



2015 AASHTO Innovation Initiative Notes – Annual Meeting, Chicago IL 9-24-15

Attendees:

Rich Tetreault, VT DOT (All Chair)
Keith Platte, AASHTO (All Liaison)
Pam Hutton, AASHTO
Amy Lucero, FHWA (All Secretary)
Chris Herrick, KS DOT (All Member – SCOP)
Elias Archuleta, NMDOT (All Member – SCOH Region 4)
Len Sanderson, PB (All Member – Industry)
Mike Stenko, Transpo (All Member – Industry)
Dallas Hammit, AZ (All Member – SCOH Region 4)
Jan Edwards, AASHTOWare
Georgene Geary, GGfGA Engineering, LLC
King Gee, AASHTO
Valerie Burnette Edgar, MD SHA (All Member – TRANSCOM)
Mark Van Port Fleet, MI DOT (All Member – Region 3)
Dave Huft, SDDOT (All Member – RAC Region 4)
Tom Byron, FL DOT (All Vice Chair)
Tom Clemons, Bentley
Roger Wentz, ATSSA

Meeting Notes:

Welcome and Introductions (Tetreault)

- Rich started the meeting an overview of the agenda and started the introductions.

Program Update (Tetreault)

- Program Budget Update – See Attachment 1 and 2 (Program Cost and Project Cost) which was provided by Keith. He detailed actual budget numbers from FY09 through FY14 and anticipated budget numbers for FY15. No numbers yet for FY16. One number to highlight is the professional services expenditures, which peaked at \$252k in FY13. He mentioned the ideal spending level for would be \$120-130k.
- Project Updates – See Attachment 3 (Project Update) on project update which was provided by Keith.

All Review Task Force (Van Port fleet)

- Overview of Purpose
 - Task force studied the future of All. The task force studied the history of TIG/All and put together several proposals to be considered for the future role of All. This is a draft report because we'd like to finalize it at this meeting and ensure that Rich has a recommendation to make to the SCOH.



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- Report – Findings and Recommendations (Geary)
 - See Attachment 4 (All Program Report). Geary also provided a presentation of the document (See Attachment 5). As detailed in the presentation, the first portion of the document contains the history of All/TIG, including financials and comparisons to other Technical Service Programs (TSP). Precursor to TIG (1999) was the SHRP Implementation Task Force. Became the All in 2014. About 34 states contribute to the TSP. 32 states have submitted nominations and all states have benefitted. One example is the use of cable median barrier.
 - All has had 111 nominations since 2006. 20 became Focus Technologies and 21 others were Additional Selected.
 - There are 17 total AASHTO Technical Service Programs (TSP). The contributions for these range from \$1200 to \$20000 per year from participating states. All's fees have been \$6000 since 1998. (Equivalent to \$4100 in today's dollars)
 - Other Innovation Efforts – not much out there. Exceptions are EDC and SHRP2, both FHWA-led. Others are STIC Incentive and AID Demo. New group is Research Implementation Facilitator's Group, a new research related group focusing on innovation implementation.
 - The report lays out 4 options for the future role of All.
 - Option A – Identify 2 All/EDC innovations as part of EDC. Submit other selected nominations to awards programs. All Executive Committee to attend outside innovation workshops and share with All. The benefit to the states would be easily identifiable
 - Option B – All would be implementation arm of AASHTO reporting to both SCOH and SCOR and working in conjunction with the RAC. RFIG would report to RAC. RFIG would work with All to implement
 - Option C – same thing as now but with sharing outside opportunities with LST's.
 - Option D – Sunset All
 - Some overarching thoughts:
 - Implementation takes time and money. FHWA have the current funding to move the needle in certain areas. States are "contributing" gas taxes and SP&R funds. All can add value as the voice to the states. Industry groups mostly brainstorming or awards and recognition. A major gap will be grass roots efforts from States that will not have a voice to be shared.
 - Website stats show that the All site is well-viewed with about 8000 visits to the site.



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A.I.I. Review Task Force - Discussion (All)

- Group Voting Exercise involved giving all participants numbers one through 4 and two post-it-notes. The Number 1 and Number 4 were placed on the two post-it-notes. Participants then placed the numbers on the preferred options (1 being high, 4 being low). For Number 1 and 4, notes were required on those options. For Number 1, participants provided a dislike about the preferred option. For Number 4, participants provided a like for the least preferred option. The results are below:
 - Option A was most preferred. Some of the negatives of this option includes assumed FHWA coordination past this administration but no guarantee. Also that it limits group to just two EDC initiatives and that it doesn't include coordination with other committees. Doesn't like the continuation as a TSP, which requires state fees. Would propose that a funding partnership be developed as well. Negative that it is just EDC focused and would like to see it expanded to other innovation efforts. Important to maintain the state-led approach. Needs to be a place to take the grassroots ideas such as the Towplow. No current standing committee for innovation implementation.
 - Institutionalize partnership with FHWA and determine how best to coordinate.
 - Option D was least preferred. Some of the positives include a less cloudy picture of group, it's a simple option, and saves money and time. Also there are perceived other areas/groups to fill the void. One person saw option D as the preferred alternative with a loss of grassroots effort seen as the negative.
 - Option B has several votes. EDC coordination would be lost.
 - Option C has several votes both for and against. Concerns include that it needs a broader scope. Positives are that industry partnership could be solicited, saves money. Negative would be any gained momentum will be lost.
 - Would appreciate a way to get experimentation out on the ground. EDC is more proven. Need something to allow for future experimentation of products/innovations with potential.
 - Options C and D received very little votes, so those will be removed from consideration.
- Group Discussion:
 - Mark - Option A doesn't seem to limit participation to just EDC activities and doesn't seem to limit All from just suggesting two initiatives to EDC. Seems to allow for initiatives to be advanced through other mechanisms as well.



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- Tom - Some feeling that Options A and B solve problems that aren't really there. EDC doesn't need to be fixed, etc. What seems to be missing is the avenue to get the grassroots efforts shared.
- Dave - Easy to say that All has been a major contributor to moving innovation forward. Option 2 is good because it engages the research community more. Also suggest engaging other AASHTO committees. Some work All supports may be best handed off to EDC, others may be best handed off to others.
- Mark – Tom asks a fair question. Michigan has benefitted greatly from All initiatives. Is there a \$6000 ROI from All. Pooled fund method does help states that don't have the same means as other states.
- Tom – Maybe it's time to raise fees for All. Probably would support spending \$6000 for Options A and B but would probably support spending \$20,000 for Option C.
- Keith – changed model might lose funding support
- Summary of comments – buy in for continuing model that's well proven but it's not sustainable. Two options, increasing fees and also entering into partnership with FHWA. Continue to allow a forum for state grassroots efforts. One of the costliest efforts is reviewing nominations.
- Proposal
 - Want to continue All
 - Create partnership and formal understanding (MOU) of roles and responsibilities with FHWA or EDC and other innovation deployment.
 - All would continue as a venue for grassroots and other state driven efforts.
 - FHWA is good at working with States on research and partnering with states on technology implementation.
- From the discussion, an Option E was formulated with the items below:
 - Continue Focus Technology and Lead State Technologies
 - Leverage partnerships (FHWA, ATSSA, RFIG, etc.) internal and external
 - Leverage deployment opportunities (EDC, SHRP2, AID Demo, STIC incentives, other innovation programs, etc.)
 - Possible increase of contribution (no new initiatives underway until All figures this out; continue to fund LST's while we develop a MOU with FHWA). Revisit overhead and streamline processes.
 - With innovation coming from all different directions, All is the group that helps states navigate all the opportunities.
 - All is still the group that will champion the grassroots effort and ensure that successes are shared with other states.
 - Leverage deployment opportunities, such as EDC, SHRP2, DEMO-AiD, etc.



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- Look to formalize partnership with FHWA with formal MOU on implementation
- Motion: Communication Decision to SCOH – value in moving forward. Current model is not sustainable. Taking appropriate action to develop sustainable model, including the above bullets. Will return at Spring Meeting with results of effort.
- This information with the Motion will be reported to SCOH at the SCOH meeting.

SHRP2 Update (Hutton)

- Pam Hutton provided an update on the activities of SHRP2. Over 500 applications for IAP. All states engaged in SHRP2, working on over 300 projects. Every state has traveled to at least one peer exchange on accelerated bridge construction (R04). 13 proposed bridges, 9 are built. PlanWorks is now up and working. Econwork and TravelWorks are available. National Operations Center is up and running. TIM training being offered online. Will leverage 100k trainers to the targeted 1m trainers. Round 7 offered next April. Many product offerings in that round. Many other peer exchanges and workshops being offered. Take advantage of these opportunities. Safety research results being presented very soon with the opportunity to take them into phase 2. Booth here at the annual meeting. Lots of good info available—both product specific and topic based.

FHWA Update (Lucero)

- Every State transportation agency has used eight or more of the 32 innovations promoted under the EDC initiative, and some have adopted over 20. To put it simply, we are making a difference – we’re saving time, saving money, and saving lives. The EDC-3 Baseline Report and EDC-3 Progress Report No. 1 are available on the FHWA EDC web site. A solicitation for EDC-4 ideas will go out in December/January so please talk with your staff and be thinking of innovations that you would like to see advanced in EDC-4. There are currently 48 established STICs. The STIC Incentive Program provides up to \$100,000 per STIC per year to support the costs of standardizing innovative practices in a State DOT or other public sector STIC stakeholder. A total of \$3,517,420 in STIC Incentives was awarded to 36 States during FY14. As of 9/22/15, a total of \$3,209,272 in STIC Incentives has been awarded to 34 States and the Federal Lands Highway Division during FY15. The AID Demonstration Program provides incentive funding to offset the risks associated with deployment of innovation on a project. As of 9/22/15, \$32 million of the \$45 million in AID Demonstration funding has been awarded to 43 projects administered by State DOTs, local governments, tribal governments, or Federal land management agencies.

Finalizing All Review Report



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- Comments on report should be sent to Georgene within 2 weeks (October 8) so the report can be finalized.
- Meeting Adjourned at 11:30 am.