1. Call to Order by Co-chairs ......................................................... ACEC Co-Chairs: Charlie Geer
...........................................................................................................AASHTO, Doug Differt, MN (Temporary Co-Chair)
2. Roll Call – Roster/Sign-In Sheet Provided .......................................................... All
3. Meeting Minutes from May 4, 2006, Jekyll Island, Georgia .................................................. Chair Geer
4. Announcement of New ACEC Co-Secretary Vivian Moeglein .................................. Chair Geer
5. Interstate 50th Anniversary Review .................................................. John Horsley, Sunny Schust, AASHTO
6. Report on the AASHTO/AGC/ARTBA Committee Meeting ............ John Horsley, State DOT Members
   a. Joint Principles to the National Surface Transportation Policy and Revenue Commission
   b. Improving Contract Plans and Administration
7. SAFETEA-LU Implementation ........................................................ FHWA,AASHTO, ACEC
8. AASHTO-ACEC Task Force on Improving the Quality of Environmental Documents – Status Report...
   ................................................................................................. Hal Kassoff, Parsons Brinckerhoff
9. Materials Price Adjustments ................................................................ Ken Kobetsky, AASHTO
    ............................................................................................ Tony Kane, AASHTO, Jack Basso, AASHTO and King W. Gee, FHWA
11. Transportation Markets and Issues .................................................................................. ACEC
12. CSS Conference Update ...................................................................................... Neil Pedersen, MD
13. Membership ....................................................................................................... Ken Kobetsky, AASHTO and Vivian Moeglein, ACEC
14. Old Business ........................................................................................................ Chair Geer
15. New Business ........................................................................................................ Chair Geer
17. Adjournment

* Attached
ACEC-AASHTO Joint Committee Meeting Minutes  
May 4, 2006 – Jekyll Island, Georgia  

**Officers Present:** Co-Chair Rodney Haraga (HI), Co-Chair Gerald (Jerry) Stump (Wilbur Smith Associates, TN), T.J. Schulz (ACEC, co-secretary), Ken Kobetsky (AASHTO, co-secretary) 


**AASHTO Staff in attendance:** Jack Basso, Shannon Eggleston, John Horsley, Tony Kane, Jim McDonnell, Janet Oakley, Keith Platte, Marty Vitale 


1. **Call to Order:** Co-Chairmen Rod Haraga and Jerry Stump called the meeting to order at 6:00 p.m. 

2. **Roll Call:** Attendees introduced themselves. 

3. **Minutes:** Minutes from the September 16, 2005 meeting of the Joint Committee in Nashville, Tennessee were unanimously approved. 

4. **SAFETEA LU Implementation:** 
   - John Horsley discussed the two national commissions established by SAFETEA-LU on future of surface transportation program. One commission, which is led by Norm Mineta, has been appointed and should have a report to Congress by June 07. AASHTO president Harold Linnenkohl has named 10 policy groups to develop recommendations on highway and transportation programs. Several issues of potential interest to ACEC are the Interstate program future – specifically questions on new corridors, new capacity, interchange upgrades and new materials – and funding requirements for the NHS. Recommendations from AASHTO are due to be complete for adoption by Board in October 2006. 
   - Horsley also discussed the 50th anniversary of Interstate System, and mentioned that ACEC is co-hosting national policy conference June 28-29 in Washington, DC. 
   - Horsley discussed oil prices in an election year, and efforts in Congress to provide a gas tax holiday. Asphalt prices becoming volatile much like steel a few years ago, and some contractors likely to come to FHWA with this issue. In Georgia, bids coming in upwards of $400 per ton for asphalt, and they can't get stable quotes very far in advance. 
   - Jerry Stump noted that ACEC just concluded their annual meeting, which included a visit by President Bush. ACEC members went to Capitol Hill to discuss with their legislators concerns over the gas tax holiday proposals and the future solvency of the Highway Trust Fund. Stump also noted that ACEC signed onto numerous letters with AASHTO on the tax holiday and various SAFETEA LU implementation issues. 
   - King Gee provided a brief status of FHWA's SAFETEA-LU Implementation activities. The two overriding principles: Get the money moving and go with guidance rather than regulations. A dozen issues that guidance has been issued on include: tolling issues, private bonds, and the pilot project with states assuming secretary's NEPA responsibilities, and others on the FHWA web site. The FHWA is behind on some of their deadlines, as Congress passed their bill two years late, and he noted that the House T&I Committee is holding a hearing on June 7 on SAFETEA-LU implementation. He said that the time is now to be looking at next reauthorization.
• Members discussed problems and concerns associated with the growth in earmarks. Horsley noted that AASHTO has convened a policy group to look into this issue. It was agreed that state DOTs and industry needed to educate the congressional delegations on the earmarking process, and to educate MPOs as well. Jerry Stump said that the ACEC Transportation Finance Subcommittee will be looking into this issue and should coordinate their efforts with AASHTO.

5. Cost Estimates for Major Projects –
• Tony Kane discussed AASHTO’s Technical Committee on Cost Estimating, which has been operating for three years and is tackling many issues. NCHRP 8-49 is to be completed soon, which covers cradle to grave cost estimating and will become basis for AASHTO guidance on cost estimating. Risk management is another area of interest, along with cost estimates for lump-sum design-build projects.
• T.J. Schulz discussed transit issues relating to the FTA guidance on the New Starts program. The FTA proposed changes to new-starts program, and included a new requirement that cost and rider ship estimates be “certified” by the consultants who do the work. ACEC commented to FTA on the many issues associated with certifying such numbers and lack of control over data.
• King Gee said that FHWA has been working with the AASHTO committee on cost estimates, and noted that any project greater than $500 million and with more than 50% of funding under contract does not have to undergo the new financial plan requirements.

6. Public Private Partnerships
• Jerry Stump said the issue was discussed at several sessions during the recent ACEC annual meeting. Among the concerns cited were substitutions/reallocating money, such as on the Chicago Skyway. Where is the money going that is paid for the rights to these projects? Back into transportation or to the general fund? He said that we need to make sure that the transportation system benefits from these projects. The USDOT Secretary is also concerned about funding diversions away from transportation. David Oates noted that the Transportation Coalition of IL drafted a paper on this issue that he could share. It was noted that the larger, billion-dollar projects are overshadowing the smaller, more common projects with funding shortfalls, and PPPs might help to resolve this.
• It was suggested that perhaps AASHTO should react to the Skyway (negatively) and Tollway (positively) arrangements. The AASHTO Project Finance Institute can help educate on the positives and negatives of all of these new scenarios as well.
• King Gee said that FHWA submitted a report to congress last year on PPPs that is currently on the web site as a resource document, and if anyone has ideas on issues that should be included in its update, please let them know.
• Rod Haraga said that a task force between ACEC and AASHTO should be formed to report back at October meeting on this issue. The AASHTO represent Kane, Basso, Gee + two ACEC members, to study the pros and cons of this issue.

7. Quality of Environmental Documents - Shannon Eggleston said that three issues were studied: Legal sufficiency, Quality and clarity of environmental documents, and Education and training. Draft documents were crafted on each issue area, and a successful TRB workshop was held in January. More comments were accepted until March, and were incorporated into the final draft. The first two documents were formatted and combined, and will be sent to AASHTO/ACEC committee for review and ballot next week. The Education/Training document will be placed on web since training is so dynamic.

8. AASHTO Consultant Guide Update
Jim McDonnell said that two surveys were conducted last fall/winter of State DOTs and consulting firms. They received responses from 160 consulting firms and 45 states. A small research project was funded through NCHRP to analyze the results of the surveys and develop some preliminary recommendations for the technical committee to review. The consultant should have his recommendations ready for review in the next month or two. The committee can then finish
up its first draft of the updated guide, which can be shared with the AASHTO/ACEC committee as desired (as well as the survey data).

9. **Surface Transportation Environmental and Planning Program (STEP)** – Eggleston said that this program will yield $11.9 million annually for planning and environmental research. AASHTO submitted comments to the docket. The Center for Environmental Excellence is compiling a database of documents and prioritized research needs to feed into this program as well as State DOT research programs. (Note that STEP is the only program available for environment, planning, and realty, and it represents a 42% decrease from TEA-21. There are also some mandated studies whose funding will come off the top.)

10. **Membership** – The AASHTO membership is complete. On ACEC’s side, Jerry Stump’s term is over after this meeting, and the new co-chairman are Steve Criscenzo and Charlie Geer.

11. **Old Business - None**

12. **New Business**
   o Project list for NCHRP 2007 research program distributed
     • NCHRP is seeking nominations for serving on research project panels; see their web site for more information
   o TJ Schulz has accepted a job with the airports consultant council

13. **The next meeting of the Joint Committee will be in Portland, OR, in October 2006.**

14. **Adjourn**
Improving Contract Plans and Administration

In support of our collective interests in providing taxpayers with the best possible return on their transportation investments and recognizing the need for continual improvement, AASHTO, AGC and ARTBA recommend that the state DOTs consider the actions listed below to assure quality transportation contract plans and administration.

Issues to be addressed include:

- Reduce the number of change orders necessary to clarify design intent.
- Timely approval of change orders and payment for change work.
- Timely payments to contractors, subcontractors and suppliers.
- Reduce the number of disputes and claims.

Actions to be considered include:

- Encourage “partnering” among owners, consultants, utilities and contractors in project delivery.
- Allow industry reviews of plans before a solicitation is issued to identify constructability and other problems and concerns. This is particularly desirable on complicated projects.
- Allow contractors involved in plan or constructability reviews to bid on those projects.
- Involve utility companies earlier in the project development process.
- Establish utility access standards for public Right of Way (ROW).
- Require the utilities to provide as-built drawings, preferably sealed by a PE, providing horizontal and vertical data for utilities installed in the public ROW.
- Develop innovative approaches for handling utilities
- Encourage subsurface utility engineering.
- Establish time limits on approving change orders.
- Make greater use of dispute review boards and encourage expedited consideration of disputes.
- Continue to use rating systems to pre-qualify consultants and continue appropriate training.

The Joint AASHTO-AGC-ARTBA Committee recommends that this policy statement be reviewed with the AASHTO-ACEC Joint Committee, and that the two committees recommend improvements in practice.
AASHTO-AGC-ARTBA Joint Committee

Principles

For
The National Surface Transportation Policy and Revenue Study Commission

- To support a strong economy and America’s competitiveness in the global economy, we need a strong federal role that includes a vision for the future surface transportation program, policy leadership and sustained funding.
- Continue the special emphasis on safety as a core highway program.
- Sufficient resources are needed today to reduce congestion and to meet the mobility needs of the American public.
- Additional resources are needed to preserve and expand the Interstate Highway System in order to meet the national economic needs of a nation that will grow by 140 million people over the next fifty years.
- If nothing is done to raise revenues between now and FY 2009 the Highway Account will be in the red, requiring an $11 billion cut in the highway program. In order to avoid severe program disruptions, solutions must be found to restore solvency to the Highway Account.
- A stronger emphasis and a greater share of resources must be focused on the National Highway System, including the Interstate System.
- Retain existing federal funding eligibility for the broader network of highway arterials and collectors.
- Restore the percentage of federal funding for apportioned highway programs to ISTEA levels (90%).
- Seek broader community support for preserving and improving the highway network by demonstrating that the improvements are compatible with the environment and consistent with community values.
- Increase public transportation capital investments to the maximum extent possible.
- Make investments in the freight transportation systems necessary to support continued national economic growth and international economic competitiveness.
- Together, tolls and private capital contribute about 4.5% annually to the total revenue pool currently available for U.S. highway program investments. Much of this revenue is used for debt service. While there is potential to expand the application of tolling in the U.S. and to attract even more private capital to highway investments, objective research suggests these methods alone cannot realistically be anticipated to raise the amount of revenue necessary to substantially close the existing highway capital investment gap. As such, while they should be promoted and encouraged, they should not be overemphasized as solutions to meeting future funding needs. It is also imperative that revenues realized by public entities
through the sale of concessions be reinvested only in transportation infrastructure programs.

- Additional capital investment in our highway system is needed from all levels of government. The historic federal share of capital investment in highways is 45%. As the capital program grows, in order to maintain their share, the federal investment must increase.
American Association of State Highway and Transportation
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