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 Palm Desert, CA, October 24, 2009
The Chair acknowledged Paul Degges (TN) participating by phone and new members of SCOH from DC, GA and LA. The Chair acknowledged everyone’s work on the SCOH strategic plan and especially thanked Vice Chair Neil Pedersen (MD) for leading the effort. The Chair also acknowledged and thanked Ken Kobetsky for his work on behalf of engineers across the country for 50 years; and wished him a healthy retirement and recognized Ken with a gift.

Presentations
AASHTO Report – John Horsley
John Horsley thanked MO and CO for engineering fellows Erik Maninga & Steve Olson. Congress has extended the highway program through CY 2011 and transferred $19.5 billion back into the Highway Trust Fund (HTF); which is the third effort to bolster the HTF. No other General Fund transfers can be easily foreseen. AASHTO will be working with Congress on sustaining the revenue stream. Performance measurement and management are almost certain to be in the new highway bill. AASHTO is collaborating very closely with FHWA on performance measurement, but Congressional staff is pushing well beyond what’s workable. There is a possibility of a five year bill; otherwise there will be a series of extensions.

The climate change bill would channel all but $2 billion of the $19.5 billion expected to be raised to non-transportation uses. AASHTO and others are working to protect the revenues for transportation uses. AASHTO is committed to supporting Federal Highway Administrator Victor Mendez’ Every Day Counts (EDC) initiative. John Horsley added his acknowledgement and thanks to Ken Kobetsky.

Every Day Counts (EDC) – Victor Mendez (FHWA)
Victor Mendez introduced the innovation initiative personally because he wanted to make sure that the chief engineers understood EDC’s purpose. During his confirmation process, senators kept stating that it was taking too long to develop a project. He noted that each project provided benefits to relieving congestion, safety and air quality; and yet it takes over a decade from conception to completion. Therefore, let’s reduce project development time by half. EDC captures the urgency of completing projects – better, faster & smarter. From his background in AZ DOT, he knows the chief engineers are key to making it happen.

To meet the transportation challenges of the 21st century amidst other major challenges, EDC is a new business model going forward. EDC has three components: (1) internal – for a greener FHWA; (2) process improvements to reduce project delivery time; and (3) deployment of proven innovations & technologies. Internal and external teams (AASHTO, ARTBA, AGC) have deliberated the best approaches. Victor Mendez charged FHWA to focus on a relatively small set of initiatives with state and industry partners. He noted how long it traditionally took to see a technology deployed and cited rumble strips which took 50 years from when it first became available. If a technology is market ready and will make highways safer or speed construction, we cannot wait decades and he asked the chief engineers to help shorten that time. He highlighted the benefits of the safety edge as illustrative of what is ready to be deployed, and the 50% target for deployment by the states he was calling for. We really cannot wait to deploy such a technology to save lives nationwide; to serve the public with timely and safe projects. FHWA will have internal teams that will develop tool kits like specifications and performance based approaches. He noted the Highways for LIFE solicitation that
will focus on new technology or innovative construction methods like EDC – with funding available up to $1 million and/or match waiver. Applications are due August 31st.

Victor Mendez acknowledged the states’ accomplishment of obligating all the American Recovery and Reinvestment Act (ARRA) funds by the March 1st deadline and thanked everyone for moving the more than 12,000 projects. Scrutiny has shifted to ARRA spending that lagged. Congress is looking at outlays (to date only 9% of $16.5 billion have been out-layed). How can the states bill FHWA faster – 40 states already bill weekly. In 2009 ARRA projects saved 41,000 highway jobs.

Jolene Molitoris (OH): Affirmed that the messaging on “increasing speed” of projects resonates with the public.

Call for Agenda Amendments
Motion was made and passed to accept agenda item IV. Summary of SCOH Ballots, and items V.A. through V.D. as a Consent Agenda. 
[Motion-MD / Second-WY – Passed]

The meeting minutes of the October 24, 2009 meeting in Palm Desert, California were approved. 
[Motion-MD / Second-MO – Approved]

Resolutions/Motions
[Motion-ME / Second-NV – Approved]

[Motion-AL / Second-MD – Approved]

Resolution - Local Roads Safety Planning & Safety Messages Resolution 
[Motion-MN / Second-MI – Approved]

Resolution - Endorsement of NPHQ Sponsorships Prospectus 
[Motion-TN / Second-MD – Approved]

Resolution - NPHQ Resolution, Definition of Highway Quality
[Motion-MD / Second-GA – Approved]

Resolution – USDOT Strategic Plan
[Motion-NV / Second-WY – Approved]

Resolution – Expanded Role of TIG with increased subscription from$6,000 to $10,000
[Motion-WI / Second-WV – Tabled until TSP presentation – requested by ND]

Reports
NCHRP 20-7 – Neil Pedersen, MD
Neil Pedersen noted that SCOR provided $1.2 million for the 20-7 project. The panel reviewed the proposals and recommended eleven projects totaling $630,000 for approval.

Chris Jencks (TRB) thanked members for participation in NCHRP by submitting ideas and providing staff for the panels. $1.5 million in projects had been proposed and he reviewed the eleven projects.
[Motion-MD / Second-AL – Approved]
Special Committee on U.S. Route Numbering - Don Vaughn, AL

Don Vaughn: 31 applications were received from 10 states. 27 are recommended for approval and 3 for conditional approval awaiting FHWA approval. One application from OH is being held because the relocation along the state line needed a corresponding request from the neighboring state. The online submission tool is now available.

[Motion-AL / Second-OR – Approved]

New Business

Report on Publications Policy – Amadeo Saenz (TX)

As a result of an AASHTO publications meeting on the need to move to electronic publications which led to the 20-7 proposals, the member departments will be surveyed on the future direction of publications. Members were encouraged to note the survey.

[The Chair turned over the meeting to the Vice Chair]

SHRP2 Update - Neil Hawks, TRB

Neil Hawks: 15 project reports have been completed, and 16 reports are in various phases of final review. The waves of results will crest in 2012. TIG could organize lead states to pilot results like the relationship with railroads. Pilot studies and field trials will seek to improve the products – 4 can begin immediately: ABC, improvements to traffic models, test sections for composite pavements, ecological based planning & permitting (whole areas, not just ROW footprint).

More than 100 products will be implementable. SHRP-2 is producing the technologies for the next round of Every Day Counts (EDC). Implementation planning is being hampered by the delay in reauthorization, but extensions are providing additional funds which will be dedicated to implementation activities (~$60 million). FHWA will become the lead agency for implementation when authorization passes and is expected to have substantial funding. SHRP-2 staff has been added for implementation in each of the four research areas. The four technical committees have begun longer range planning – initially on communications and then pilot studies.

Presentations

FHWA Activities - King W. Gee, FHWA

The states were acknowledged for obligating all of the ARRA funds by the target date on more than 12,000 projects, with special appreciation for every state working with the reporting requirements. The focus now is on outlays. Under the TIGER grant program there is $1.5 billion available. A total of 1457 proposals were received which came to $59 billion. The proposals and evaluation process was truly multi-modal. Fifty-one (51) projects were selected, and negotiations are underway to reach agreement on the details. Half of the selected projects are highway projects. For the TIGER 2 grants, a total of $600 million is available for competitive grants. Pre-applications are due July 16, 2010; with final applications due August 23, 2010. The selection criteria and guidance have been made available for comment which will be accepted until May 28, 2010.

The new US Department of Transportation Strategic Plan is titled “Transportation for a New Generation” and has five program goals: Safety, State of Good Repair, Economic Competitiveness, Livable Communities, and Environmental Sustainability. These five goals will guide the development of policies and programs to transform transportation infrastructure into a truly multi-modal system. Comments are currently sought.

The USDOT has issued a proposed rule on DBE. It broadens DBE inclusion, requires greater accountability for accomplishing goals, and focuses on the responsibility of prime contractors. Comments are being sought thru July 11, 2010. Small business and DBE workshops are being held to ensure participation by small and disadvantaged businesses (DBEs) in the nation’s economic recovery and help states meet their goals for awarding contracts to DBEs and help minority and women-owned DBEs learn about contracting opportunities and how to better position themselves to
take advantage of these opportunities. The first of five of these workshops was held in Denver earlier in the week by FHWA and FTA with a focus on specific large projects. Four more workshops will be held in the coming months.

EPA has issued a proposed rule on coal combustion residuals (CCRs) that cover the generation, storage, transport, use and disposal of CCRs that includes fly-ash. The initial proposal had been to designate CCRs as a hazardous material, which could have been a death-knell for fly-ash as a cement substitute in concrete. FHWA and other Federal agencies intervened with EPA and EPA recently issued two options: (1) to designate CCRs as “Special Waste” but not “hazardous” and to regulate CCR disposal; (2) to modify the current classification by adding increased requirements for the proper disposal of CCRs. The overall special concern is with un-encapsulated CCRs such as in roadway embankments. The proposed rule is open for comment for 90 days, including the definition of “beneficial use.”

Gloria Shepherd was introduced to present the FHWA Sustainable Road Initiative. The initiative is to establish criteria for a sustainable highway and develop an evaluation method. It is not exactly like the LEEDs certification process, but of the same order with more flexibility. The initiative will produce a tool that will be voluntary. FHWA is coordinating with ASCE which has a similar effort underway. It is a tiered approach and the tiering is predicated on how sustainable a highway is. CH2M-Hill is the contractor and it has experience with Washington State DOT in developing such a tool. FHWA is very aware that one size does not fit all and that there is a diversity of ways to get to the different tiers. The tool will have defined goals and values, will fit within the existing regulatory framework; and will present minimum criteria and tiers. The literature review is almost complete. The tool will be tested against existing projects and designed for use for new and reconstruction/rehabilitation projects. FHWA will conduct peer exchanges with states, practitioners and stakeholders to ground truth the approach. A prototype is expected by October, but it will not be deployed until after that.

MD: Recognition that the approach is coming, and DOTs would be better off designing the approach and working with FHWA. Many questions still exist on how it would work, especially with different circumstances.

MO: Thanked FHWA for leadership on the tool and noted that AASHTO should actively collaborate.

The President’s Executive Order (EO) directing appropriate use of Project Labor Agreements was applied on a case by case basis as soon as the EO was issued. FHWA had waited for GSA guidance for non-Federal projects, but in the absence of such guidance, FHWA issued an interim guidance memorandum on May 7, 2010, which continues the project by project approval approach. The Divisions have been directed to provide a copy to their state DOTs.

FHWA appreciates all of the effort to assess and act to reduce bridge scour vulnerability and unknown foundations. At this point, the state DOTs may have accomplished what is possible and most of the remaining challenges are with locally owned bridges. Recognizing the cost benefit limits going forward, FHWA will be shifting to a risk management approach to scour critical bridges and unknown foundations.

Solicitations are currently open for Highways for LIFE demonstration projects and for the Innovative Bridge Research and Deployment Program. On the personnel front, Bryan Cawley has replaced Jim Sorenson as leader of the Construction & System Preservation Team and as the Secretary of the Subcommittee on Maintenance.

KS: Would like a better sense of why their six projects were not selected under the TIGER program.

MD: Requested that Every Day Counts information be provided to SCOH.

SCOR Report - John Halikowski, AZ
The Standing Committee on Research met in March. Forty projects were approved for $17 million; 18 project continuations were approved for $9.5 million. The Board of Directors will be asked to approve these actions via ballots to be sent after this meeting. TRB will be soliciting panel members for seven strategic long range projects at $1 million. SCOR is to examine products and reach out to other
industries on the future of transportation before more funding is made available. Project 20-24 projects will examine direct usage charges; implications of performance; and GHG impacts on transportation decision-making. Other recent products include the Highway Safety Manual, a transportation asset management implementation guide, and guidelines for LRFD for gusset plates.

AASHTO Technical Service Programs (TSP) - Ken Kobetsky, AASHTO

An overview of TSPs was presented to provide background for the upcoming staff review. TSPs have had a high return on investment and were started in the mid-1990s because of a desire not to raise dues and curtailed volunteer times. Current TSPs include Pavements & Bridges (TSP2 - 20K per year), National Transportation Product Evaluation Program (NTPEP - 7.5K), Equipment Managers Program (AETO - 3K), Snow & Ice Cooperative Program (SICOP - 4K), Development of AASHTO Materials Standards (DAMS - 5K), NPHQ (4K), APEL (1.2K), TIG (6K), Traffic Operations & Safety (10K), and LRFD bridge implementation support (10K). All engineering TSP subscriptions total $80,000 plus per year. This involves six AASHTO staff, five consultants and member travel. State participation has been declining over the past three years: 2008 - 36 states, 2009 - 28 states; 2010 - 23 states. TSP2 had the largest subscription. TIG started strong and has waned. FHWA approved 100% SPR funding for Engineering TSPs and is working to set up pooled funds for TSPs. AASHTO staff is to review the viability and continuing need of each TSP.

WY: Sought clarification on the definition of “participation.”
MD: Will staff assessment include outreach to member departments?
WY: Appreciate single billing and would appreciate summaries of benefits.

Future Role of TIG - Kevin Chesnik, WI

The TIG panel is evaluating the TIG program. The history of TIG and progress through 2008 with the lead states approach was reviewed. The Median Cable Barrier is one shining example of TIG’s success. Since the beginning to now there have been 15 technologies promoted; 10 are active with 4 soon to be completed. Twenty-nine states paid assessments for a total of $174,000. A survey of states was assessed at the recent TIG panel meeting. Mike Sharma is the new vice chair. Two new TIG technologies were approved: towing and recovery service; and measuring 3D imaging of trucks when weighed. In response to the survey, TIG will engage RAC more, improve marketing of products, engage or link to subcommittees; provide future support of SHRP-2 via lead states. A proposal to reinvent TIG will include SHRP-2 activities.

The tabled resolution was taken up for consideration on the expanded role of TIG with increasing the annual subscription from $6,000 to $10,000. WI/WV had moved the resolution earlier. ND: Does TIG have staff to support increased role? AASHTO is negotiating funding for a full time SHRP coordinator. SHRP-2 supports TIG’s role in the implementation phase.

WY: Friendly amendment: strike the second Resolved (to keep subscription at 6K) and the note in the first Resolved.
WI: Strike fourth whereas which is no longer needed.
CO: Need to know the value received in products.

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SCOH Strategic Plan implementation – Neil Pedersen, MD
A proposed resolution to create an executive committee for SCOH was presented. It would include
the chair, the vice chair and subcommittee chairs and convene before each SCOH meeting to discuss
policy issues or research proposals as a committee of the whole. It would also address breaking
issues in between SCOH meetings.
[Motion-ND / Second-WY – Approved]

The Acting Chair acknowledged the tremendous support by Ken Kobetsky to SCOH and its many
subcommittees over the years.

Adjourn
The Acting Chair adjourned the meeting at 12:00 pm.

Respectfully Submitted,
King W. Gee
SCOH Secretary
FHWA, USDOT