Call to Order & Opening Remarks
Chairman David Spryuczynatyk called the meeting to order at 8:40 a.m.

Roll Call & Minutes from September 17, 2005
The Chairman welcomed the following new members: Milton Sees from Illinois; Marcie Mathews from Kentucky; Jerry Miller from Kansas; and Bob Taylor from Delaware. Gary Hoffman (PA) and Warren Sick’s (KS) retirements were acknowledged and thanked for their service to SCOH and AASHTO.
Minutes of the September 17, 2005 meeting in Nashville, Tennessee were approved.
[Motion-CT / Second-PA – Approved]

Call for Agenda Amendments
Motion was made and passed to accept agenda item IV. Summary of SCOH Ballots, and items V.A. through V.E. Special Committee Work Plans as a Consent Agenda.
[Motion-VA / Second-AR – Passed]

Resolutions/Motions
- Proposed amendment to change the Subcommittee on Right of Way and Utilities’ Operating Procedures - Leonard Hill, ID
  Clarification: migration will fully incorporate utilities.
  [Motion-ID / Second-AR – Approved]

- Policy Resolution: Funding Travel for the State Quality Partnership (SQP) Lead States Teams - Doug Rose, MD
  DE: stated its philosophical issue with using dues to pay for travel costs.
  [Motion-MD / Second-TX – Approved]

  The revised resolution includes the change of “and/or” on representation from SCOHTS and its subcommittee.
  [Motion-NV / Second-MD – Approved]

- Definition of Asset Management - Neil Pedersen, MD
  [Motion-MD / Second-UT – Approved]

- Roadside Design Guide Median Barrier Recommendations - Robert Walters, AR
  Eight states had voted “no” on the original set of recommendations. Revisions made on April 12, 2006 satisfied seven of these eight states.
  SC: addition of editorial comment to support further research to add support for the recommended offset in the recommendations.
  [Motion-AR / Second-AL – Approved as amended]

- Publish all Subcommittee on Bridges & Structures in U.S. Customary Units – Mal Kerley, VA
  The following were added to the resolution: “to establish a phase out schedule” to discontinue publications in metric units, and “request AASHTO staff to study the impact of eliminating metric units in all publications.”
  [Motion-VA / Second-MS – Approved as amended]

- Support for Performance Measures and Benchmarks - Kevin Keith, MO
  [Motion-MO / Second-VA – Approved]
Presentations
AASHTO Branding and Proposed Logo – Sunny Schust, AASHTO

AASHTO is moving to “branding” especially with the celebratory events for the 50th anniversary of the Interstate Highway System and to acknowledge state celebration activities. The AASHTO seal is recognized worldwide. China, Russia and Vietnam are negotiating to translate AASHTO publications, so for publications, AASHTO will retain the seal.

The proposed logo was presented with the name and mission. The logo will have “AASHTO” in blue and a larger “T” to emphasize that the organization is about more than highways; with the motto “voice of transportation.” The proposal will go to the Executive Committee today. The plan is to use the logo for the Annual Meeting.

AR: There is the possibility of confusion of the public with two logos. The seal is recognized within the highway community, but not necessarily outside the community. The new logo is for communications to a broader audience.

Executive Director’s Report on AASHTO Activities – John Horsley/Tony Kane, AASHTO

This is an election year with 36 governors up for election. Congressional focus on high gas prices results in wacky proposals that needed AASHTO & industry to write to Senator Reid to oppose, and to vote against tax holidays with the message: “don’t over-react.”

SAFETEA-LU has a major remnant issue on R&D: R&D is over programmed (only $195 million is funded of the $235 million authorized); there is a shortfall of $35 million in FHWA R&D and another $60 million that is either over-funded or not funded at all; SHRP-2 was only funded for $36 million a year versus the proposed $75 million per year. AASHTO is hoping to fix this by having SHRP-2 funded as a takedown of the regular Federal-aid Highway Program at $150 million, and thus restore FHWA and the under-funded R&D.

AASHTO is already preparing this year for the next reauthorization cycle in 2009. A whole series of policy studies have been launched to support policy work groups like Interstate Highway System (IHS) traffic capacity led by Neil Pederson (MD); Interstate-4R led by Dave Sprynczynatyk (ND); Performance of IHS led by John Conrad (WA); the rest of the surface transportation system led by Deb Miller (KS); highway safety led by Susan Martinovich (NV), etc. The plan is to formulate recommendations for the Board of Directors this year for submission to the SAFETEA-LU Commission; and then to use it for formulating reauthorization proposals next year. AASHTO is sponsoring an IHS vision conference in June and is using the 50th anniversary of the IHS celebration to raise the importance of transportation to the country. The most fun activity is the convoy from San Francisco to Washington, DC to arrive in DC on the 50th anniversary of President Eisenhower’s signing of the 1956 act. There will be a large mix of vehicles with many press events along the route. AASHTO is asking states to issue commemorative license plates. The AASHTO president, vice president, executive director and OK DOT Director Ridley (chair of the celebration) are to ride the convoy.

NAPA raised the issue of asphalt price volatility & asphalt availability and is seeking help on contracted prices. SCOH may be asked to handle this matter for AASHTO. It is reminiscent of the recent dramatic increase in steel prices.

FHWA Activities – King W. Gee, FHWA

FHWA is happy to be cooperating with AASHTO and other organizations in recognizing the contributions of the IHS on this 50th anniversary year of President Eisenhower’s signing of the legislation creating the IHS program. The celebration activities are in parallel with FHWA’s SAFETEA-LU implementation actions that are coming along fairly quickly. FHWA is intent on limiting the amount of rulemaking, except where required by law, in favor of implementing guidance. Notable among the new provisions are the Highways for LIFE Program and new oversight and stewardship requirements for major projects. The funding level for Highways for LIFE was less than anticipated, nonetheless, FHWA is receiving comments on its implementation plan and will be soliciting for projects shortly. SAFETEA-LU lowered the threshold definition for a major project from $1 billion to $500 million. This resulted in a doubling of major projects to about 40, with another 70 projects in the pipeline. A requirement for Project Management Plans was also added to major projects.

Earlier in the year, in view of steeply rising construction costs and an apparent drop in the number of bidders per construction contract, FHWA collaborated with the Subcommittee on Construction on an AASHTO survey of the states. 46 states and provinces responded to the survey and affirmed that the
cost increases and lowered competition were not just regional anomalies. FHWA will work with the Subcommittee to identify remedial measures that may be needed. The summary of the survey results will be distributed to the SCOH members.

There are 26,000 bridges that the states have reported as being “scour critical.” Under the National Bridge Inspection Standards (NBIS), each state is to develop an action plan for its scour critical bridges. These plans of action should include strategies that can be implemented before, during and after a flood event. Twice a year in May and November, FHWA Divisions will be reporting on progress of the states on developing these plans of action and resources that may be needed.

Program Delivery Assessment Tool (PDAT) – Tony Kane, AASHTO; King W. Gee, FHWA

Tony Kane reported that formal comments were provided to FHWA and six state representatives did work with the FHWA teams. Although the number of program elements was greatly reduced in the ten program areas AASHTO still had concerns and therefore AASHTO co-leads were designated for the ten program areas. Key among the concerns were that the program elements needed reforming; a desire to focus on best practices; and not wanting PDAT to be another layer of review by FHWA. An FHWA counter proposal is being reviewed.

King Gee expressed appreciation for the collaborative effort and noted that it had always been planned to be collaborative from the beginning. FHWA desires to move ahead with working groups that are jointly led by state and FHWA representatives. The original motivation of PDAT was to baseline the administration of the Federal-Aid Highway Program (FAHP) since ISTEA spurred implementation that was responsive to state-specific conditions. This base lining was to have an eye toward reforming of the FAHP in the future.

[Reports – Action Items]

Reports – Action Items
Project Delivery Council – Jim McDonnell, AASHTO

Representatives from SCOE (Eggleston) and SCOP (Llort) were present. The construction application of DBE rules were discussed and noted as being applied inconsistently. An ad hoc group was formed to establish guidance for more consistency. The group will consist of representatives of the Subcommittees on Construction and Civil Rights, and FHWA.

The Subcommittees on Design and Structures have been collaborating with FHWA on coastal engineering issues. William Nickas (FL) will lead an effort on bridge wave loadings – with a mandate to develop technical guidelines in a couple of years.

Motion to establish the ad hoc group to be led by Nickas.
[Motion-VA / Second-MS – Approved]

Consistent naming of publications – the subcommittees are to discuss the matter during the summer meetings and make a proposal at the Annual Meeting.

DOT key issues: Environmental issues & ROW/utilities – workshops will be jointly sponsored with FHWA.

Operations Council – Ken Kobetsky, AASHTO

To foster inter-committee coordination, the Subcommittees on Maintenance and on System Operations will be meeting jointly next year. A workshop will be held in September on the national unified goal on incident management. The Subcommittee on Highway Transportation has developed a questionnaire on Weight & Size during emergencies – a single contacts list is to be developed.

The Subcommittee on Traffic reported that there is no funding to support updating the MUTCD for 2008. Current FHWA funding goes through this summer. It is critical not to stop work on updating the Manual. If the R&D technical correction bill in Congress is not possible, the effort may have to be done with pooled funds.

The areas of various subcommittee task forces may overlap, so the Council is identifying the work so as to allow interaction among task forces.

SAFETEA-LU section 1110 re-opens the Work Zone rule. Len Sanderson will re-activate his Ad Hoc work group to respond to issues like the mandating of barriers in work zones - when to use or not use; the use and payment of law enforcement personnel; the unit payment of traffic control devices.
Special Order of the Day
4th Annual TRAC Student Design Build Challenge (Ballot) -Tate Jackson, AASHTO

This year’s challenge was to design and strength test a movable bridge. The four competing teams were (1) The Bascule Builders from New Hampshire (Belmont HS – 4th year & defending winner) with a fulcrum bascule design; (2) The Incredibles from New York (Herricks HS) with a lift bridge; (3) Team Banzai from Mississippi (Tupelo Middle School); and (4) Team Twin Trio from North Dakota (Rugby HS – 2nd year) with a sliding bridge. The four teams made presentations and demonstrated the strength of their models.

Reports – Action Items (continued)
NCHRP 20-7 – Bob Reilly, TRB

A total of 12 proposals totaling $750,000 from eight subcommittees were reviewed and the panel recommended 9 projects for funding at a total of $508,000.

- Best Practices in the Management of Design Errors and Omissions – $75,000
- Review and Update of Human Factors and Operations Issues in the AASHTO Green Book – $50,000
- Technology Transfer Guidebooks for Implementation of Innovative Technologies – $45,000
- Bridge Construction Practices Using Incremental Launching - $40,000
- Safety and Security in Roadway Tunnels – $45,000
- Laboratory Testing of Proposed Roundabout Traffic Control Options – $90,000
- Development of a Guide to Update ADA Transition Plans – $100,000
- Continuation of Task 205, Project Delivery Workforce Management Review – $13,000

Motion was made and passed to approve the nine projects for funding.
[Motion-NV / Second-VA – Passed]

Special Committee on U.S. Route Numbering - Mike Behrens, TX

The Special Committee reviewed 32 requests and all 32 were recommended for approval. An NCHRP project will automate the process in the future.
[Motion-TX / Second-MO – Passed]

A request to designate a route as Interstate 50 was not approved by FHWA.

Technology Implementation Group (TIG) Update – Paul Wells, NY

Three new focus technologies were designated:
- Maintenance DSS (expert system for snow & ice)
- Pavement Rehabilitation Strategies
- CA4PRS (CA)
- User Impacts of Fast Track Construction (UT)
- Precast Concrete Paving Slabs

TIG can only advance a few of the many ideas that arise. Therefore a new category of TIG promotional activity was established: web & brochure only. Three additional technologies were adopted for this level of effort:
- Notch Wedge Joint Maker/Safety Edge/Shoulder Wedge Maker
- Balsi Beam – mobile work zone protection
- D-B Traffic Signal Projects – canned methodology to expedite installation of traffic signals

Ongoing Focus Technologies that are active: ACTT: Brooklyn-Queens Expressway in Brooklyn Heights, NY; Air Void Analyzer; Road Safety Audits; and GPS.

TIG project information & status are now on the AASHTO TIG Website. A new internal project will be to develop guidelines for committee members. The 2006 request for funding will be the same amount: $6,000 per state. Ananth Prasad (FL) is the new TIG Chair replacing Gary Hoffman (PA). Input and ideas for expanding the horizons of TIG are being sought.
AASHTO/ACEC Joint Committee – Rodney Haraga, HI

It was reported that President Bush addressed the ACEC annual meeting. Topics covered there included oil prices with ACEC proposing a joint letter to Congress asking lawmakers not to do silly things such as enacting a gas tax moratorium or a $100 rebate on gasoline. Concerns were expressed about earmarks – AASHTO will hold a finance conference on earmarking. Congress also needs to be informed about the impacts of earmarks. FHWA reported on the status of SAFETEA-LU implementation.

An NCHRP project on Cost Estimating for Major Projects is to be completed soon. There is some wariness of FTA’s cost estimating requirements, which may be problematic from a liability standpoint.

There was concern expressed about monies received up front for Public Private Partnerships (PPPs) being diverted away from transportation purposes. The AASHTO Finance Institute addresses the issue. A joint task force was formed and is to report on the pros & cons of PPPs at the next meeting in Portland.

The draft documents arising from the effort to improve the quality of environmental documents (legal sufficiency, clarity, training) will be presented to SCOE (June 2006); and training and educational material will be on the web.

AASHTO’s consultant guide update: 160 firms and 45 states responded. Consultant is to have an analysis completed within the next month.

Charles Geer will replace Jerry Stump as the ACEC co-chair.

Standing Committee on Highway Traffic Safety – Susan Martinovich, NV

Pete Ruan has replaced Bruce Warner as the committee chair. The committee is composed of regional representatives (5 members from each region), a SCOH member; and representatives of AAMVA, FHWA, NHTSA, and the association of chiefs of police. The Board of Directors approved formation of a subcommittee of safety managers with representatives from local agencies and police agencies (up to 3 per state) to be chaired by Larry Tibbits (MI) with Leanna Dupree (MO) as the vice chair. The committee will assist with state strategic plans; facilitate communications with traditional and nontraditional partners.

Standing Committee on Research – Bob Reilly, TRB

SCOR sets the agenda for the NCHRP. For 2007, 53 projects were programmed for $20.5 million. These can from a total of 167 new requests with only 33 new projects funded. The focus was on expected usable results. 66 proposals came from AASHTO committees, of which 24 were funded. There is a good correlation with the AASHTO strategic goals.

[Chair resumes presiding]

SHRP-2 - Neil Hawks and Ann Brach, TRB

There are four strategic focus areas under SHRP-2: safety, renewal, reliability, and capacity. SHRP-2 is different than the original SHRP in that it is not primarily engineering-based but a multi-disciplinary program. SAFETEA-LU authorized $205 million, but only there is only 150 million available. The oversight committee is chaired by Al Biehler (PA) and there are technical coordinating committees and expert task groups (ETG) for each focus area.

TRB staff is in the midst of reshaping the program to fit the available funding. The task is to convert a $450 million program into a $150 million program. RFPs and research are to start in January 2007.

The Renewal and Reliability Focus Areas need staff with state DOT experience. An appeal was made for help with recruitment of staff, especially newly retired state DOT personnel. TRB anticipates 20-25 staff at the peak of the program. As in the original SHRP, loaned staff will be sought for short-term assignments.

Each state is being asked to appoint a SHRP Coordinator. 48 state DOTs have done so already. All information is on the SHRP-2 website. Regular program updates will be sent by e-mail and project solicitations will also be announced in the TRB e-zine.

There was acknowledgement of the need to maintain contact with the AASHTO committees. $150 million is still a sizeable amount for the program.
Funding for SICOP - Carlos Braceras, UT

The snow & ice pooled fund was established in 1994 and funded through four previous voluntary solicitations. The effort has led to the promulgation of new techniques, especially from Europe. There is an active work plan on developing training manuals and other material. There will be a new $4,000 solicitation.

New Business

Web Casting

AASHTO has web-casting capabilities and the SCOH leadership would like to do some SCOH presentations on webcasts to allow others to participate in the meeting. This received support by the members.

Chair's Comments

Thanked the new subcommittee chairs: Del McOmie (WY) and Grant Levi (ND).

The Chair acknowledged that this would be the last time for him to preside over SCOH because he will be assuming the AASHTO presidency. Vice Chair Martinovich presented the Chair with a speed limit sign for “WARP 7” and thanked him for his leadership.

Paul Studstill (GA) thanked SCOH for coming to Jekyll Island for its meeting.

Adjournment

The Chair adjourned the meeting at 12:19 p.m.

Respectfully Submitted,

King W. Gee
SCOH Secretary

FHWA, USDOT