebrate the communities around them to stunning highways in rural areas. The awards recognize the best in developing and designing context sensitive highway-related facilities and the provision of services to the users of these facilities.

Local Technical Assistance Program (LTAP) Road Safety Efforts – Marie Walsh, LA

LTAP focuses on safety, infrastructure management, workforce development, and organizational excellence. Based on an LTAP survey, a need for asset management for local agencies was identified and an NHI course was developed which is rolling out now.

The national association (NTAPA) has an MOU with AASHTO for collaboration because State DOTs are LTAP’s most important customer and there is joint participation on committees and activities. A key effort is having joint strategies with DOTs on safety initiatives for tribes and local agencies because of the location of most safety problems – local roads. LTAP is a tool for the states
to address the safety issues. 50% of LTAP work is on safety already, starting with Work Zone Safety initiative. LTAPs have stated that in order to better address safety, more funding is needed and then “a better relationship” with their state DOTs. States were encouraged to engage their LTAP centers.

**AASHTO Technical Service Programs (TSP) – Jim McDonnell, AASHTO**

Historically TSPs have provided technical services in a variety of areas by pooling funds for a common goal, including some private sources. Examples include NTPEP, TSP2 preservation work, and SICOP. There are ten TSPs within AASHTO’s “engineering” areas – many were initiated in 2009-2010; and there are three “fee for service” engineering TSP’s. There are five TSPs in other areas: TRAC, MTAP, ETAP, Climate Change, and Rail Research Center.

TSP invoices are billed annually on one bill. If a state subscribes to all the engineering TSPs, it would total $70,700. Seven AASHTO staff members are involved in supporting all the TSPs. In 2008, there were five TSPs with 38 states participating; and eight TSPs in 2009 with 21 states participating. AASHTO sought & received FHWA allowance of the use of 100% of SP&R funds for subscribing to engineering TSPs. More information will be coming from AASHTO HQ to quantify the value for subscriptions to TSPs.

New AASHTOWare product releases include Safety Analyst; TurboRelocation; and DARWIN. VA noted that some of the ten TSPs are core functions of AASHTO and should be funded through membership dues; e.g., materials and bridge. Subcommittees should look at their TSPs and see if they support “core function” for their departments.

The Chair congratulated McDonnell on his promotion and looks forward to working together.

**Old Business**

**Workforce Planning & Development – Pam Hutton, CO (Standing Committee liaison)**

Expressed appreciation for survey responses on contracting practices. Survey was sent to subcommittee chairs and vice chairs: New emerging training needs include current and effective conversion to web-based training or self study. Responses are due December 1, 2010; then a clearinghouse will be developed.

Draft policy resolution was presented for discussion purposes only on creating a special committee on workforce development. Comments are requested to Hutton within a month for finalizing a proposal for presentation at the spring meeting.

**Project Delivery – Terry Gibson, NC**

A joint technical committee is being formed comprising of representatives of subcommittees and other standing committees. A survey will be sent on streamlining NEPA, alternative delivery methods; running things in parallel; prioritizing what to concentrate efforts on to get earlier products. What are targets for improving project delivery?

**System Preservation – John Barton, TX**

Presented handout that listed key issues and opportunities for the TSP2 (preservation) program.

**New Business**

Chair: subcommittees need to identify how technology will improve mobility; e.g, TX has an effort to quantify the impact of building or not building a facility/project.

**Adjourn**

The Chair adjourned the meeting at 11:52 a.m.

Respectfully Submitted,

King W. Gee

SCOH Secretary

FHWA, USDOT
### AASHTO Standing Committee on Highways
#### Electronic Ballots and Surveys
#### April 27, 2010 to April 25, 2011

<table>
<thead>
<tr>
<th>Ballot Number</th>
<th>Description</th>
<th>Count</th>
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<tbody>
<tr>
<td><strong>HW-10-08</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-08 Guide Specifications for Seismic Isolation Design</em>. The results analysis includes answers from all respondents who took the survey in the 18 day period from Monday, April 26, 2010 to Friday, May 14, 2010. 39 completed responses were received to the survey during this time.</td>
<td>Approve= 39; Disapprove=0</td>
</tr>
<tr>
<td><strong>HW-10-09</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-09 DRAFT LETTER to FHWA Docket No. FHWA-2009-0139</em>. The results analysis includes answers from all respondents who took the survey in the 9 day period from Monday, August 02, 2010 to Tuesday, August 10, 2010. 44 completed responses were received to the survey during this time.</td>
<td>Approve= 40; Disapprove=4</td>
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<tr>
<td><strong>HW-10-10</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-10: NTCIP 1201 v03</em>. The results analysis includes answers from all respondents who took the survey in the 74 day period from Tuesday, August 03, 2010 to Friday, October 15, 2010. 37 completed responses were received to the survey during this time.</td>
<td>Approve= 37; Disapprove=0</td>
</tr>
<tr>
<td><strong>HW-10-12</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-12 Post-Meeting Survey and Pre-Meeting Preparations</em>. The results analysis includes answers from all respondents who took the survey in the 21 day period from Friday, August 20, 2010 to Thursday, September 09, 2010. 14 completed responses were received to the survey during this time.</td>
<td>Survey</td>
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<tr>
<td><strong>HW-10-13</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-13: Control Cities - Irvine/San Diego on Southbound I-405 in Orange County</em>. The results analysis includes answers from all respondents who took the survey in the 26 day period from Thursday, August 26, 2010 to Tuesday, September 21, 2010. 35 completed responses were received to the survey during this time.</td>
<td>Approve=35; Disapprove=0</td>
</tr>
<tr>
<td><strong>HW-10-14</strong></td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <em>HW-10-14 Guide for Local Calibration of the MEPDG</em>. The results analysis includes answers from all respondents who took the survey in the 44 day period from Wednesday, September 01, 2010 to Friday, October 15, 2010. 37 completed responses were received to the survey during this time.</td>
<td>Approve=36; Disapprove=1</td>
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<td>HW-10-15</td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <strong>HW-10-15: Draft Update of the AASHTO Policy on Geometric Design of Highways and Streets (Green Book)</strong>. The results analysis includes answers from all respondents who took the survey in the 57 day period from Wednesday, September 08, 2010 to Wednesday, November 03, 2010. 39 completed responses were received to the survey during this time.</td>
<td>Approve= 39; Disapprove=0</td>
</tr>
<tr>
<td>HW-10-16</td>
<td>This report contains a detailed statistical analysis of the results to the survey titled <strong>HW-10-16 Federal Notice of Proposed Rule Making on National Tunnel Inspection Standards, Federal Docket No. FHWA-FHWA 2008-0038</strong>, Proposed 23 CFR Part 650. The results analysis includes answers from all respondents who took the survey in the 8 day period from Tuesday, September 14, 2010 to Wednesday, September 22, 2010. 39 completed responses were received to the survey during this time.</td>
<td>Approve= 39; Disapprove=0</td>
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**New Electronic Ballot System Begins**

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<tr>
<td>HW-10-17</td>
<td>Highways Subcommittee on Maintenance Proposed Policy Resolution 10-03 Continuing Concerns Regarding Raising Truck Weight and Size Limits</td>
<td>Affirmative: 37 Negative: 5</td>
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<tr>
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<td>Highways Subcommittee on Maintenance Proposed Policy Resolution 10-04 Support the Development of a Pilot Certification Program for Pavement Preservation</td>
<td>Affirmative: 42 Negative: 0</td>
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<tr>
<td></td>
<td>Highways Subcommittee on Maintenance Proposed Policy Resolution 10-06 Revision to Existing Federal Law on Commercialization or Privatization of Rest Areas on the National Highway System (NHS)</td>
<td>Affirmative: 39 Negative: 3</td>
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<tr>
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<td>Highways Subcommittee on Maintenance Proposed Policy Resolution 10-07 Voluntary SICOP One-Time Assessment to Support the Conversion of AI/RWIS CBT to an Internet Browser Format</td>
<td>Affirmative: 36 Negative: 2</td>
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<td>Highways Subcommittee on Maintenance Proposed Policy Resolution 10-08 Support SCOTE Changes to the MUTCD Concerning Allowances for Engineering Judgment and Revised Definition of a Standard</td>
<td>Affirmative 40 Negative: 0</td>
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<tr>
<td></td>
<td>Highways Subcommittee on Materials Proposed Policy Resolution on Glass Beads</td>
<td>Affirmative: 41 Negative: 0</td>
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<td>Highways Subcommittee on Materials Proposed Policy Resolution Endorse and Support the AASHTO Accreditation Program and that FHWA Recognize that the Highways Subcommittee on Materials has the Same of Oversight and Input</td>
<td>Affirmative: 38 Negative: 1</td>
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<td></td>
<td>Highways Subcommittee on Materials Proposed Policy Resolution Freight Policy, Pavement Preservation and Bridge Preservation</td>
<td>Affirmative: 40 Negative: 1</td>
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<tr>
<td>HW-10-20</td>
<td>The Environmental Protection Agency (EPA) has issued a notice of proposed rule making (NPRM) to regulate coal combustion residuals (CCRs) under the Resource Conservation and Recovery Act (RCRA). The intent of the proposed rule is to address the risks from the disposal of CCRs generated from the combustion of coal at electric utilities and independent power producers. The proposed ruling is under the docket ID No. EPA-HQ-RCRA-2009-0640.</td>
<td>Affirmative: 35 Negative: 0</td>
</tr>
<tr>
<td>HW-10-21</td>
<td>This Sourcebook presents guidelines for improving the appearance of short- to medium-span bridges (those with spans up to about 300 feet). These structures constitute the great majority of bridges and are often referred to as &quot;workhorse&quot; bridges. The document presents considerations that engineers can make on the appearance of these &quot;workhorse&quot; bridges and provides guidelines and examples of how to incorporate aesthetics into everyday bridge design. This Sourcebook has been prepared by the Subcommittee on Bridge Aesthetics (AFF10(2)) of the Transportation Research Board (TRB) and is now up for ballot by the Subcommittee on Bridges and Structures in order to make it an AASHTO maintained and distributed document.</td>
<td>Affirmative: 38 Negative: 1</td>
</tr>
<tr>
<td>HW-10-22</td>
<td>The Bridge Element Inspection Manual provides a comprehensive set of bridge elements that is designed to be flexible in nature to satisfy the needs of all agencies. The complete set of elements capture the components necessary for an agency to manage all aspects of the bridge inventory utilizing the full capability of a BMS. The element set presented within includes two element types identified as National Bridge Elements (NBE) or Bridge Management Elements (BME). The combination of these two element types comprise the full AASHTO element set.</td>
<td>Affirmative: 38 Negative: 0</td>
</tr>
<tr>
<td>HW-11-01</td>
<td>The Joint Committee on the NTCIP accepted the proposed NTCIP 1210 v01, Field Management Stations – Part 1: Object Definitions for Signal System Masters, as a replacement Recommended Standard, and agreed to refer the document to AASHTO, ITE, and NEMA for balloting and approval. Please review the standard and vote.</td>
<td>Affirmative: 35 Negative: 0</td>
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| HW-11-02     | This project was a result of a request made by the Highways Subcommittee on Maintenance. SCOM has completed its voting process and voted on the main document which did not include the appendices. They voted to approve the document with 37 affirmative votes and zero negative votes on January 10, 2011. The NCHRP 14-16 "Guidelines for Vegetation Management" has been completed and is now ready for balloting in order to be turned into an official AASHTO publication. The electronic copy of the report can be downloaded from the following address: [http://downloads.transportation.org/ballot/](http://downloads.transportation.org/ballot/). When the document has been approved and published the appendices will be available online via the bookstore. | Affirmative: 36  
Negative: 0 |
| HW-11-03     | This report contains a detailed statistical analysis of the results to the survey titled HW-11-03 Survey: SCOH Membership Expertise Database. The results analysis includes answers from all respondents who took the survey in the 69 day period from Tuesday, February 08, 2011 to Sunday, April 17, 2011. 26 completed responses were received to the survey during this time. | Survey – 26 responses |
| HW-11-04     | Reinitiate the Joint Technical Committee in Roadway Lighting. A primary objective of the JTC on Roadway Lighting will be the revision of the "AASHTO Roadway Lighting Design Guide (October 2005)" for all users. Please review the proposed charge statement and resolution for reestablishing the JTC on Roadway Lighting. | PPR:  
Affirmative: 42  
Negative: 0  
Charge:  
Affirmative: 42  
Negative: 0 |
| HW-11-05     | This March 2011 the Highways Subcommittee on Systems Operation and Management voted to approve with a two-thirds majority of their full membership the following technical documents: NTCIP Standard 1203 v02 (March 14, 2011 approved) and Advanced Transportation Controller (ATC) Application Programming Interface (API) Standard v02.16 (March 2, 2011 approved) | Affirmative: 36  
Negative: 0  
Affirmative: 36  
Negative: 0 |
TABLE OF CONTENTS – SCOH WORK PLANS FOR 2011-2012

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Vice Chair: David P. Hohmann (Texas)
Secretary: M. Myint Lwin (FHWA)
Assistant Secretary: Raj Ailaney (FHWA)
AASHTO Liaisons: Keith Platte and Kelley Rehm

ANNUAL MEETING
The 2011 Annual SCOBS Meeting will be held from May 15 through May 19, 2011 in Norfolk, Virginia. During this period, each of the 20 SCOBS’ Technical Committees will meet to conduct technical committee business, followed by a two-day general session meeting of the full Subcommittee to review and ballot required changes and additions to the specifications and guide documents maintained by the Subcommittee. Also during this period, SCOBS’ Executive Committee will meet to participate with SCOBS Officers in making business decisions, planning, and setting priorities, as well as improve communications between the technical committee leadership and chairs to resolve issues of importance to SCOBS.

Throughout the year, various technical committees and task forces held interim meetings to facilitate the business of the full subcommittee in support of actions taken during the past Annual Meetings. The first edition of “AASHTO Bridge Element Inspection Manual” developed by Technical Committee for Bridge Management, Evaluation and Rehabilitation (T-18) was published and made available to public in February 2011. The goal of the this manual is to capture the condition of bridges in a simple way that can be standardized across the nation while providing the flexibility to adapt to both large and small agency settings. SCOBS has made significant steps towards the implementation of LRFR for rating bridges designed with the LRFD specifications, and for improving the ratings of existing bridges. The Subcommittee has successfully included the LRFR methodology in the AASHTO’s Manual for Bridge Evaluation.

GOALS FOR THE NEXT FIVE YEARS
SCOBS main focus continues to be the successful implementation of the LRFD and LRFR design and rating specifications. The Subcommittee intends to continue its activities for implementation facilitation of LRFD for other structures and culverts, improving and maintaining all LRFD specifications and guide documents, and ensuring proper training is provided to States. Accomplishments of this focus will be overseen by the SCOBS Executive Committee, the membership of which includes SCOBS and FHWA Officers, AASHTO Liaisons, and technical committee chairs.

SCOBS is focusing on the development and deployment of new technologies and materials to better utilize investments in the nation’s bridges and other highway structures. High performance materials (including high performance steel, concrete, and fiber reinforced polymer composites), accelerated construction methods (using prefabricated components and systems and/or SPMTs), and construction technologies are among the innovative features which should be considered in bridge design and construction practices and specifications. Last year the Technical Committee on Welding (T-17) worked with the AWS Bridge Welding Code Subcommittee and published the latest edition of the D1.5 Bridge Welding Code, which included the new provisions for the Improved Narrow-Gap Electroslag Welding process. This promises to improve the speed and quality of splices in thick steel plates that are used for bridge girder flanges.

SCOBS will also work to ensure the use of improved bridge inspection, evaluation, and management technologies for the existing inventory of bridges and other highway structures. Among these are improved technologies related to non-destructive evaluation and assessment of bridge components, and in data acquisition and management. SCOBS’ Technical Committee for Bridge Management, Evaluation and Rehabilitation (T-18) is working on integrating the new elements that were published in the “AASHTO Bridge Element Inspection Manual” into upcoming versions of the Pontis Bridge Management System. In addition, the technical committee continues to focus on updating the “Manual for Bridge Evaluation” in response to an open National Transport Safety Board (NTSB) recommendation H-08-20.

The issue of truck size and weight and their effect on transportation economy has been the focus of several recent pieces of legislation nationwide. The trucking industry has been pushing to raise the federal maximum vehicle weights (MVW) limit on interstate bridges from the current 80,000 lb to 97,000 lb. SCOBS’ Technical Committee for Loads and...
Load Distribution (T-5) is very concerned of potential accelerated deterioration of bridge inventories. The Committee will coordinate efforts with FHWA’s Long-Term Bridge Performance Program and other Technical Committees to quantify the potential negative effects of increase in MVW or axle weights on national infrastructure, particularly on bridges and bridge decks.

SCOBS’ technical committee for tunnels (T-20) will continue to support FHWA in their efforts in developing the National Tunnel Inspection Standards (NTIS) and the review of Tunnel Operations Maintenance Inspection Evaluation (TOMIE) Manual. In addition, the technical committee will work with the National Cooperative Highway Research (NCHRP) Project 12-89 to develop the New AASHTO LRFD Tunnel Design Specifications.

SCOBS and its T-11 committee on research will continue to support research items that support its seven Grand Challenges adopted in SCOBS’ strategic plan. These are: Extending Service Life, Optimizing Structural Systems, Accelerating Bridge Construction, Advancing the AASHTO Specifications, Monitoring Bridge Condition, Contributing to National Policy, and Managing Knowledge.

Transportation security continues to be an important focus of SCOBS efforts. The Technical Committee on Bridge Security (T-1) continues to support an effort to facilitate the vulnerability assessment of the Nation’s bridges and tunnels in conjunction with the FHWA, TSA, and other vested agencies. It is also working with FHWA and State DOTs to identify and support research studies necessary to improve the performance of potentially vulnerable structures. This effort will eventually result in updated specifications to improve the security of appropriate bridges.

In response to the I-35 Bridge investigation findings and recommendations from National Transportation Safety Board (NTSB), the Subcommittee prepared a synthesis report on “Quality Control and Assurance Practices in State DOT Bridge Design Offices”. This report included responses from 47 states and Ontario, as well as several large national design consulting firms. Subcommittee is currently working with FHWA in developing a national policy on quality assurance and quality control in bridge designs.

Following is the schedule of various publications that are either complete or on the balloting for approval and acceptance:

**Schedule of Publications (work done and in progress for FY 2011)**

<table>
<thead>
<tr>
<th>2010 Queue Order</th>
<th>Pub Code</th>
<th>Pub Title</th>
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<td>BAS-1</td>
<td>Bridge Aesthetics Sourcebook—Practical Ideas for Short and Medium Span Bridges, 1st Edition</td>
<td>New Edition</td>
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</tr>
</tbody>
</table>

**Future Meetings** - Future meetings of the Subcommittee have been scheduled in the following states: 2012 in Texas, 2013 in Oregon and 2014 in Ohio.
HIGHWAYS SUBCOMMITTEE ON CONSTRUCTION (SOC)

Officers
Chair: Mike Lewis, RIDOT
Vice Chair: Claude Oie, NDOR
Secretary: Butch Wlaschin, FHWA
AASHTO Liaison: Greta Smith, AASHTO

Review of SOC Charge Statement
No change.

Proposed Schedule

New or Updated Publications
- Publish the latest update to the AASHTO Guide Specifications for Highway Construction.

Other Activities

General
- Develop the program for the SOC 2011 summer meeting in Virginia Beach, Virginia, July 31 through August 4.
- Serve on the NPHQ Steering Committee, NWHS update, Highways for Life Task Force, NICET, AASHTO TIG, Electronic Engineering Data TC, and the Design Build Joint Committee, Serve on the Center for Environmental Excellence Advisory Board.
- Participate in International Scan on Public-Private Partnerships.
- Participate in TCCC activities to provide up-to-date training for areas such as inspection, stakeless construction, Environmental Factors in Construction, etc.
- Develop statements for and participate in the NCHRP research and synthesis programs and International and Domestic Scans.
- Develop Strategic Plan and mission statement to align with SCOH 2010-2014 Strategic Plan.

Upcoming Meetings
- 2011, July 31, 2011 Virginia Beach, Virginia
- 2012, San Francisco, California
- 2012, Detroit, Michigan

Computers and Technology Section (Emanuel Banks, Arkansas DOT)
- Continue to provide information to AASHTO website:
  - Continue to provide updates and input as needed to enhance AASHTO Subcommittee on Construction National website and the National Highway Specification Website.
  - Continue to provide leadership, extension, and guidance for the enhancements of the AASHTO Tms●Port software and Civil Rights and Labor Management System (CRLMS)
  - Continue to provide leadership, extension, and guidance for the development of the web based version of the AASHTO Tms●Port-Site Manager Construction and Materials module.
- Provide representation to the following committees:
  - AASHTO TIG
  - TRB Technical Committee - GPS in Construction (Design, survey, construction, etc.)
  - NCHRP 10-77 Use of Automated Machine Guidance (AMG) within the Transportation Industry
  - TRB AFB80 Committee Geospatial Technologies for Design and Construction January and midyear meetings
- Provide representation to NCHRP 10-81 Fuel Usage Factors in highway and Bridge Construction.
- Develop a quick reference guide to assist States with AMG preconstruction requirements, construction specifications, data exchange protocol, etc. Will include examples in use by states of their written processes, specifications, GPS web-based training, etc.
Contract Administration Section (Brad Lewis, Mississippi DOT)

- Update the AASHTO / FHWA spreadsheet for the current use of price adjustment clauses.
- Post results of survey on Guidance on Railroad Coordination issues for construction contracts.
- Post survey results on States experiences with ‘no excuse incentives clauses’.
- Survey the states regarding their experiences with warranty clauses.
- Survey the states regarding their experiences with value engineering change proposal clauses.
- Assess current Escrow of bid documents procedures.

Environmental and Human Resource Section (Mark Leja, CalTrans)

**Environmental Stewardship**

- Conduct various surveys on BMP testing facilities, handling noxious and non native weed species, invasive species requirements, and AASHTO-SOC “Top Ten” environmental concerns.
- Participate in NCHRP 25-25 Environmental Stewardship project
- Recycling survey to see what States are doing and taking credit for doing so

**Work Zone Safety**

- Assist with implementation of the new FHWA Work Zone products including reviewing guidelines and disseminating best practices.
- Survey of positive protection used in mobile operations for highly mobile work zones (IE, striping operations, BALSI BEAM).

**Human Resources**

- Update on development of Resident Engineers Academy
- Enhancing training opportunities through NHI and TCCC with additional web-based courses
- Participate on a pilot panel for a new National Highway Institute (NHI) class on “Environmental Factors in Construction.”
- Attend meetings of Transportation Curriculum Coordination Council (TCCC) and coordinate issues of interest.

Roadway and Structures Section (David Ahlvers, MoDOT)

- Develop requirements for IRI to be incorporated into the Construction Guide Specification publication.
- Develop solutions for excessive cracking in high performance concrete.
- Develop and deploy solutions to the problem of cracking in pre-stressed girders.
- Survey states on best practices or specifications to prevent cracking in mass pour concrete structures.
- Complete the “Guideline for Development and Implementation of Comprehensive QA Programs” which is currently in DRAFT stage
- Develop a presentation and complete a webinar on performance contracting framework. Select several states to pilot the program.
- Support the pilot and evaluate the performance of Safety Edge.
- Survey states on best practices on steel erection in large drilled shafts.
- Coordinate changes to HEC-2 calculations with the Subcommittee on Structures.

Goals

The SOC’s 1 to 5 year goals are as follows:

- Provide guidance to the states to reduce the construction impacts to traffic flow and to increase safety.
- Develop best practices for environmental stewardship that states can easily implement.
- Develop best practices and innovations for procurement methods and contract administration that increase construction quality and regulatory compliance, and reduce reliance on state forces.
- Provide constructive input on FHWA, industry, and other business partner initiatives and program revisions to assist in providing for programs that are to the benefit of the public.
Survey Results

The Technical Sections of the Subcommittee on Construction have sponsored various national surveys to summarize contracting agency practices and to share lessons learned regarding construction management. The following survey summaries the areas of interest to the Subcommittee members.

2009

- **Electronic Records** (95 kb)—This survey queried states on the status of electronic document management systems for construction records. Click on the tabs at the bottom of the spreadsheet to see the responses to each question.

- **Pavement and Bridge Smoothness** (116 kb)—This document summarizes information related to pavement and bridge smoothness. Click on the tabs at the bottom of the spreadsheet to see the responses to each question.

- **Materials Testing Practices** (60 kb)—This survey summarizes the state of testing practices for various materials. Click on the tabs at the bottom of the spreadsheet to see the responses to each question.

- **Claim Certification Questionnaire** (1.2 MB)—This survey summarizes the State DOTs’ use of claims certification statements and provides sample certifications.

- **State Practices Concerning Construction Delays** (0.3 MB)—This survey summarizes the State DOTs’ practices and policies concerning construction delays resulting from various circumstances and the State DOTs’ contract administration policies.

- **Analysis of Cost Trends Associated with Contract Overruns** (0.3 MB)—This survey provides information regarding the State DOTs’ practices for analyzing cost trends associated with contract overruns and how the states are managing cost implications and providing feedback in the project delivery process.

- **Price/Supply Issues, Alternate Bidding Issues, Practices for Increasing Competition** (309k)—This survey was conducted to address some of the recommendations made at the 2007 Highway Construction Cost Workshop.

- **Use of Price Adjustment Clauses (updated)**: Subcommittee on Construction, Contract Administration Section, Survey on the Use of Price Adjustment Clauses; Overview of responses: Price Adjustment Clause Use, Fall 2008; and Summary, Price Adjustment Clauses, Fall 2008
HIGHWAYS SUBCOMMITTEE ON DESIGN

Officers
- Chair: Vacant, Delaware
- Vice Chair: Richard Land, California
- Secretary: David Nichol, FHWA
- AASHTO Liaison: Keith Platte, AASHTO

Proposed Schedule

New or Updated Publications
- Design guides published in 2010/201 (and responsible committees):
  - Update of the AASHTO Green Book -- Technical Committee on Geometric Design
  - Update of the Roadside Design Guide -- Technical Committee on Roadside Safety
- Coming up in 2012 for committee ballot:
  - Update of the AASHTO Bicycle Guide -- Technical Committees on Nonmotorized Transportation and Geometric Design

Other Activities For The Coming Year

Technical Committee on Cost Estimating
- The Technical Committee on Cost Estimating is working toward the completion of practical guidance on cost estimating based on state of the practice methods used by state DOTs. The guidance is intended to cover estimating from planning through construction. In addition to basic estimating methods and procedures, the guide will include bid review and evaluation, cost index and inflation guidance, performance measures and tracking ideas, and information on bidding strategies for improving competition. Committee members are assisting the research team for NCHRP 20-7 Tasks 278 and 308 and serving on the research panel. Content has been determined through outreach to the DOT estimating community via conference attendance and AASHTO surveys. This activity supports 1 c; 3 a, b; 5 a, b, c, d; 6 b.
- Work continues to improve the TCCE webpage to create a web-based clearinghouse for cost estimating guidance and resources, including a contact list of state DOT estimating experts, and links to research, publications, and estimating guidance and tools. This work falls under 1 c; 3 e; 5 a; 6 b, e.
- TCCE members attend and participate in the development of national cost estimating workshops. Most recently, several members participated in the Mn/DOT Cost Estimating/Cost Management (CE/CM) workshop held in August, 2010. This forum was a valuable collaboration with FHWA, several state DOTs, MPOs, and academia, and included interaction and exchanges between planning and design disciplines. The working sessions resulted in action items for TCCE to develop research proposals and other venues to promote and improve upon cost and risk management. This work continues the TCCE’s support of 1 c; 2 c; 3 a, b, e; 4 c; 5 a, b, c, d; 6 a, b, d, e.
- The TCCE has been involved with FHWA on the new National Highway Construction Cost Index which was introduced in late 2010. Our committee continues to interact with the authors of the index so that we can develop recommendations on the appropriate use of the index, as well as comparisons to individual DOT construction cost indices. The index previously developed by FHWA was widely used; however, the new index is a different type of index and will require adjusted thought processes for proper use. TCCE is also available to assist with FHWA cost estimating peer reviews when needed. We will continue to provide input on new policies as needed. This directly supports 1 d and indirectly supports many of the other strategies.
- The committee will continue to work with the Transportation Estimators Association (TEA) to ensure that our work will support the needs for state and provincial DOT estimators. Beginning in 2011, TCCE and TEA will integrate our annual meetings to reduce the repetition of presentations and maximize the benefit of information exchange. This supports 1 a; 2 c; 3 e; 5 a, c, d; 6 a, c, e.
- The TCCE chair attends the annual SCOD meeting and coordinates with other technical committee chairs to share information, determine overlapping interests, and co-sponsor research proposals. TCCE has presented
current work activities to the SCOD and solicited input on cost estimating needs for the design community through SCOD. In addition, the TCCE chair has documented work activities related to specific SCOH and SCOD strategic plan goals and strategies to ensure that our work meets AASHTO’s vision and mission. This directly supports goal 6, strategies a, b, c, e; and indirectly supports many of the other goals and strategies.

- TCCE has proposed one 20-7 research project for the spring cycle. Additional proposals have been submitted in coordination with other technical committees in the past and will be revisited for the fall cycle.
- Maximizing Contractor Competition for Design/Bid/Build Contracts would build on our best practices guidance and would meet 1 a, c; 2 a, b, c; 3 b, c; 4 c; 5 b, d; 6 e. Information gathered through this effort would be incorporated into updates to our guidance manual and would serve design and construction goals.
- Identification of Best Practices in the Estimation of Preliminary Engineering Costs is a joint proposal between TCCE and TCP to develop best practices for estimating preliminary engineering costs, particularly for consultant work. This effort would serve 1 a, c; 3 b, c; 5 a, b, c, d; 6 b, c, e.
- Best Practices for the Analysis and Approval of Contractor Bids proposal was recognized as a subject in need of further investigation by TEA and AASHTO members. Research data from this effort would enhance one of the chapters included in the guidance document that is currently under contract. Although there is good information included in the guidance already, we feel that new practices are being developed by state and provincial DOTs that warrant additional study. This effort will be coordinated with Construction and would fall under 1 c; 2 c; 3 b; 4 c; 5 a, b, c, d; 6 a, b, c, e.
- Research will be proposed for identifying best practices and for implementing strategies and/or policies for cost and risk management as a result of the CE/CM workshop held in Minneapolis in August, 2010. This effort will involve SCOP and will likely be full research requests. Work is underway to identify the needs and develop the joint proposals. This falls under goals 1, 3, 5, and 6.

**Technical Committee on Electronic Engineering Data** – Work plan unavailable

**Technical Committee on Environmental Design**
- Review of the new Draft of the Guide for Transportation Landscape and Environmental Design. This is being done in conjunction with TRB. This will eventually require a ballot for AASHTO voting.
- Gearing up to rewrite Visualization in Transportation
- Will look at the update of Guide on Evaluation and Abatement of Traffic Noise

**Technical Committee on Geometric Design**
- The Technical Committee did not have a formal meeting in Calendar 2010. Work on Green Book update was conducted via conference calls and email.
- Revising Green Book for next update. Document is now in the hands of AASHTO publication department.

**Technical Committee on Roadway Lighting**
- Identify the changes in technologies, methods or procedures that may impact the *Guide* and require the *Guide* to be revised.
- Champion research to identify current best practices being used by DOTs and local agencies to design and deliver lighting projects.
- Perform a comprehensive review of existing *Guide*, and determine the areas that may need to be updated, modified or eliminated, or added.
- Identify additional short or long term research that would assist in modifying the *Guide*.
- Develop and maintain a list of recommendations on revisions to the *Guide* that should be included in addendum or revisions to the *Guide*.
- Establish a schedule for updating the *Guide*, with interim milestones.
- Coordinate with other entities (such as FHWA and IES) on these topics.
- Develop other methods of disseminating current information on the subject of roadway lighting, beyond the Guide.

**Technical Committee on Hydrology and Hydraulics**
- Revisions to Highway Drainage Manual – Policy and Procedures underway. TCHH members have written the technical content of the numerous topics under our purview. The TCHH consultant’s primary tasks are to unify
the manual’s language, remove duplications, and prepare the manual for publication.

- Development of 20-07 research project requests
- Development of Research Requests - The TCHH has historically been very active and successful in targeting research needs. In the past, bridge scour has been the dominant topic of our proposed research, but recently, difficult environmental stormwater and environmental stream stabilization issues are provoking needed research. Thus, the TCHH collaborated actively with the Standing Committee on the Environment (SCOE) and the TRB AFB60 Committee in submitting the last round of research needs statements.
- The TCHH expects that, as national stormwater issues continue to become more challenging, we will have increasing involvement with SCOE.

Technical Committee on Nonmotorized Transportation Work plan unavailable

Joint Technical Committee on Pavements
- The Committee will continue to work with FHWA to promote the MEPDG with the FHWA Design Guide Implementation Team (DGIT) and through venues like the Transportation Research Board Annual Meeting.
  - The purpose of the FHWA DGIT team is to raise awareness, assist, and support State Highway Agencies and their industry partners in the development and implementation of the MEPDG. The DGIT website provides information concerning the availability of various workshops, NHI courses related to the MEPDG and information about DGIT (http://www.fhwa.dot.gov/pavement/dgit/index.cfm).
  - A workshop on MEPDG implementation has been held at the annual meeting of the Transportation Research Board for several years and is supported by the JTCOP and by agencies which are implementing or have implemented the new procedure. Since attendance at the workshops has been excellent and states voice the benefits of the discussions, it is likely that additional workshops will be held on various aspects of MEPDG implementation. The workshop in January 2011 focused on DARWin-ME, the software version of the MEPDG, which is scheduled for release in April 2011. Vice chairman, Judith Corley-Lay, moderated the workshop. Attendance was estimated at 250.
- The four technical groups have been meeting via telephone conference calls to augment the annual meeting. These include Design and Modeling, Pavement Management Systems, Sustainability and Preservation, and Low Volume and Local Road Systems. These technical groups have lead responsibilities in review of documents assigned to them, and in development of research needs statements. The Design group did an excellent job this year in cataloging and responding to all comments during the balloting of the Local Calibration Guide. The four technical groups will have face to face meetings at our May meeting.
- AASHTOware is developing software for the MEPDG. The JTCOP will maintain the final authoritative copy of the software and is intimately involved in the software effort. The technical committee will recommend model refinements and improvements for future DARWin-ME versions. Technical presentation on models for Continuously Reinforced Concrete pavement will be made by Dr. Dan Zollinger. Another technical presentation on Improved Climate Data for Mississippi DOT’s MEPDG implementation will also be made.
- The JTCOP will be discussing our Research Needs Statements submitted during the last cycle and methods to improve success in the NCHRP funding process. Two of our four research needs statements are currently slated for funding.
- Modifications and updating of the Pavement Management Guide were submitted under NCHRP 20-7 and the document is being finalized.
- The Pavement Management Roadmap was developed by a contract by FHWA. Katie Zimmerman with Applied Pavement Technology will present the results at the May 2011 meeting.
- The JTCOP has worked actively in 2011 to fill vacancies. We have filled vacancies with members from Washington State, Maine, and Massachusetts. We have an anticipated vacancy in the southern region, and SCOM has already approved a replacement.

Technical Committee on Preconstruction Engineering Management Work plan unavailable

Technical Committee on Roadside Safety Work plan unavailable

Technical Committee on Value Engineering
- Plan the 2011 AASHTO Value Engineering Conference hosted by Louisiana Department of Transportation and Development -
- Publish the updated AASHTO Guidelines for Value Engineering, 2010, in March 2010
  - Includes section on guidelines for Value Engineering Performance Measures
  - Includes section on guidelines for Value Engineering on Design/Build projects.
- Convert the current website that is maintained by WSDOT to an AASHTO maintained website, to give it a consistent look to other AASHTO sites.
- Maintain an active web site providing information about transportation value engineering.
- Assist NHI with the review and development of an updated Value Engineering training course and material.

**Upcoming Meetings**
- 2011 – Region 3, Missouri, Joint Meeting with Subcommittee on Rights-of-Way and Utilities
- 2012 – Region 1, Maine
- 2013 – Region 4, to be determined
- 2014 – Region 2, to be determined
HIGHWAYS SUBCOMMITTEE ON HIGHWAY TRANSPORT

Officers
Chair: James Lynch, Montana
Vice-Chair: Jeff Honefanger, Ohio
Secretary: Mike Onder, FHWA
AASHTO Liaison: Leo Penne

Task Force Chairs:
- Jan Skouby, MO, Operations
- Randy Braden, AL, Size and weight
- Rob Elder, ME, Highway Freight Movement
- Ken Sweeney, ME, Infrastructure

Review of Subcommittee Charge Statement:
No changes to charge statement.

Proposed
No proposed changes.

Schedule of New/Updated Publications
- Highway Freight Movement Bottom Line Report, fall 2011
- Best practices for High Wide and Heavy Corridors, winter 2011-2012
- Smart Roadside Technologies Compendium, spring 2012
- Synthesis of Research on Truck Size and Weight, fall 2011

Activities for 2011-2012

Specific
- Continue to carry out implementation plan for size and weight enforcement European scan.
- Oversee NCHRP 20-7 literature synthesis on truck size and weight
- Manage process for implementing and reporting on Board of Directors on truck size and weight policy and resolution.
- Continue discussion with utilities industry concerning truck and equipment issues.
- Expand specific industry consultations.
- Get Freight Movement and Infrastructure Forces well-established.
- Monitor and respond to commercial vehicle reauthorization proposals.
- Complete and Disseminate Highway Freight Movement Bottom Line Report
- Develop best practices guide for high, wide, and heavy corridors
- Incorporate and implement improvements in protocol for routing OS/OW loads during emergencies.
- Produce compendium of smart roadside technologies in use.
- Produce report on how states are organized to carry out truck size and weight enforcement.

General
- Update membership list at least quarterly.
- Encourage more representation on SCOHT from the freight transportation, planning, and infrastructure divisions of State DOTs.
- Strengthen working relationships with SCOH Subcommittees
- Continue promoting communication with industry.
- Promote regional permits among and between the various AASHTO Regions.
Goals for Next 5 Years:

- Strive to continually improve and maximize the participation of partners in the commercial vehicle industry with the intent of finding joint solutions.
- Link SCOHT activities to other AASHTO activities in the areas of safety, security, operations and freight transportation.
- Identify potential research projects surrounding the subcommittee's charge that would have a high degree of probability for implementable results.
- Work with AASHTO Freight Transportation Leadership Group (chairs of freight mode committees) to develop an integrated freight transportation effort.
- Develop regional OS/OW permit systems in one or two regions

Upcoming Meetings:

Subcommittee on Highway Transport Annual Meeting  Dates: July 28-30  Location: San Antonio, Texas
HIGHWAYS SUBCOMMITTEE ON MAINTENANCE

Officers:
Chair: Carlos Braceras, UT
Vice Chair: Lacy Love, NC
Vice Chair: Chris Christopher, WA
Secretary: Bryan Cawley, FHWA
Liaison: Steve Olson, AASHTO

Review of Subcommittee Charge Statement

- The Subcommittee’s Strategic Plan was updated to better align with SCOH and to reflect the challenges and needs faced by the maintenance community today.
- The Subcommittee’s eleven areas of emphasis was restructured, replacing the Task Forces and Focus Groups with new Technical Working Groups

The Subcommittee’s Vision, Mission, and Goals were revised

Proposed Schedule

New or Updated Publications

- The Maintenance Manager (a quarterly newsletter for Subcommittee members)
- The Equipment Management Technical Services Program (EMTSP) website
- Subcommittee on Maintenance Roster (updated annually)
- The Subcommittee website was revised to reflect the recent changes as a result of the restructuring of the Subcommittee.

Other Activities For The Coming Year

- The Subcommittee Summer Meeting is scheduled July 17–21, 2011 in Louisville, Kentucky. Details and future additional information are to be posted on this website http://transportation.ky.gov/Maintenance/2011_AASHTO_MEETING.html
- Regional Equipment Management Technical Services Program (EMTSP) meetings. Details and additional information are posted on this website. http://www.emtsp.org/
- Regional Southeast Bridge Preservation Partnership meeting is scheduled April 15-17, 2011
- National Bridge Management, Inspection and Preservation Conference is scheduled October 31 – November 4, 2011. Details additional information are posted on this website. www.TSP2.org/bridge

Bridge Technical Working Group

The Bridge Technical Working Group will be focusing on the areas listed below and engaging a broad group of state and local government practitioners, industry, and academia in the upcoming year. Each focus area listed below is linked to the strategic focus areas outlined in the SCOH and SCOM Strategic Plans.

- Promote the sharing of expertise and state-of-the-practice for preserving and improving the health/condition of bridges and structures by establishing regional bridge working groups and conducting bridge preservation workshops.
- Support research to advance the practice of preserving and improving bridges and structures by working closely with SCOB and TRB subcommittees.
- Promote the reliability and safety of bridges by focusing on innovative maintenance practices, timely inspections and repair and worker safety.
- Develop national clearinghouse for bridge preservation information in coordination with the AASHTO TSP-2 Program.
- Promote accountability and transparency through performance management of bridges and structures in conjunction with the other technical working groups with a focus on an accurate and efficient bridge inventory system, appropriate performance measures, clear measurable goals which can be attained, and innovative reporting techniques using common terminology.
Identify, develop, and promote workforce development activities for bridges and structures which could strengthen the maintenance workforce including inspection, preservation and activity specific training. This includes coordinating with appropriate TCCC and TSP2 efforts.

Promote sustainability of the highway bridge environment with a special focus on climate change mitigation strategies and pollution prevention.

**Equipment Technical Working Group**

The Equipment Technical Working Group will be focusing on the areas below and engaging a broad group of state and local government practitioners, industry to interface with each of the Subcommittee on Maintenance TWGs, identify equipment issues and champion equipment management to provide clear direction and collaborative support for their successful implementation. Each focus area listed below is linked to the strategic focus areas outlined in the SCOH and SCOM Strategic Plans.

- Coordinate the activities of the Equipment Management Technical Services Program (EMTSP) and report progress and accomplishments of the program
- Promote the use of the Subcommittee website for information and technology sharing and as a clearinghouse for the technical working groups
- Continue participation in NCHRP Project 13-03A, Decision Making for Outsourcing and Privatization of Vehicle and Equipment Fleet Maintenance
- Continue collaboration with TRB Committee, AHD60, Maintenance Equipment, in planning the 16th Equipment Management Workshop.
- Update the AASHTO Equipment Reference Book for 2011
- Provide for the exchange of information among members
- Identify current critical equipment needs
- Promote equipment acquisition procedures that include functionality and life cycle costs
- Promote demonstration forums to display innovative equipment and ideas
- Coordinate with the Vice Chair for Environmental and Research to develop research study and synthesis report problem statements
- Promote equipment management and dedicated equipment funds
- Support Environmentally Sensitive Considerations in equipment acquisition and operation issues
- Support equipment personnel training, development, and retention practices
- Identify and develop strategies to address emerging issues (such as climate change and homeland security)
- Institutionalize Performance Management by incorporating Performance Measures where they may be appropriately applied during the implementation of Equipment Fleet Management Systems and Equipment Maintenance Contracts
- Establish, monitor, and adjust strategic plans, organization structures and resource options to meet a dynamic environment

**Highway Safety and Reliability Technical Working Group**

The Highway Safety & Reliability Technical Working Group Work Plan will be focusing on the areas below and engaging a broad group of state and local government practitioners, industry, and academia to provide clear direction and collaborative support for their successful implementation. Each focus area listed below supports the six SCOM strategic goals and is linked to the strategic focus areas outlined in the SCOH and SCOM Strategic Plans.

- Develop and promote performance measures that will improve the health/condition of highway system operations and increase focus and awareness of the importance of safe work zones, reliable all weather mobility, etc., through effective liaison and collaboration with: 1) the AASHTO Standing Committee on Performance Management in their focus to maximize the performance of transportation systems using performance based, results-driven management; and 2) the Subcommittee on Public Affairs as they work on informing the public about the importance of transportation to our social and economic well-being and the associated funding necessary for this.
- Improve and promote highway safety by providing support and guidance for safe and efficient work areas for maintenance stationary and mobile activities via: 1) utilizing effective liaison and collaboration with the AASHTO Standing Committee on Highway Traffic Safety (SCOHTS); 2) evaluating highway safety needs in maintenance work zones and snow and ice control operations and communicating those needs to SCOHTS as they work on
developing the comprehensive long-term AASHTO Highway Safety Strategy and Plan; 3) implementing the research results in NCHRP Report 500, Volume 17 “A Guide for Reducing Work Zone Collisions”; 4) collaborating with and assisting Federal Highway Administration in promoting their “Work Zone Safety and Mobility Peer-to-Peer Program”; 5) posting successes and best method practices on the AASHTO Center for Excellence website, and, 6) promoting and marketing these successes on the AASHTO SICOP List-Serve.

- Improve reliability of traffic flow through increased connectivity and collaboration between maintenance, traffic and other organizations (law enforcement, fire & rescue, etc.) for effective incident management and emergency management response utilizing effective liaison and collaboration with AASHTO Special Committee on Transportation Security and Emergency Management, Standing Committee on Highway Traffic Safety, Subcommittee on Traffic Engineering and Subcommittee on Systems Operation and Management;

- Promote accountability and transparency through performance management by implementing the findings of NCHRP studies such as, “Performance Measures for Snow and Ice Control Operations”, Synthesis 389 “Performance-Based Contracting for Maintenance”, NCHRP 20-68A “US Domestic Scan Best Practices in Winter Maintenance”, etc. with conference presentations, articles in the HSCOM “Maintenance Manager”, technical field reviews, and whatever techniques result in efficient and effective technology transfer.

- Strengthen workforce development by: 1) working with the Transportation Curriculum Coordination Council (TCCC) to locate or develop new training material to meet the needs of the maintenance workforce in the area of safety and safety related best management practices; 2) finishing development and implementation of web-based applications for existing computer-based training programs; 3) finishing distribution of the Computer-base training program “Performance Measures for Snow and Ice Control Operations”; and 4) investigating other Safety & Reliability technology transfer needs using interactive CBT self paced applications.

- Promote environmental stewardship by actively seeking opportunities to promote environmental awareness and best method practices currently in use and being proposed in sustainable maintenance operations. Efforts include strengthening the liaison with the Standing Committee on Environment, posting appropriate results on the AASHTO Center for Environmental Excellence website, and communicate successes through the AASHTO SICOP List-Serve.

Develop an effective outreach and collaboration program for the six focus areas listed above by conducting forums, exchanges, and symposiums for the interchange of information and identification of environmental concerns and operational research needs among all groups with shared safety, reliability, sustainability and winter maintenance interests. Efforts planned for 2011-12 are the 2011 National Winter Maintenance Peer Exchange and the 2012 TRB/AASHTO Transportation Weather & Snow/Ice Symposium

**Pavement Technical Working Group**

The Pavement Technical Working Group will be focusing on the areas below and engaging a broad group of state and local government practitioners, industry, and academia to attempt to accomplish the following activities. Each focus area listed below is linked to the strategic focus areas outlined in the SCOH and SCOM Strategic Plans.

- Promote the Transportation Systems Preservation Technical Services Program. (TSP²)
- Coordinate and support the development of guidelines, specifications, terminology and best management practices relative to pavement preservation and maintenance;
- Share information on pavement preservation and maintenance;
- Support and participate in development of pavement preservation projects and the use of innovative pavement materials;
- Develop partnerships and coordinate task force activities with other pavement groups (such as FPP, FHWA, TRB AHD18 and AHD20 Committees, etc.);
- Identify research needs, support development of problem statements and identify potential funding sources;
- Sponsor technical presentations to communicate new developments in pavement preservation and maintenance;
- Support training courses in pavement preservation; and
- Support the development of new technology that leads to the extension of pavement life in a cost-effective manner, and identify and promote the implementation and usage of products and processes which achieve this goal.
- Sustain high level of maintenance interest and involvement in the area of System Preservation.
- Develop a Pavement Preservation chapter that can be included in the new AASHTO Mechanistic-Empirical Pavement Design Guide.
• Support the development and expansion of Regional Pavement Preservation Partnerships.
• Assist in the implementation of the Pavement Preservation Roadmap.
• Promote the utilization of the National Center for Pavement Preservation for research management.
• Support the development and promotion of certification programs for pavement preservation contractors and/or personnel.
• Support the development and promotion of common performance measures for pavement preservation activities.
• Work to confirm and enhance the linkage of pavement preservation activities to overall crash reductions in comparison to traditional rehabilitation and reconstruction activities.
• Support the development and promotion of life cycle assessment methodologies that demonstrate the environmental-friendliness and sustainability benefits of pavement preservation techniques and strategies.
• Should actively pursue having the Manual for Emulsion Based Chip Seals being made an AASHTO publication.

**Roadway/Roadside Technical Working Group**
The Highway Roadway/Roadside Technical Working Group will be focusing on the areas listed below in the upcoming year. Each focus area listed below is linked to the strategic focus areas outlined in the SCOH and SCOM Strategic Plans.

• Promote the sharing of expertise and state-of-the-practice for improving the health/condition of roadway/roadside features as it relates to the highway system.
• Elevate the reliability and safety of traffic flow by focusing on innovative work zone practices which minimize the impact on traffic, increase efficiency for the workforce, and remain focused on safety.
• Promote accountability and transparency through performance management of roadway/roadside features in conjunction with the other technical working groups with a focus on an accurate and efficient feature inventory system, appropriate levels of service for various regions, clear measurable goals which can be attained, and innovative reporting techniques using common terminology.
• Identify, develop, and promote workforce development activities for roadway/roadsides which could strengthen the maintenance workforce including sign and pavement marking retro-reflectivity, vegetation management, storm water management plans, and activity specific training.
• Promote sustainability of the roadside environment with a special focus on climate change mitigation strategies and pollution prevention.
• Empirical Pavement Design Guide.
• Support the development and expansion of Regional Pavement Preservation Partnerships.
• Assist in the implementation of the Pavement Preservation Roadmap.
• Promote the utilization of the National Center for Pavement Preservation for research management.
• Support the development and promotion of certification programs for pavement preservation contractors and/or personnel.
• Support the development and promotion of common performance measures for pavement preservation activities.
• Work to confirm and enhance the linkage of pavement preservation activities to overall crash reductions in comparison to traditional rehabilitation and reconstruction activities.
• Support the development and promotion of life cycle assessment methodologies that demonstrate the environmental-friendliness and sustainability benefits of pavement preservation techniques and strategies.
• Should actively pursue having the Manual for Emulsion Based Chip Seals being made an AASHTO publication.
HIGHWAYS SUBCOMMITTEE ON MATERIALS

Subcommittee: Materials
Chair: Grant Levi, North Dakota
Vice-Chair: Mark Felag, Rhode Island
Secretary: Jack Springer, FHWA
AASHTO Liaison: Greta Smith

Schedule of New/Updated Publications and Other Activities for 2011:

Publications & Meetings
- Work with TRB to establish formal liaisons between SOM and TRB committees. (Springer/Smith)
- Transfer APEL from the SOM to NTPEP (Springer/Smith)
- Finalize review of all standards. (Joint AASHTO/ASTM committee)
- Implement SOM Technical Service Program -Develop AASHTO Materials Standards (DAMS) (Smith)
- Developing a training presentation for the SOM on how to write new specifications and test methods (SOM)
- Development of on-line training, to include streaming media, for the SOM website and e-ballot. (Springer/Smith)
- Continue updates to the electronic balloting system to make it more user friendly.
- Conduct mid-year technical section meetings by webinar as needed. (Springer/Smith)
- SOM representation on Joint Technical Committee on Pavements (SOM Reps/Platte/Springer)

Recycling
- Continue to promote recycled products in our standards.
- Continue with yearly survey of states best practices in recycling.

AMRL
- SOM will continue to hold discussions with FHWA concerning the possibility of other accreditation bodies being found equivalent to the AMRL and then being allowed to accredit laboratories. The SOM is concerned about how this will affect the quality of materials used in highway construction.
- Report on AMRL effort to clarify requirements in AASHTO standards for equipment calibrations, standardizations, and checks.
- Report on AMRL research program to continue the development of precision statements for a number of HMA test methods.
- Advise SOM on how to specify replacement equipment that does not contain mercury, as needed.
- Provide comments on AASHTO standards by May 1.
- AMRL will have increased presence on the Technical Sections and will also provide assistance to the Technical Section chairs when requested.

APEL
- Based on discussions with those involved with APEL, it was determined that APEL would be better served if it fell under the guidance of NTPEP rather than the SOM. A special SOM ballot will be conducted this spring. (Springer/Smith)

International
- Provide recommendations for 2012 and future scanning tours to Special Committee on International Activities Coordination (Baker/Felag)
- Update on activities on warm-mix asphalt and performance evaluation of the trial sections (Baker)
Selection of the subjects and participants for international scan tours by FHWA, AASHTO and the AASHTO subcommittees (Smith)

Research
- Submission of the proposed studies for NCHRP 20-7 (Springer/Smith)
- Submission of the proposed studies for NCHRP (Springer/Smith)

Goals for Next 5 Years:

Outline of what the subcommittee expects to accomplish in the next 5 years.
- Annually publish the Standard Specifications for Transportation Materials and Methods. (Smith/Grady)
- SOM will work on aligning its work activities with SCOH’s 2010 – 2014 Strategic Plan and work towards accomplishing SCOH’s goals (Levi/Felag/Springer/Smith)
- Continue working with FHWA Recycling Task Force and the University of New Hampshire’s Recycled Materials Resource Center to support evaluation, research, and design/use standards for recycled materials in highway applications through 2009 (Pappas).
- Increase use of Internet and AASHTO Website in standards development, SOM organization and operations, and sharing of technical information through 2012 (Smith/Springer).
- Bring all standards into conformance with standard practice for establishing requirements for and performing equipment calibrations, standardizations, and checks by 2012 (Lenker/Lutz)
- Maintain comprehensive and up-to-date information on existing State materials management systems on SOM Website through 2012 (Geary).
- Work with AASHTO’s publication office to determine the best way for AASHTO to distribute the Standard Specifications for Transportation Materials and Methods through the internet. (Geary/Springer/Smith/Grady).
- Improve and increase the interaction between the SOM and other subcommittees. (Executive Committee/SCOH)
- Work more closely with the JTCoP and include them in our annual meeting.

Upcoming Meetings:
List of all upcoming meetings for the Subcommittee and its task forces, including dates, locations, duration, and frequency of occurrence.

- Subcommittee on Materials meeting
  
  July 31 - August 5, 2011, Burlington, Vermont
  2011: Mississippi
  2012: AASHTO Region 4
  Duration: 5 days (Sunday evening to Friday noon) held the first full week of August
  Note: Meetings of the subcommittee’s 21 technical sections are included as part of this meeting (3 days)
  Frequency: Subcommittee meeting occurs once per year, but a brief second meeting is held during the Transportation Research Board meeting in January to update subcommittee members on important issues.
HIGHWAY SUBCOMMITTEE ON RIGHT-OF-WAY AND UTILITIES

Officers:
- Chairman: John P. Campbell, P.E., SR/WA, Texas
- Vice-Chairman, Right of Way: Matt DeLong, Michigan
- Vice-Chairman, Utility: Chuck Schmidt, P.E., New Hampshire
- Secretary: Nelson Castellanos, FHWA
- FHWA Utility Liaison: Jon Obenberger, Ph.D., P.E., FHWA
- AASHTO Liaison: Keith Platte, P.E., AASHTO

Review of Subcommittee’s Charge Statement:
- Existing
  No changes proposed to the existing charge statement.

Summary of Planned Activities and Proposed Publications for 2011-2012:

1. Turbo Relocation® Product Delivery

   “Turbo Relocation” is an AASHTOWare expert system developed to provide an interactive application for use by professional relocation assistance service providers. Turbo Relocation® is a practical tool for use at the point of delivery for relocation assistance services to assure consistency in compliance with the “Uniform Act”. The “Turbo Relocation” application is similar in function to the “Turbo Tax” product featuring built-in component “calculators” to assist with and verify the calculation of relocation assistance benefits and payments.

   13 States provided funding for the development of the Turbo Relocation® product. A “Turbo Relocation” task force was selected to facilitate the development and product implementation. The members of the task force were selected in recognition of their right of way expertise and experience with providing relocation advisory services in compliance with the “Uniform Act”: The subcommittee would like to recognize and thank the following individuals for their dedicated service and generous efforts to realize the FHWA vision of Turbo Relocation®.

   ➢ Sabra Mousavi, Arizona DOT (Chair)
   ➢ Arnold Feldman, FHWA Project Liaison
   ➢ Gina Anthony, Maryland SHA
   ➢ Walter Mabry, Mississippi DOT
   ➢ Carmen Reese, Idaho DOT
   ➢ James Braden, Arkansas DOT
   ➢ Annette McCrory, South Carolina DOT
   ➢ Kelly Ramirez, Michigan DOT
   ➢ John Bennett, Alaska DOT

   AASHTOWare delivered the completed Turbo Relocation® application in 2010. Many states are now considering the product as one of the tools needed for real estate operations in a time of shrinking staffs and loss of expertise. As agencies are evaluating turbo relocation, suggested improvements to the product, including forms integration requests, are being developed and reviewed. Efforts to promote and improve the Turbo Relocation program are ongoing in 2011-2012. For additional information on Turbo Relocation® licensing options, please visit the AASHTOWare site: http://www.aashtoware.org/Pages/TurboRelocationLicensingFees.aspx

2. FHWA/NCHRP Project Panel 20-36 International Scan

   The final report for the international scan on “Outdoor Advertising Control Best Practices, Policy and Implementation” is expected to be complete in the spring of 2011. The scan team has moved into the implementation phase and this work will be ongoing over the next several years. Matthew DeLong, MI, Subcommittee Vice-chair for Right of Way and Mary Jane DeLauge, FHWA HQ Office Reality Specialist, are the co-chairs of the scan team. Implementation activities currently underway include creation of an outdoor advertising bibliography, a cost allocation study, and an NCHRP 20-7 project to develop a safety checklist for outdoor advertising installations.
3. FHWA/NCHRP Project Panel 20-36 International Scan
Implementation of high value initiatives and best practices resulting from the International Scan entitled, “Integrating and Streamlining RIGHT-OF-WAY and Utility Processes with Planning, Environment and Design” remains ongoing. Numerous activities including pilot programs and further research efforts will be undertaken to implement, analyze, and evaluate ideas intended to achieve the scan objectives.

4. FHWA/NCHRP Project Panel 20-68A Domestic Scan
Organizational work is currently underway to prepare for the 10-01 Domestic Scan entitled “Best Practices for Risk-Based Forecast of Land Volatility for Corridor Management and Sustainable Communities”. Matt DeLong, Subcommittee Vice-Chair for Right of Way, is a member of the Scan Team. Field work is expected to begin in September, 2011 with the report to be published in early 2012. For additional information on the NCHRP 20-68, Domestic Scan program please visit: http://144.171.11.40/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=1570

5. Research Studies and Pilot Project Initiatives
The Subcommittee, in cooperation with FHWA, will continue to participate and assist in the distribution, marketing and implementation of work product from research and pilot project initiatives. Current research initiatives include two projects selected for NCHRP 20-7 funding. They are, (1) “Safety Checklists and Design Guidelines for Evaluation of Outdoor Advertising Signs and Permit locations by Departments of Transportation (DOTs)” and (2) “Best Practices for Automating Utility Permits”.

NCHRP 20-7, – “Safety Checklists and Design Guidelines for Evaluation of Outdoor Advertising Signs and Permit locations by Departments of Transportation (DOTs)”
The objectives of this research are to (a) review existing and developing safety checklists and safety criteria, (b) review existing and developing design guidelines and strategies on a national and international basis, and (c) develop an NCHRP project to develop design guidelines, safety criteria and checklists for use in Outdoor Advertising regulatory control programs.

NCHRP 20-7, – “Best Practices for Automating Utility Permits”
The objectives of this research are to (a) locate and assemble documented information, (b) identify practices that have been successfully used to remedy utility problems, (c) identify similar completed or ongoing research, (d) identify which problems remain largely unsolved, and (e) organize, evaluate, and compile best practices in current use.

Both proposals can be viewed at: http://www.transportation1.org/nchrp/20-7/Archive.aspx

The following proposals were submitted for immediate funding consideration under the current, March 2011 NCHRP research program call:

- Standards and Specifications for Utility Data Submissions
- Information Clearinghouse for Utilities
- Integrating Right-of-Way Acquisition and Utility Coordination in Alliance Contracts
- Minimizing Conflicts between Construction and Utility Sequences of Work
- Participation of State DOTs in One-Call Systems
- Efficient Utility Accommodation for Highway Construction Projects

Ongoing research initiatives include:

The objectives of this research project are to (a) document experiences State DOTs have had using incentives for utility relocations; (b) investigate how incentives have been used effectively to accelerate critical construction-related activities; and (c) recommend incentives State DOTs may want to consider.

The objective of this research is to determine if current DOT encasement policies are appropriate. If it is determined that uncased utility highway crossings are a safe alternative to encased crossings, criteria for uncased crossings will be developed. The following team members have been selected for Task 248:

- Chuck Schmidt, New Hampshire
Ray Lorello, Ohio
Robert Memory, North Carolina
Robert Lee, Alabama
Paul Scott, TRB Representative

Surface Transportation Environment and Planning (STEP) Cooperative Research Program
A range of additional research initiatives

NCHRP 20-7, Task 247 – “Outdoor Advertising Sign Regulation Study”
The objective of this research was to identify, compile and report on the standards, measures, practices and enforcement of control of outdoor advertising signs in the various states.

This project is complete and the final report has been issued.
http://144.171.11.40/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=2202

For more information on NCHRP 20-7 projects, please visit:
http://144.171.11.40/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=509

Additionally, various other research projects are underway through the FHWA’s Surface Transportation Environment and Planning (STEP) Cooperative Research Program. Section 5207 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) established the STEP program. The general objective is to improve understanding of the complex relationship between surface transportation, planning and the environment. Current STEP program research initiatives include:

Integrating Visualization Technologies into Right-of-Way Processes - The research is to determine the extent of the use of visualization technology, the type of software and hardware being utilized by the State Departments of Transportation (DOT) and to develop and share best management practices, tools, and techniques to further promote the most effective use of visualization technologies.

Development of the Right of Way Competency Navigator and Capacity Building and Training Curriculum Clearinghouse provided on the FHWA Website - The research has produced the framework for a clearinghouse of available right of way training as a resource to right of way professionals. Please visit the FHWA Realty Competency Building Program and the Right of Way Competency Navigator at:

Relocation Assistance Retrospective Study - This research is to perform a retrospective survey of costs businesses incur as a result of being relocated and determine percentage of businesses that remain in operation following relocation. Quantitative and qualitative data analysis will be employed to assess consistency and the adequacy of Uniform Act benefit levels. This ongoing research began in the fall of 2010.

Identification and Development of Local Public Agency Stewardship Tools and Techniques The research included the development of a National Highway Institute (NHI) instructor led, training course. This research initiative also delivered the substance for an update of the FHWA LPA Guide available on the Office of Real Estate Services Website at: http://www.fhwa.dot.gov/realestate/lpaguide/index.htm.

Commercial Electronic Variable Message Sign (CEVMS) and Driver Attention - This research is a study of the affect of commercial electronic variable message signs on driver attention and potential risk to safety. The primary focus is the effect of CEVMS on driver behavior. The first phase identifying prior work and preparing a research approach to study effects was completed in January 2009. Testing and data analysis under Phase 2 is scheduled for completion in the summer of 2011.

FHWA Peer Exchange on Use of Right of Way Incentive Payments - Several State DOTs have made use of incentive payments and share their insights and lessons learned. Each DOT set up a process and received approval by the FHWA Division office, using procedures designed to meet specific needs.


The research seeks to develop and provide State DOT’s with information that presents materials on the state of the practice when considering the implications of accommodating alternative energy technologies and alternative fuel facilities in the public right of way. This research is scheduled to be completed by May 2011.

More information on the STEP program please visit the site at: http://www.fhwa.dot.gov/hep/step/index.htm

6. Technical Councils

The primary objective of the Technical Councils is to expand the communications network among the membership and thereby establish the means for broader outreach and greater participation by the membership actively engaged in right of way and utility operations.

At the January 2011 meeting of the Subcommittee Executive Board, the organizational structure of the technical councils was reviewed and the subject areas modified to focus on current priorities and emerging issues. There are 9 standing technical councils organized by subject area. Each of the standing Technical Councils is chaired by a state Right of Way or Utility Director.

- “R/W Appraisal and Appraisal Review“, John Sherman, MAI, Wyoming DOT
- “R/W Acquisition and Program Management“, Rebecca Krugman, Wisconsin DOT
- “R/W Property Management“, Richard Allen, Connecticut DOT
- “Relocation“, Sabra Mousavi, Arizona DOT
- “Outdoor Advertising“, John Garner, Florida DOT
- “R/W and Utilities, Scoping and Mapping“, Robert Memory, North Carolina DOT
- “Utility Coordination, Relocation and SUE“, Jesse Cooper, RPLS, Texas DOT
- “Utility Accommodation“, Mike Mariotti, New York DOT
- “Utility Safety“, Jeff Baker, Georgia DOT

The subcommittee Technical Councils are encouraged to convene in teleconference or by other virtual means, at least once each quarter during the year. Reports from the technical councils are submitted to the respective vice-chair for Right of Way or Utilities and are used to identify emerging issue for further study and analysis. A significant challenge for the Subcommittee in regards to the Technical Councils is due to growing concern for the loss of subject matter expertise and experience among the Technical Council leadership. The impending retirements of three key leaders include John Garner (FL), Rebecca Krugman (WI), and Sabra Mousavi (AZ). The Subcommittee will put a priority focus on the succession planning to identify, recruit and develop new leadership to ensure a smooth succession and transfer of knowledge.

7. Strategic Communications and Information Exchange

The Subcommittee will continue to maintain and expand resources to facilitate information exchange among the membership and contribute to an overall Strategic Communications network.

The key components of the subcommittee Information Exchange resources include:

- The Subcommittee website located at http://rightofway.transportation.org/, developed and maintained by the voluntary efforts of the subcommittee membership from the Texas and Utah DOT’s.
- The on-line “Clearinghouse” resource for query, compilation and distribution of results from topic-specific, surveys submitted by right of way and utility members. The “Clearinghouse” function is currently managed by the voluntary efforts of the Michigan DOT for right of way topics and by the Illinois DOT for utility topics. Survey results are compiled, published, and distributed for use by the membership. A comprehensive index, with links to the full text of each web survey is available at the above link to the subcommittee website. The following is a representative listing of recent survey topics and the states that submitted them.
- Downloading Right-of-Way Maps, Plats, and Railroad Maps MN DOT
- Construction Area Utility Companies Will Use IN DOT
Permitting or Occupation Fee  ME DOT
Member Utility Information System  MD DOT
NEPA  IN DOT
Underground Utility Information Exchange System  MD DOT
ROW Fees  ME DOT
Design Build  ME DOT
Mass Easements for Utilities  MA DOT
DOT as an Operator  AK DOT
Occupancy Fee  NJ DOT
Notion of Stigma  MN DOT
Permanent Utility Easement Law  NC DOT
Freedom of Information Act  DE DOT
Loss of Business Sales  OR DOT

Led by the FHWA Office of Real Estate Services, the subcommittee’s current information exchange effort is referred to above as the Right of Way Competency Navigator and Capacity Building and Training Curriculum Clearinghouse. The intent is to provide a national, single resource in the form of a research reference guide, for shared use by subcommittee membership and partners.

8. FHWA Excellence Awards
One of the ways that the subcommittee recognizes and promotes best practices is through the annual presentation of FHWA’s “Excellence Awards” to state recipients in a variety of right of way and utility categories. In 2007 the FHWA established a new schedule for alternating the annual presentation of the “Excellence Awards” to feature utility award recipients one year followed the next year with recognition of right-of-way recipients. This year, FHWA will present the “Excellence in Utility” awards during the 2011 Annual meeting in St. Louis, Missouri for the following categories: Construction Management, Incentives for Utility Relocation, Innovation, Project Development and Utility Program Management.

Goals for Next 5 Years:
1. Integrated Project Delivery
The Subcommittee on Right of Way and Utilities will pursue opportunities to work with other AASHTO Committees and SCOH subcommittees. We aim to further integrate the right-of-way perspective in transportation-project development. Integration of right-of-way and utility operations with project planning benefits groups such as the Subcommittee on Design, the Standing Committee on Planning, and the Standing Committee on Environment. The first combined annual meeting of the Subcommittee on Right of Way and Utilities with the Subcommittee on Design is scheduled for May 9th-13th, 2011 in St. Louis, MO.

2. Geospatial Technology
The subcommittee, in coordination with an NCHRP funded study conducted by Virginia Tech, has participated on the “Advisory Council on Integrating Geospatial Technology into the Right of Way and Utility Process.” Current asset-management initiatives fuel a growing interest in the graphical representation of right-of-way and utility features with asset-inventory data. FHWA sponsored two peer exchanges to promote geospatial technology for right of way purposes. The peer-exchange reports highlight the lessons learned and best practices recommendations:

3. Succession Planning – Recruit, Retain, and Train the Work Force
The range of professional-level qualifications and experience required for the successful practice of right-of-way acquisition, demands focus on the growing concern for the recruitment, retention, training, and succession planning of qualified, right-of-way practitioners.

The circumstances under which most of the current generation’s professional right-of-way careers evolved have resulted in a concern for developing the next generation at faster pace. Today accelerating retirements suggest a critical void of professional experience. Implementation of the “Uniform Act” has brought added complexity. Absence
of an established course of study adds to the challenge.

During the 2008 International Scan our Australian and Canadian counterparts expressed similar concerns. We were pleased to discover an international resource of professional peers with whom we could develop solutions to a common challenge.

Partnerships and information sharing will advance development of in-house expertise, preserving the knowledge base, and mentoring the new workforce.

We face a large task. Designing a framework for succession planning will provide a model for professional career development of the right-of-way workforce.

The subcommittee with its many partners in professional education will continue to our professional education initiatives and partnerships

The subcommittee has followed the federal lead and expanded participation with our private partners in professional right-of-way education. This is an ongoing item involving a variety of educational programs and providers. These include the National Highway Institute (NHI), the International Right of Way Association (IRWA), NCHRP and AASHTO.

4. Every Day Counts
Every Day Counts (EDC) aims to identify and deploy innovation for shortening project delivery, enhancing the safety of roadways, and protecting the environment. The subcommittee on Right of Way and Utilities and FHWA will continue to support EDC initiatives.

5. Livability
The subcommittee will work with FHWA to advance initiatives and goals for livability. We will evaluate right-of-way and utility program opportunities to support the DOT and HUD Livability Initiative. The effort aims to help families gain better access to affordable housing, more transportation options, and lower transportation costs, thereby creating sustainable communities.

The oversight and required reporting of ARRA-funded projects will continue to be a subcommittee priority. This will include evaluation of streamlining methods and tools to reduce project right-of-way related periods of performance. For resources related to ARRA:

http://www.fhwa.dot.gov/economicrecovery/

Upcoming Meetings:
The annual meeting of the Subcommittee on Right of Way and Utilities will convene in St. Louis, Missouri this spring for the first joint session with the Design Subcommittee. The membership of the subcommittee includes the Right of Way and Utility directors for each of the 50 states, Puerto Rico, the District of Columbia, and FHWA liaisons for both realty and utility programs. An estimated 200 attendees and guests are expected at the general, break-out and Technical Council sessions.

- Dates: May 09 – 13, 2011
- Location: St Louis, Missouri
- Duration: 3½ days
- Frequency: The Highway Subcommittee on Right of Way and Utilities meeting of the full membership occurs annually. This year is the first year to hold a joint meeting with the Design Subcommittee.

The Executive Board of the Highway Subcommittee on Right of Way and Utilities meets annually to conduct mid-year subcommittee business, identify emerging issues and coordinate with FHWA leadership on anticipated Federal program changes and enhancements. The agenda planning session for the annual, spring meeting of the full subcommittee is also conducted at the mid-year meeting of the executive board.
- Dates: TBD – January 2012
- Location: Portland, Oregon
- Duration: 2½ days
- Frequency: The Subcommittee Executive Board meeting occurs once per year

Please visit our website for additional information about the AASHTO Subcommittee on Right of Way and Utilities.
HIGHWAYS SUBCOMMITTEE ON SYSTEMS OPERATIONS AND MANAGEMENT (SSOM)

Officers
• Chair: R. Scott Rawlins PE CPM, NV DOT
• Vice Chair: Connie Sorrell, VA DOT
• Secretary: Jeffrey Lindley PE, FHWA
• Lacy Love, Liaison: AASHTO

Transportation systems operation and management draws on the knowledge of several disciplines—including for example traffic engineering, intelligent transportation systems, maintenance, emergency response and incident management, performance measurement, and system planning—applied in a comprehensive approach to increase the efficiency and safety of the transportation system. Systems operation and management encompasses interactions among transportation modes and between the transportation system and other functions such as emergency management, public safety, and concerns of the general public. Systems operation and management also contributes to creating and maintaining livable communities, improving public health by reducing air pollution, saving energy, and supporting economic development.

New or Updated Publications

SSOM is focused on the AASHTO Guide on Operations and the creation of a Center of Excellence for Operations. The new AASHTO Guide on Operations is scheduled to be released for SSOM review this spring and for proposed ratification by SCOH and the Board of Directors later in 2011. This Guide will be an interactive web based AASHTO Guide. The goal is to enhance availability and accessibility of this new AASHTO publication for all communities and agencies involved with highway systems operations and management. With a vision 'down the road' this web based interactive Guide, in addition with the SHRP2 Reliability research projects, will be the cornerstone of the development of an AASHTO Operations Center of Excellence. There is an NCHRP 20-7 study with the following outline:
  • Development of the business model – format/resources/utilization/structure/funding
  • Framework for the governance – AASHTO/SSOM/FHWA/???
  • Long term sustainability – updates/maintenance/improvements
  • Other discussions focused on the development of the key "tracks" of operations that should be provided, assessment of the needs of State operations programs to ensure utilization, and the alignment with the SHRP2 products being developed.

Other Activities for the Coming Year

Continuing Efforts of SSOM

• Continue to execute business plans for mainstreaming operations in State DOT’s in accordance with established projects and initiatives developed through NCHRP and SHRP2 programs.
• As a cross-cutting committee, continue to liaison with the various external national and international organizations and internal committees to ensure consistency.
• The SSOM Strategic Plan continues to be refined to meet the needs of the states and comply with the SCOH Strategic Plan.
• We are looking to expand our membership to other interested parties within the transportation industry to further the goals of SSOM and AASHTO as a whole as it relates to congestion and operations.

Participate and Support:

• Improvements in safety and mobility through the IntelliDrive Initiative through USDOT and our automotive partners.
• Implementation of the National Unified Goal (NUG) in conjunction with the National Traffic Incident Management Coalition. As lead liaison SSOM is a strong advocate of NUG and is committed to working together to promote, develop, and sustain multidisciplinary, multi-jurisdictional system operations programs.
• National Transportation Operations Coalition through efforts and collaboration of the USDOT FHWA, ITS, JPO, and ITE in the support of the on-going evaluation releases of the National Traffic Signal System Report card and other related operations initiatives.

Research Projects:
• The NCHRP 3-94 project, development of an AASHTO Guideline for System Operations and Management is
in its development and is a keystone project for the endorsement of SSOM and SCOH. The objective of this research project is to create a strategic guide to developing, evolving, and sustaining transportation system operations and management as a core business practice of State DOTs.

- **NCHRP 20-17** study on AASHTO Operations Center of Excellence with the following outline:
  - Development of the business model – format/resources/utilization/structure/funding
  - Framework for the governance – AASHTO/SSOM/FHWA/???
  - Long term sustainability – updates/maintenance/improvements
  - Other discussions focused on the development of the key “tracks” of operations that should be provided, assessment of the needs of State operations programs to ensure utilization, and the alignment with the SHRP2 products being developed.

- **Additional active significant projects with planned membership oversight:**
  - NCHRP 03-94 [Active] Transportation Systems operation and Management Guide
  - NCHRP 20-86 [Active] Attracting, Recruiting, Developing, and Retaining Skilled Staff for Transportation Systems operation and Management
  - NCHRP 20-7 Task 203 [Active] Update of AASHTO Maintenance Manual to Include Systems operation and Management
  - NCHRP 20-7 Task 221 [Active] Traffic Incident Management Program for Worker Safety
  - NCHRP 20-59(23) [Active] A Guide to Emergency Response Planning at State Transportation Agencies
  - NCHRP 20-59 (31) [Active] Co-Location of Emergency Operations Centers and Intelligent Transportation Centers
  - NCHRP 20-77 [Active] Transportation Operations Training Framework

- **SHRP2 Reliability focus areas related to System Operations and Management:**
  - **Theme 1.** Data, Metrics, Analysis, and Decision Support. The research conducted within this theme will determine data types, methods of measurement and analytical tools that will enable the monitoring of travel times and associated reliability permit the development of performance measures and models that enable the evaluation of effectiveness of actions to control and mitigate non-recurring congestion. The projects included in this theme are:
    - Project L02: Establishing Monitoring Programs for Travel Time Reliability and Mobility
    - Project L03: Analytic Procedures for Determining the Impacts of Reliability Mitigation Strategies
    - Project L04: Incorporating Reliability Performance Measures in Planning and Operations Modeling Tools
    - Projects L13 and L13a: Design and Implement a System for Archiving and Disseminating Data from SHRP 2 Reliability and Related Studies
    - Project L16: Assistance to Contractors to Archive Their Data for Reliability and Related Projects
  - **Theme 2.** Institutional Change, Human Behavior, and Resource Needs Significant reduction of congestion related to non-recurring events will require significant changes to the internal organization and business practices of transportation and public safety agencies. Historical relationships among these public agencies and with other organization involved in incident response and management must also be modified to increase effectiveness. Impact mitigation will require effective communications with highway users and the modification of counterproductive driver behavior in proximity to incidents. Research under Theme 2 will address this human side of non-recurring congestion. The projects include:
    - Project L01: Integrating Business Processes to Improve Reliability
    - Project L06: Institutional Architectures to Advance Operational Strategies
    - Projects L10 and L10a: Use of In-vehicle Video Data to Explore How to Modify Driver Behavior that Causes Non-recurring Congestion
    - Project L12: Training and Certification of Traffic Incident Responders
    - Project L14: Effectiveness of Different Approaches to Disseminating Traveler
Information on Travel Time Reliability

- **Theme 3.** Incorporating Reliability in Planning, Programming, and Design. There is an intimate relationship between the frequency of non-recurring congestion related to incidents and general effective capacity of a highway network or segment. Effective reduction in the frequency and/or impacts of non-recurring incidents can reduce or delay the need for additions to highway capacity. At present, however, transportation agencies need improved tools to identify and evaluate the effectiveness of infrastructure or operational countermeasures or to quantify the impacts of non-recurring congestion on overall highway capacity. Theme 3 addresses these issues. The projects are:
  - Project L05: Incorporating Reliability Performance Measures into the Transportation Planning and Programming Processes
  - Project L07: Evaluation of Costs and Effectiveness of Highway Design Features to Improve Travel Time Reliability
  - Project L08: Incorporation of Non-recurrent Congestion Factors into the Highway Capacity Manual Methods
  - Project L09: Incorporation of Non-recurrent Congestion Factors into the AASHTO Policy on Geometric Design

- **Theme 4.** Fostering Innovation to Improve Travel Time Reliability. The gains in travel time reliability derived from institutional and behavioral change will be major, but will largely be one-time, short-term gains. Gains derived from analysis, decision support tools and design responses will also be large initially and continued research in these areas will produce steady, but less dramatic improvements. The theme 4 research is designed to foster innovative thinking that will form the foundation for long term reductions in non-recurring incidents and improvements to travel time reliability.
  - Project L11: Evaluating Alternative Operations Strategies
  - Project L15: Reliability Innovations Deserving Exploratory Analysis (IDEA)

- L17: A Framework for improving travel time reliability is just beginning and will be the cornerstone of the SHRP2 Reliability research that will also benefit from and AASHTO Operations Center of Excellence.

**GOALS**

A. Integrate the VII and IntelliDrive program AASHTO Strategic Plan with the USDOT programs and as much as possible with and in to the automobile industry activities. Current initiative is to develop an AASHTO IntelliDrive Strategic Deployment program for completion in 2011.

B. Continue to brief the Board of Directors, the Standing Committee on Highways, and all of the relevant AASHTO committees

C. Teleconferences and a joint web meeting with SSOM task forces

D. Develop research needs statements and participate in active research projects and programs to promote and advance strategies in operations and define where gaps exist.

E. Promote and advance strategies for travel time reliability within state DOTs by developing outreach and marketing material on DOT success stories.

F. Coordinate activities and membership involvement with other system operations and management initiatives either supported by USDOT or other national coalition groups supporting effective operations activities, programs and policies.

**Upcoming Meetings**

2011 Annual Meeting: Joint Meeting in conjunction with the AASHTO Special Committee on Wireless Communications and Telecommunications, ITS America Annual Meeting and ITS International World Congress Meeting concurrently to be held in Orlando, FL, October 16-20, 2011.
HIGHWAYS SUBCOMMITTEE ON TRAFFIC ENGINEERING

Officers

Chair Del McOmie, Chief Engineer, Wyoming Department of Transportation
Vice Chair Tom Hicks, Director, Traffic and Safety, Maryland State Highway Administration
Secretary Mark Kehrli, Director of Transportation Operations, FHWA
AASHTO Liaison Lacy Love

Review of Subcommittee Charge Statement

No change to existing charge statement.

Proposed Schedule

Plans for 2011-2012 include continuing work with the NCUTCD, including the mid-year meeting in January, summer meeting in June, and proposed changes to the MUTCD.

The five Technical Committees have the following work plans:

Work Zone

Technical Committee Chair; Susan Groth, Minnesota Department of Transportation

The following items are being considered by the SCOTE Work Zone Technical Team for advancing safety and mobility in the work zone. It is expected that these items will be pursued by the Team working closely with other AASHTO Committees and Subcommittees, partner associations, and US DOT - particularly FHWA.

1. Working with FHWA the team submitted a research problem statement to NCHRP in September, 2010 titled, “Effect of Work Zones on Crash Risks and Guidance on Countermeasures”. If funded, the team will provide further guidance to the project.
2. Review and provide feedback about additions to the FHWA best practices guide
3. Apply the results of the work zone domestic scan which may include submission of an additional research problem statement and training webinar
4. Provide feedback on the work zone training grant
5. Provide input to FHWA’s research “Applying the Principles of the Work Zone Rule to Design-Build Projects,” and
6. Work hand-in-hand with AASHTO committees/subcommittees, outside partners, and SCOTE Technical Teams regarding work zone technology, materials, process and programs.

Signing and Marking

Technical Committee Chair; Bruce Ibarguen, Maine Department of Transportation

2010 Activity Report

The Signing and Marking Technical team met in Chicago on June 28, 2010, with 14 state, 3 industry and 5 associated representatives in attendance.

The following subjects were discussed: a. application of colored marking for special use and/or users; b. airport wayfinding; c. driver distraction–digital billboards; d. SCOTE role in educating other jurisdictions on the MUTCD; e. travel time on guide signs; f. signing and marking warranties for vendors, as it relates to performance-based contracting; g. development of accelerated weathering techniques for sign sheeting; h. wet reflective markings.

Outcomes and actions resultant from the discussion:

7. Support the NCHRP Synthesis 20-7(11) on the uses of colored pavement markings for special conditions.
8. Investigate participation in the airport cooperative research program in an effort to bring MUTCD uniformity to airport signing.
9. Become pro-active in educating other governmental organizations (e.g., FAA and US Park Service) in the application of MUTCD principles.
10. Support development of guidelines for where digital billboards may be located.
11. Review application of real travel time information in combination with standard guide signing.
14. Support the funding of a wet reflective marking synthesis.

Work activities for 2011
16. Further review the above guide, to look at the list of sites/uses that do not typically qualify, in light of the addition of the "ATTR ACTIONS" category for logo signs.
17. Continue to work with the SCOTE reps to the NCUTCD on specific signing or marking issues in the 2009 MUTCD.
18. Explore the methods being used by the states to collect, track, update and maintain signs. Investigate the tools being utilized, the programs to track data and the applied techniques for maintaining sign inventories.
19. The team will continue to monitor the status of the eight items described earlier and immediately above, as such:
   * Signing and Marking Tech Team reps are reviewing the NCHRP Synthesis 408: Pavement Marking Warranty Specifications.
   * SMTT reps have requested "best practice sign retro maintenance programs" to be reported by the group.
   * SMTT has been active in support of NCUTCD efforts to establish a short-term assessment (20-7 project) of pavement marking maintenance practices.
   * SMTT has identified an effort in New York state to provide better, longer-wearing, wet reflective marking on their thruway.

Traffic Signals and Roadway Lighting

Technical Committee Chair; Wes Dean, Mississippi Department of Transportation

Status and Work Plan

20. The SCOTE Traffic Signal Technical Team has two active NCHRP 20-7 projects that we are continuing to provide oversight and guidance on:
   a. NCHRP 20-7 / Task 271 – Graphic Traffic Signal Design Aid based on the MUTCD
      Members of the Technical Team used, evaluated, and commented on the beta-test software in November 2010. We will continue evaluation of the soft-ware as development progresses. We anticipate this project to be completed in 2011.
   b. NCHRP 20-7 / Task 283 – Evaluation of Flashing Yellow (FYA) Permissive Left Turn in Shared Left Turn in Shared Yellow Signal Sections
      At the June 2010 SCOTE Meeting in Chicago it was reported that there had been some contractual issues, and that the anticipated start of the project would be Fall 2010. To the best of our knowledge this project has not begun yet.

AASHTO JTC on Roadway Lighting

21. After discussions at the 2010 SCOTE meeting, and then after further discussions with the SCOD, it was decided to form a JTC to review and update the AASHTO Roadway Lighting Design Guide (October 2005).
22. In December 2010 there was a joint resolution passed to accomplish this by the SCOD and SCOTE. Also, in November 2010 the SCOH approved a NCHRP 20-7 project for an analysis of new lighting projects. This project will be overseen by members of the Traffic Signal and Roadway Lighting Technical Team as well as members from SCOD.
Goals

23. The goals for the Traffic Signal and Roadway Lighting Technical Team for 2011 and the next three to five years will be to continue providing oversight for the ongoing NCHRP 20-7 projects and see them to completion. We will also continue participation with the JTC to update the AASHTO Roadway Lighting Design Guide (October 2005). We will discuss all these projects at the 2011 SCOTE meeting in Boise, Idaho as well as ideas for new research problem statements.

Safety and Security

Technical Committee Chair; Mike Manthey, Arizona Department of Transportation

2011 SCOH Annual Meeting

Technical Committee Work Plan

24. Promote the use of the new Highway Safety Manual
25. Develop a comprehensive list of system wide safety improvements
26. Support the Zero Fatalities vision
27. Communicate highlights of Standing Committee on Highway Safety

Traffic Design, Regulation and Management

Technical Committee Chair; Mark Wilson, Florida Department of Transportation

28. Automated Enforcement. The technical team will continue discussions concerning the issues of automated enforcement. Florida will provide information and documents related to new Legislation on Red-Light-Running-Cameras at the 2011 SCOTE Annual Meeting.
29. Bicycle Guideline. The technical team will monitor the project to resolve final comments concerning the proposed Bicycle guideline and will report any issues at the 2011 SCOTE Annual Meeting.
30. Speed Operational Issues. A technical team member will review the latest research on the issue of design versus operational speed and will report to the team at the 2011 Annual Meeting. Distribution of information to the SCOTE committee on this subject will be made when appropriate.
31. Driver=s Handbook. The team will review the material developed for State Driver=s Manuals on the subjects of Older Drivers, Trucks, Work Zones, Bicycles, and ITS as part of NCHRP 20-07 Task 212. The final write-ups will be presented to the SCOTE committee.
32. Roundabout Design Issues. The team will discuss the new FHWA Roundabout Guide and determine if any action is needed by SCOTE.
33. Congestion Mitigation Strategies. A team will continue the review of the use of adaptive signal systems to improve congestion on traffic arteries to determine if any action is needed by SCOTE.

Upcoming Meetings

June 2011, Boise, ID – State Host Brent Jennings, Idaho Department of Transportation
June 2012, Orlando, FL - State Host Mark Wilson, Florida Department of Transportation
TECHNOLOGY IMPLEMENTATION GROUP

Officers:
Chair: Vacant
Vice Chair: Mike Shamma
Secretary: Byron Lord
AASHTO Liaison: Keith Platte

Review of Subcommittee charge statement

Existing

No change to existing charge statement

New Implementation Activities:

- Selection of Three New Focus Technologies
  - New Bridge Material Design Options
  - New Pavement Evaluation Tools
  - Sequential Barricade Warning Light System
- Selection of Two Additionally Selected Technologies
  - Anonymous Wireless Address Matching for Travel Time Data Collection
  - Use of PFC for Improving Stormwater Runoff Quality
- Help implement and deploy specific SHRP2 products that are deemed appropriate for the Lead State deployment model
- Assist on the implement for SHRP2 products which do not file the Lead State deployment model.

Other Activities:

- Close out Focus Technologies that have accomplished their team objectives. The follow projects have closed out this year.
  - Self Propelled Modular Transporters (SPMT)
  - Automated Machine Guidance (AMG)
  - Precast Concrete Paving Slabs (PCPS)
  - Construction Analysis Software Tools (CAST)

Goals for Next Five Years:

- Expand TIG’s technology forecasting ability by strengthening ties with State, Federal, and AASHTO research entities.
- Promote coordination with Transportation partners (FHWA, SHRP2, Industry, etc) to implement TIG Technologies within in the transportation community.
- Be the leading voice of technology transfer activities in the transportation community.

Future Meetings:

- October 13, 2012, Detroit, Michigan
SCOP-ASSET MANAGEMENT (SCOP/SCOH)

Officers:
- Chair: Kirk T. Steudle, Michigan DOT
- Vice Chair: Neil J. Pedersen, Maryland DOT
- Secretary: "Butch" Wlaschin, FHWA
- Research Coordinator: Cory Pope, Utah DOT
- Liaison: Matthew Hardy, AASHTO

Review of Subcommittee charge statement:
Existing—No change to existing charge statement.

Review of Previous Year Successes

The Subcommittee on Asset Management Subcommittee marked two important accomplishments last year. The subcommittee developed a new strategic plan in October 2010 that is available on the website. The Transportation Asset Management Guide: A Focus on Implementation was published in January 2011. During 2011, the subcommittee will focus on promoting the implementation guide, using the strategic plan to guide new activities, and expanding the discussion of asset management to other transportation assets.

Activities for the Coming Year:

2011
- Promotion of the Transportation Asset Management Guide: A Focus on Implementation
- April 2011 TRB Asset Management and Greenhouse Gas Emission Peer Exchange
- August 1-3 FHWA/AASHTO Peer Exchange: Asset Management and a Focus on Safety (Wyoming)
- Summer 2011 Organize NCHRP Asset Management and GIS Project Panel
- October 2011 Subcommittee meeting at AASHTO Annual Meeting.
- January 2012 Joint AASHTO/TRB Asset Management Meeting at TRB Annual Meeting.

The subcommittee had another major project approved by SCOR concerning transportation asset management and GIS ($500,000). The subcommittee will be working with its members to identify a project panel. The subcommittee will be working closely with the TRB Asset Management Committee on joint activities including the planning for the 2012 Transportation Asset Management conference that will take place in Spring 2012. Martin Kidner (Wyoming) and Matt Hardy are on the planning committee. In addition, we will work jointly on developing research problem statements for submission to NCHRP and various standing committee research programs. The current leadership will be identifying a new subcommittee chair due to Kirk becoming AASHTO president. Matt Hardy will also work with other stakeholder organizations (APTA/AMPO) in promoting transportation asset management principles and the Implementation Guide.
NTPEP OVERSIGHT COMMITTEE

Officers
Chair: Christine Reed (Illinois Chief Engineer)
Vice Chair: Tom Baker (Washington State, Materials Engineer)
AASHTO Liaison: Greta Smith, Program Manager for Construction and Materials
Katheryn Koretz, NTPEP Project Engineer
Evan Rothblatt, NTPEP Manufacturing Auditor
Dan Stegmaier, NTPEP Manufacturing Auditor

NTPEP Executive Committee:
David Kuniega (Pennsylvania)
Derrick Castle (Kentucky)
Robert Sarcinella (Texas)
Jim McGraw (Minnesota)

Proposed Schedule
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 three full-time engineers who are responsible for day-to-day operations, administration and coordination of the NTPEP program. The program coordinates testing on a wide array of highway safety devices, construction materials and maintenance products. Whenever possible, cooperative agreements are entered into with Industry Associations who are expert 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.

The NTPEP Committee is composed of up to three members from each AASHTO member department. They provide technical guidance to the program. Chairman and Vice Chairman of the NTPEP Committee are appointed by the AASHTO Executive Director. For administrative matters and industry appeals an 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.

Schedule of Activities for Upcoming Year:

During the 2011-2012 calendar year, NTPEP intends to conduct major field demonstration projects and nationally-coordinated laboratory testing in the following product categories.

<p>| NTPEP TEST DECKS (MAJOR PROJECTS TO INITIATE, 2011-2012 CYCLE) |
|---|---|---|
| # | Due | Lead State(s) | Description of Activity |
| 1 | March 2011 | Minnesota, Missouri | Coordinate laboratory evaluations of concrete admixtures. Publish and distribute final report. |
| 2 | March 2011 | Minnesota, Kansas | Coordinate laboratory evaluations of concrete curing compounds. Publish and distribute final report. |
| 3 | April 2011 | Virginia, Louisiana, Minnesota, Arizona and Missouri | Coordinate fabrication and install test panels for 2011-2013 cycle of testing for sign sheeting materials. Field evaluation racks are at four locations nationally. Publish previous year’s data on DataMine. |
| 4 | April 2011 | Louisiana, Minnesota, Arizona and Missouri | Coordinate, fabricate, and install 2011 “Roll Up Signing Materials” test deck at three field locations. Evaluate products and publish reports. |</p>
<table>
<thead>
<tr>
<th></th>
<th>Date</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>August 2011</td>
<td>Tennessee</td>
<td>Coordinate, install, and perform field evaluations of Temporary Traffic Control Devices and publish reports.</td>
</tr>
<tr>
<td>6</td>
<td>May through June 2011</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>7</td>
<td>Fall 2011</td>
<td>Georgia, Florida</td>
<td>Coordinate, install, and evaluate raised pavement marker &quot;sun country&quot; 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>8</td>
<td>Fall 2011</td>
<td>Ohio, Georgia, Florida</td>
<td>Coordinate, install, and evaluate snowplowable 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>9</td>
<td>Fall 2011</td>
<td>Ohio, Kansas, New York</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>10</td>
<td>February 2011</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>11</td>
<td>Quarterly</td>
<td>Wisconsin, TRI Environmental</td>
<td>Quarterly solicitation and laboratory evaluation of Erosion Control Products. Post electronic test reports via NTPEP DataMine.</td>
</tr>
<tr>
<td>14</td>
<td>Continuous Program</td>
<td>TRI/Environmental, Kansas, Washington State, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 40 audits for Plastic Pipe in calendar year 2011. Electronic reports are posted through DataMine.</td>
</tr>
<tr>
<td>15</td>
<td>Continuous Program</td>
<td>Texas, South Carolina, Illinois, NTPEP Auditors</td>
<td>NTPEP Audit Program (NAP) is scheduled to conduct 35 audits for Reinforcing Steel in calendar year 2011. Electronic reports are posted through DataMine.</td>
</tr>
<tr>
<td>16</td>
<td>Continuous Program</td>
<td>Washington, New York TRI/Environmental</td>
<td>Coordinate, sample and test geosynthetic reinforcement materials. Reports are published electronically.</td>
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</tbody>
</table>
Ongoing Activities supporting NTPEP expansion and promotion:
NTPEP staff has revised the committee website and maintain data and information for the committee, 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:

- Continue to increase the use of NTPEP results through speaking engagements, training opportunities, and peer exchanges.
- Introduce additional collaborative online communication for committee correspondence.
- Establish a greater presence in the AASHTO community.
- Structure the NTPEP organization to handle program growth – two additional technical committees are being formed by NTPEP for the evaluation of Detectable Warning Devices and Concrete Anchor Systems. These programs should be ready for product evaluations to begin in 2012. Additional audit programs for Geotextiles and Reinforced Geosynthetics are being developed for deployment in the fall of 2011.

Upcoming Meetings:

NTPEP 2012 annual meeting of the NTPEP Committee

- Dates: April 30 through May 4, 2012
- Location: Indianapolis, Indiana
SPECIAL COMMITTEE ON US ROUTE NUMBERING

Chair: D. W. Vaughn, AL - Region 2

Members:
- Ken Sweeney, ME - Region 1
- Gregory Johnson, MI - Region 3
- Cathy Nelson, OR - Region 4
- Marty Vitale, AASHTO, Secretary

Review of Subcommittee Charge Statement:
- The charge statement has been reviewed and determined to be relevant. The policy statements are current and relevant. No changes necessary.

Schedule of New/Updated Publications and Other Activities for 2011:
Utilize the procedures for making changes and updates to the U.S. Route Number Database. Begin updating the database for online viewing by the public.

Expected Goals for Next 5 Years:
- Find a permanent location for the historical data and files for the Special Committee that dates back to 1926.
- Find a better application process for both US Routes and US Bicycle Routes.

Upcoming Meetings:
- Special Committee USRN
  - 2011 Annual Meeting Detroit, Michigan
  - 2012 Spring Meeting Michigan
**SPECIAL COMMITTEE ON WIRELESS COMMUNICATIONS TECHNOLOGIES (SCOWCT)**

**Officers**
- Chair: William A. Brown, VA
- Vice Chair: David S. Chase, NH
- Secretary: William Brownlow, AASHTO
- AASHTO Liaison: William Brownlow
- U.S. DOT Liaison: James Arnold

Review of Subcommittee charge statement

**Existing**
No change to existing charge statement.

**Proposed Schedule**

**New or Updated Publications**

**Other Activities For The Coming Year**

Participate in the World ITS Congress, share lessons learned in the application of wireless technologies to support the ITS goal of real time information sharing with the traveling public.

The Committee intends to sponsor a booth at the International Wireless Communications Expo in February 2012. This is the largest event for the Public Safety Communications community, attended by more than 350 vendors, organizations, and several thousands of public safety communications officials.

**Upcoming Meetings**

October 16 – 20, 2011, Committee meeting and World ITS Congress, Orlando, Florida

**GOALS**

The Special Committee on Wireless Communications Technologies will continue to raise the awareness of the Committee in two fronts. First by continuing to participate and conduct joint meetings with other committees within AASHTO and the Transportation community. This year will see the expansion into the ITS community by attendance and participation in the World ITS Congress. This will raise the value of the Committee’s members and of wireless communications technologies within the member organizations. Second, elevate the posture of the states’ DOTs and the transportation community within the Public Safety Community and at the Federal Communications Commission. Such visibility is critical to ensure that the emergency response communications needs of DOTs, transit, and critical infrastructure are known and appreciated by those responsible for planning communications systems. Examples are the continuing participation by Bill Brownlow on various national Public Safety Communications Organizations, the participation by Committee Chair Bill Brown, VA DOT, on a national FCC Panel regarding transportation use of the 4.9 GHz microwave band, and the recent selection of Paul Gilbert, TX DOT as a full voting member of the Project 25 Joint Committee for standards development.

The Special Committee on Wireless Communications Technologies will continue developing a training program leading to accreditation as an AASHTO Certified Frequency Coordinator.

The Committee emphasizes the need for all departments to maintain a trained staff of wireless and communications professionals, with the necessary visibility within the organizational structure to be incorporated in their department’s current and long range programs that can benefit from modern wireless communications technologies. This includes the need to support their attendance at AASHTO events and relevant trade shows that will help maintain currency of technical expertise in this most rapidly changing field.
SCOH PROPOSED RESOLUTIONS

Las Vegas, Nevada – May 4, 2011

A. PPR: Establish a Special Committee on Workforce Planning & Development .......Pam Hutton, CO
B. PPR: Name Change from Advance Equipment Technology Operations (AETO) to Equipment Management Technical Services Program (EMTSP) .................................. Carlos Braceras, UT
C. PPR: Toward Zero Deaths .................................................................................................Pam Hutton, CO
D. PPR: Change in Name, Oversight, and Scope of the TSP for Safe, Reliable, and Secure Transportation Operations ...............................................................Kelly Hardy, AASHTO
E. PAGD: Inclusion of Private Industry Associations as Non-Voting Members of the Highways Subcommittee on Systems Operation and Management ........................................Scott Rawlins, NV
F. PPR: Sunset the National Partnership for Highway Quality .........................................Paul Degges, TN
WHEREAS, the transportation sector will have significant turnover in staff in the near future through retirements, right-sizing, and downsizing, and the next generation employees’ rapid migration between jobs; and

WHEREAS, AASHTO seeks to assist states in addressing issues of workforce recruitment, retention, succession planning, core competencies, and professional development in emerging areas; and

WHEREAS, The AASHTO Board of Director’s Strategic Plan Objective 4C states, Assist states in addressing issues of workforce recruitment, retention, succession planning, core competencies and professional development in emerging areas; and

WHEREAS, In support of the Board of Director’s Strategic Plan, the AASHTO Standing Committee on Highways (SCOH) Strategic Plan, the AASHTO Standing Committee Highway Traffic Safety (SCOHTS) Strategic Plan, the AASHTO Standing Committee on Finance and Administration (SCOFA) Strategic Plan, and the SCOFA Subcommittee on Human Resources Strategic Plan, and likely many others, contain references to the need to address the issues of workforce recruitment, retention, succession planning, core competencies, and professional development; and

WHEREAS, In order to support the State DOTs best the AASHTO organization must rely on the strength of its diversity through its Committee and Subcommittee structure in developing strategies to retain and develop the knowledge of its current and future workforce; and

WHEREAS, These strategies are needed to reduce knowledge loss and to promote effective storage and transfer of information for the transportation workforce in support of business and technical functions throughout our organizations; and

WHEREAS, The methods and work environment expectations of next generation employees related to knowledge sharing and collaboration are more technology dependent and interactive; and

WHEREAS, The effective use and reuse of our investment in transportation information and knowledge, especially as it relates to our human resource, promotes cost efficiencies; and

WHEREAS, In order to make significant progress in these cross cutting issues, there is a need to incorporate and capitalize on the commitment, participation, and collaboration of many different AASHTO Committee and Subcommittees; now, therefore, be it

RESOLVED, That AASHTO establishes a Special Committee on Workforce Planning and Development with the following scope and purpose:

- To support AASHTO Strategic Plan Objective 4C, Assist states in addressing issues of workforce recruitment, retention, succession planning, core competencies and professional development in emerging areas.
- To identify common interests, and promote policy, guidance, systems, processes, and practices that facilitate succession planning, effective training, and recruitment and retention within state DOTs and our affiliates.
- To promote knowledge sharing within and between member organizations and associates supporting workforce management. Relevance, practicality, and responsiveness to all AASHTO committees and subcommittees will guide the identification of needs and activities of the Special Committee on Workforce Planning and Development.
- To explore and research the concepts of Knowledge Management as a key strategy in support of workforce development and planning. Knowledge Management is the strategic management of
people, process, and technology in order to organize information to efficiently support business needs over time.

- To provide cross-committee coordination for the development and deployment of Knowledge Management that facilitates training and transfer of knowledge, including but not limited to knowledge capture, the creation of information portals, and succession planning; and be it further

**RESOLVED.** That the Special Committee will consist of membership from SCOH, SCOHTS, SCOFA, and the SCOFA Subcommittee on Human Resources, as well as from other interested standing committees; and be it further

**RESOLVED.** That the leadership will consist of a Chair from the Board of Directors, one Co-Vice-Chair with a technical background, one Co-Vice-Chair with a human resources background, and a Secretary from federal government; and be it further

**RESOLVED.** That the Special Committee will augment, but not replace, the activities of the AASHTO Standing Committees in these areas.
Title: Officially change the name of the Advance Equipment Technology Operations Technical Services Program (AETO) to Equipment Management Technical Services Program (EMTSP)

WHEREAS, Policy Resolution PR-9-08, Establish a Technical Service Program to Advance Equipment Technology was approved by the AASHTO Board of Directors on October 20, 2008 creating the Advance Equipment Technology Operations Technical Services Program (AETO) to support and enhance the ongoing work and priorities of the AASHTO Highways Subcommittee on Maintenance Equipment Technical Working Group (TWG), and

WHEREAS, At its meeting in July 2009, the Highways Subcommittee on Maintenance met in Annapolis, Maryland and at that time discussed the formation of an oversight committee to guide and direct the activities of the AETO, and

WHEREAS, The oversight committee met in Montgomery, Alabama in February 2010 and developed its strategic plan for the program, and

WHEREAS, The strategic plan for the program refers to the program as the Equipment Management Technical Services Program (EMTSP) because this name more accurately reflects the vision, mission, and goals established by the oversight committee, and

WHEREAS, The program’s website, meeting brochures, program announcements, and all other communications materials refer to the program as the AASHTO Equipment Management Technical Services Program (EMTSP), and

WHEREAS, AASHTO letters soliciting voluntary contributions from member departments refer to the program as Advance Equipment Technology Operations (AETO), and

WHEREAS, Member departments are confused when attempting to contribute to the program because they know the program as the Equipment Management Technical Services Program (EMTSP), and now, therefore, be it

RESOLVED, That the AASHTO Highways Subcommittee on Maintenance approves and recommends to the AASHTO Standing Committee on Highways amending PR-9-08 to reflect the correct name of the program by changing the name of the Advance Equipment Technology Operations Technical Services Program (AETO) to the Equipment Management Technical Services Program (EMTSP) in order for AASHTO to officially change its records reflecting this name change for accounting purposes.
WHEREAS, Highway fatalities and injuries continue to be at unacceptable levels of human and economic loss, with approximately 34,000 fatalities and 2.2 million injuries in 2009;

WHEREAS, In 2007 AASHTO adopted a goal of cutting fatalities in half in 20 years, at which time there were approximately 42,000 highway fatalities annually;

WHEREAS, The AASHTO Strategic Highway Safety Plan was completed in 1997 and updated in 2005, and in 2009 AASHTO resolved to develop an updated SHSP (PR-06-09);

WHEREAS, A growing number of AASHTO member departments and multiple partners, including the USDOT, other associations, agencies, and advocacy groups, have adopted a vision of moving toward zero highway deaths; and

WHEREAS, There are emerging but as yet unexplored new technologies and strategies that may contribute to further declines in highway fatalities and may hold great promise; and

WHEREAS, A National Cooperative Highway Research Program project is developing a framework for a 25-year national strategy titled “Toward Zero Deaths: a National Strategy on Highway Safety,” which builds on the existing AASHTO Strategic Highway Safety Plan and also addresses widespread ownership of the national strategy, safety culture, technology, and broadening the scope to include public health and medical trauma, local government, and other safety partners; now, therefore, be it

RESOLVED, AASHTO will continue to participate in the development of the TZD national strategy, and the Standing Committee on Highway Traffic Safety will lead this effort; and be it further

RESOLVED, AASHTO, through SCOHTS and Safety Management, will develop an implementation plan to guide its efforts to reach its highway safety goal using the TZD national strategy as a framework to the extent practical with respect to the responsibilities of the member departments; be it further

RESOLVED, AASHTO supports the TZD National Strategy in concept and will consider adoption as its updated Strategic Highway Safety Plan in October 2011 upon completion of the NCHRP 17-51 project;
STANDING COMMITTEE ON HIGHWAY TRAFFIC SAFETY (SCOHTS)
Policy Resolution PPR-XX-11
Title: Modify Technical Service Program to Support Safe, Reliable and Secure Transportation Operations

WHEREAS, AASHTO created the Safe, Reliable, and Secure Transportation Operations Technical Service Program in 2008 (Policy Resolution PR-10-08) to aid the State DOTs in the critical mission of maintaining and operating the transportation system at all times, including emergency preparedness, response and recovery to related natural disasters or terrorist attacks; and

WHEREAS, AASHTO’s activities in highway safety policy and management issues have significantly increased in recent years; and

WHEREAS, A cooperative agreement with FHWA is providing resources for AASHTO involvement in operations efforts; and

WHEREAS, Recent Standing Committee on Highway Traffic Safety (SCOHTS) strategic planning efforts will provide additional direction and responsibilities to both SCOHTS and its Subcommittee on Safety Management, requiring additional AASHTO staff and possibly consultant support for efforts such as sharing information and best practices related to implementation of the AASHTO Strategic Highway Safety Plan, Highway Safety Manual implementation, the Toward Zero Deaths National Strategy on Highway Safety, and strengthening relationships with highway safety partners; now therefore, be it

RESOLVED, The Safe, Reliable, and Secure Transportation Operations Technical Service Program will be modified to focus on highway safety instead of the more broad coverage of the areas of safety, reliability and security to enhance the effectiveness and efficiency of operations, and the program will be renamed the Highway Safety Policy and Management Technical Service Program; and be it further

RESOLVED, SCOHTS will assume oversight of this Technical Service Program; and finally be it

RESOLVED, The voluntary assessment will remain at $10,000 per member department annually.
AASHTO member departments coordinate and cooperate with other public safety agencies and highway safety partners to develop and implement programs for improving safety on all public roads. The Highway Safety Policy and Management technical service program will support member departments' and AASHTO's highway safety efforts. This program began as the Safe, Reliable, and Secure Transportation Operations program and is being modified to reflect its focus on highway safety.

To work toward the goal of reducing highway fatalities by half in two decades, and reflecting the partnerships state DOTs have, AASHTO participates in the State Highway Safety Alliance to coordinate positions on transportation funding; the Toward Zero Deaths national steering committee to promote AASHTO’s perspectives on developing and implementing a national strategy on highway safety, and in efforts with individual safety partners representing the multidisciplinary approach to highway safety. This program supports the role of the AASHTO Program Manager for Safety in these activities and others, such as Highway Safety Manual development and implementation and update of the AASHTO Strategic Highway Safety Plan. It also supports staff efforts to revise and implement safety-related publications, and to coordinate AASHTO input into publications of other organizations.

The program supports two AASHTO committees: Standing Committee on Highway Traffic Safety’s and the SCOHTS Subcommittee on Safety Management. [Note: This program was established in October 2008 as the Safe, Reliable, and Secure Transportation Operations program]

$10,000 per year
WHEREAS, The AASHTO Subcommittee on Systems Operation and Management (SSOM) has responsibility for a wide range of topics, including ITS research, training and deployment, transportation operations management and technologies, etc.; and

WHEREAS, These topics involve a wide range of stakeholders, including state and federal agencies, private industry associations, and other governmental organizations; and

WHEREAS, Similar to the AASHTO Standing Committee on Highway Traffic Safety, SSOM has benefited from the input and participation of its industry partners; and

WHEREAS, To help ensure continued beneficial interactions and participation with stakeholders outside the State DOTs, SSOM seeks to formally acknowledge the participation and contributions of these partners; now therefore be it

RESOLVED, That the Subcommittee on Systems Operation and Management proposes that the AASHTO Standing Committee on Highways and Board of Directors approve an amendment to the AASHTO Governing Documents to allow the inclusion of appropriate stakeholders as non-voting members of SSOM; and be it further

RESOLVED, That the text of this amendment will state the following, under Section III – Committees, Subcommittee on Transportation Systems Operation and Management: “Representatives from other federal agencies, private industry associations, or other governmental organizations may be appointed as non-voting members by the Subcommittee Chair.”
STANDING COMMITTEE ON HIGHWAYS
NATIONAL PARTNERSHIP FOR HIGHWAY QUALITY
Proposed Policy Resolution PPR-XX-11
Title: Sunset the National Partnership for Highway Quality

Placeholder
AASHTO’s Screening Process of SHRP 2 Products

General Background:

The SHRP 2 program has over 86 projects that will develop around 130 products combined for the four focus areas of renewal, reliability, capacity, and safety. The research was carefully planned and executed to produce results. Not always are these results implementable from the traditional definition. Some of these results will be informational, or process changing efforts, that are not implementations. In all cases though, the research will produce results. AASHTO is interested in finding those products that are implementable from a traditional standpoint.

Understanding that not all of the research projects will produce “implementable” results, AASHTO has developed the following process to evaluate all the products coming out of SHRP 2. The screening process will be a three prong approach that includes a product scoring template. The end result will be that all of the SHRP 2 products will have been evaluated from the most implementable product to the least implementable product across all four focus areas of SHRP 2. The screening process is a balance between the elaborate and lengthy, and the practical, quick review that produces a ranked list that meets AASHTO’s purpose.

Screening Process:

The screening process will involve three phases. The first phase will enlist the help of the state DOT members of each of the four TCC’s. This group will do a “pre-screen” process to determine the top 1/3 SHRP 2 products for each of their areas. The value of this phase is to determine what are the quick wins of SHRP 2 and also allow the SHRP 2 researchers to focus on which products are the more immediate needs for the states.

The second phase will involve the SCOH to provide comments on the proposed template on how SHRP 2 products are scored. Once the comments have been received, this will then guide AASHTO and the states on which products across all 4 focus areas to start implementation.

The third and final phase will again enlist the help of a select few state DOT members of each of the TCC’s along with other state DOT members that have not been involved with the SHRP 2 process to fill out the scoring templates for an overall ranking of all the SHRP 2 products including the top 1/3 already selected.

Scoring Template:

The scoring template is divided into three criteria. The first criteria scores each SHRP 2 product on how well the SHRP 2 product aligns with SCOH’s current strategic objectives. The second criteria is a series of questions to answer does the implementation of this product make business sense. (i.e. better, faster, cheaper) The last criteria in the scoring template is how well does the SHRP 2 product stand up to its technical attributes. In other words, how long will it take before savings are realized after implementing the SHRP 2 product? The scoring template is shown on page 2.

Results:

Upon completion of scoring all the SHRP 2 products, AASHTO will have developed a list of SHRP 2 products from the most implementable to the least implementable, and this will guide AASHTO and the State DOT’s as they proceed in implementation.
## AASHTO SHRP 2 PRODUCT SCORING TEMPLATE

<table>
<thead>
<tr>
<th>Product:</th>
<th>Product Stage:</th>
<th>Scoring Range</th>
<th>Actual Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOH Strategic Plan</td>
<td>Alignment with objectives</td>
<td>1 Objective</td>
<td>10 Objectives</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(1 point)</td>
<td>(10 Points)</td>
</tr>
<tr>
<td>Business Attributes</td>
<td>Process Advantage</td>
<td>No Advantage</td>
<td>Significant</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(30 Points)</td>
</tr>
<tr>
<td></td>
<td>Demonstration Duration</td>
<td>&gt; 1 Yr.</td>
<td>&lt; 3 Months</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(10 Points)</td>
</tr>
<tr>
<td></td>
<td>Probable Cost Advantage</td>
<td>Sig. more expensive</td>
<td>Sig. less expensive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(20 Points)</td>
</tr>
<tr>
<td></td>
<td>Long Term Savings</td>
<td>Min. Savings</td>
<td>Sig. Savings</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(10 Points)</td>
</tr>
<tr>
<td></td>
<td>Public Perception</td>
<td>Negative</td>
<td>Positive</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(10 Points)</td>
</tr>
<tr>
<td>Technical Attributes</td>
<td>Feasibility (Chance of Success)</td>
<td>Min. feasibility</td>
<td>Highly Feasible</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(20 Points)</td>
</tr>
<tr>
<td></td>
<td>Compatibility</td>
<td>New Systems</td>
<td>No Modifications</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(10 Points)</td>
</tr>
<tr>
<td></td>
<td>Complexity</td>
<td>Extremely complex</td>
<td>Extremely simple</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(0 Points)</td>
<td>(10 Points)</td>
</tr>
</tbody>
</table>

| Total Score | 130 |

- Process Advantage: Better, Faster, Cheaper.
- Demonstration Duration: Time commitment for the demonstration.
- Probable Cost Advantage: What are the capital investment, operation, and maintenance costs?
- Long Term Savings: It will take longer to demonstrate, implement, but will result in major savings in the long run.
- Feasibility: Will the technology work?
- Compatibility: Easily introduced into existing system, purchase new & expensive equipment?
- Complexity: Special tools, expensive, do you need highly technical training?
Website to review the international scans and what they will be looking at: http://international.fhwa.dot.gov/scan/

2011:
Four international scan are scheduled to take place this year. All scan teams are complete with members from AASHTO four regions, FHWA staff, report writers, public or private sector individuals. The Precast Concrete Pavement International Scan has been postponed since a featured country. Out of respect for Japan and for the safety of the team members, the scan has been postponed until 2012.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Risk Management</th>
<th>Pavement Management</th>
<th>Precast Concrete Pavement</th>
<th>Climate Change Adaptation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Countries</td>
<td>Australia, United Kingdom (England &amp; Scotland), Netherlands, Germany</td>
<td>Australia, New Zealand, Sweden, Netherlands, United Kingdom</td>
<td>Netherlands, Japan, Indonesia (Russia-dropped)</td>
<td>Scotland, Sweden, England, Netherlands. Input from NZ/AU</td>
</tr>
<tr>
<td>FHWA Co-Chair</td>
<td>Joyce A. Curtis, Director, Field Services North</td>
<td>Julius B. (Butch) Wlaschin, Office of Asset Management</td>
<td>Suneel Vanikar, Office of Pavement Technology</td>
<td>Lucy Garliauskas, Office of Human Environment</td>
</tr>
<tr>
<td>AASHTO Co-Chair</td>
<td>Daniel D’Angelo, NY DOT</td>
<td>Richard Tetrault, Vermont DOT</td>
<td>Tucker Ferguson, PENN DOT</td>
<td>Richard D. Land, CALTRANS</td>
</tr>
<tr>
<td>Report Facilitator</td>
<td>Keith R. Molenaar, Molenaar &amp; Associates, LLC</td>
<td>Kathryn (Katie) A. Zimmerman, Applied Pavement Technology, Inc.</td>
<td>Shiraz Tayabji, Fugro Consultants, Inc.</td>
<td>Michael (Mike) D. Meyer, Georgia Institute of Technology</td>
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<tr>
<td></td>
<td>Steve DeWitt (NC Turnpike Authority)</td>
<td>Timothy K. Colling (Michigan LTAP)</td>
<td>Jason Humphrey (SD DOT)</td>
<td>Stephen J. Gaj (FHWA)</td>
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<tr>
<td></td>
<td>Michael J. Graf (FHWA/Resource)</td>
<td>Judith Corley-Lay (NC DOT)</td>
<td>Andrew Johnson (SC DOT)</td>
<td>Gregory C. Johnson (Michigan DOT)</td>
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<td></td>
<td>Timothy A. Henkel (MN DOT)</td>
<td>Kevin L. McLaury (FHWA/Montana)</td>
<td>Michael Kennerly (Iowa DOT)</td>
<td>Robert S. Kafalenos (FHWA)</td>
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<tr>
<td></td>
<td>John B. Miller (Barchan Foundation, Inc.)</td>
<td>Kenneth N. Petty (FHWA)</td>
<td>Timothy LaCoss (FHWA/NY)</td>
<td>John MacArthur (ORTEC/Portland State)</td>
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<tr>
<td></td>
<td>Darrell M. Richardson (GA DOT)</td>
<td>Roger Safford (Michigan DOT)</td>
<td>William Nickas (PCI)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Robert E. Rocco (AECOM)</td>
<td></td>
<td>Peter Smith (PCI)</td>
<td></td>
</tr>
<tr>
<td>Total Members</td>
<td>11</td>
<td>10</td>
<td>12</td>
<td>11</td>
</tr>
</tbody>
</table>

NCHRP Panel 20-36
The American Association of State Highway and Transportation Officials, FHWA International Scan Evaluation Panel and the National Cooperative Highway Research Project Panel 20-36 met on December 15, 2011 and selected topics for the Fiscal Year 2012 cycle of the International Technology Scanning Program (ITSP). Four scan topics were selected from 12 proposals received.

The first step for AASHTO was to recruit and secure the AASHTO co-chairs for each of the scans listed in the matrix below. FHWA’s Office of International Programs and AASHTO will follow up with the respective FHWA offices and AASHTO co-chairs to discuss next steps for forming the teams and carrying out these scans.

To read the overview on each of the scans select you can go to the following URL address: http://www.fhwa.dot.gov/international/scan/2012/. If you are reading this and are interested in being considered for a scan team, you can send a statement of intent to mvitale@aashto.org. This concise essay should describe one’s expertise in relationship to the subject scan. What is your primary purpose in participating in this scan? Why are you a good candidate for this scan? Also, include Name, Title, Member Department, Address, Telephone, Email, and a Statement of Intent.

<table>
<thead>
<tr>
<th>Activity</th>
<th>AASHTO Co-Chair</th>
<th>Alternative Revenue Options</th>
<th>Multi-Modal Transportation on Major Highway Bridges</th>
<th>Law and Fire Integration in Traffic Incident Management</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adapting Design and Construction to Climate Change</td>
<td>Michael Lewis, RI (R-1 confirmed)</td>
<td>James Bass, TX (R-4 confirmed)</td>
<td>Perfetti, Greg R. NC (R-2 confirmed)</td>
<td>R. Scott Rawlins, NV (R-4, confirmed)</td>
</tr>
<tr>
<td>Alternative Revenue Options</td>
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</tbody>
</table>

The call for Fiscal Year 2013 scan proposals will be announced in June 2011.

PIARC

IRF
Several member departments were winning recipients of the 2010 International Road Federation’s Global Road Achievement Awards (GRAA).

Category: Construction Methodology -
Winner - Barrier Systems / Utah DOT for their project 3500 South, Utah Arterials Project

Category: Environmental Mitigation
Winner - Colorado DOT / J.F. Sato & Associates for their project Berthoud Pass Mountain Access Project

Category: Safety
Winner - Mississippi DOT / Mississippi MED-COM for their project The Mississippi msTraffic/MED-COM Project

Category: Traffic Management and ITS
Winner - AECOM / Florida DOT for their project 95 Express: Managing Mobility through ITS

Category: Quality Management
Winner - Delcan Corporation / Missouri DOT for their project Quality Management Oversight - New I-64 Project (St. Louis, Missouri)

Marty Vitale
Engineering Program Specialist
AASHTO, May 4, 2011
SCOH Agenda, Las Vegas, NV