



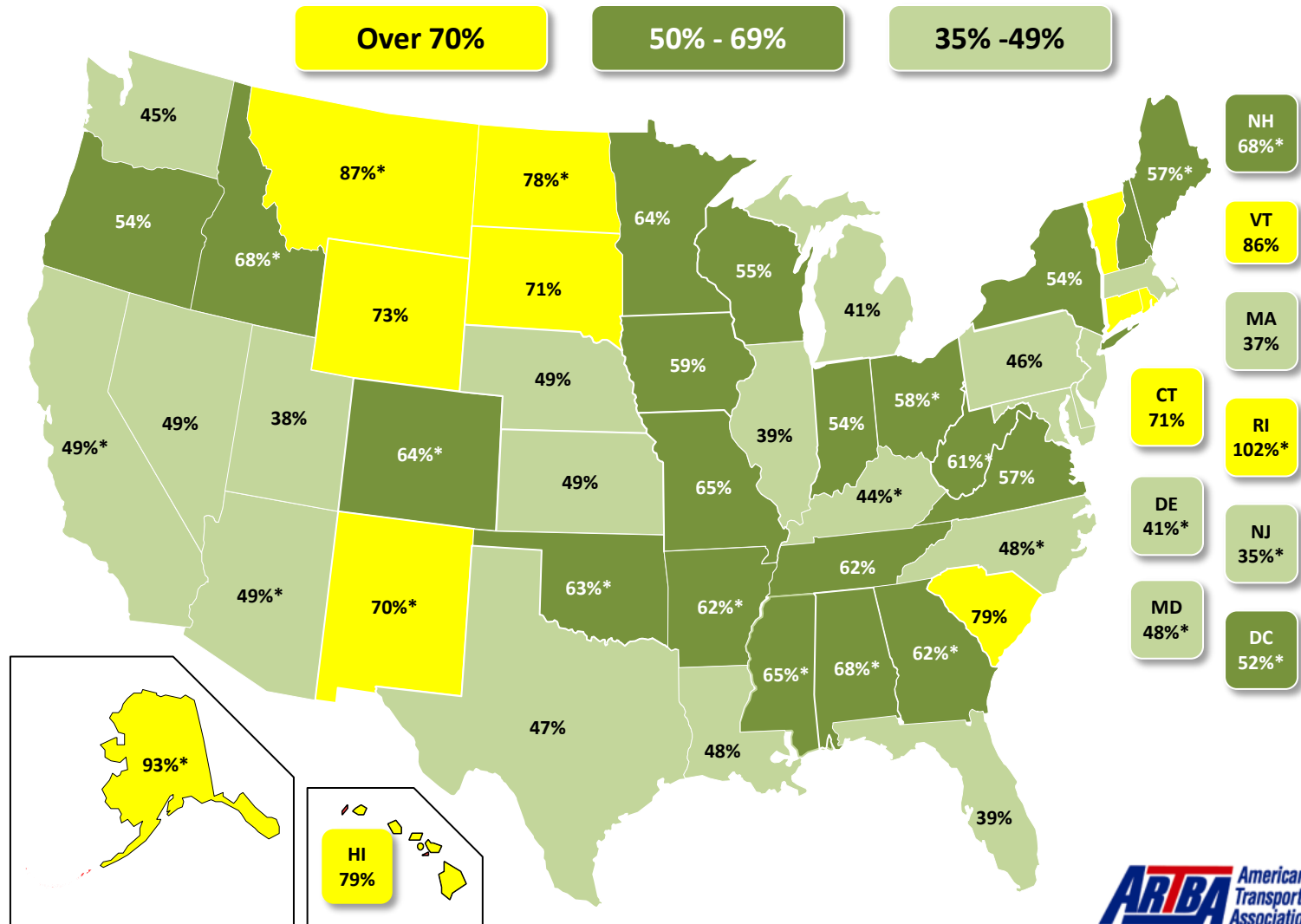
# FEDERAL LEGISLATIVE UPDATE

Bradley Sant  
June 2015

# Highway/Transit Bill Status

- Programs extended to July 31
- HTF cash flow shortfall August
- Reauthorization Outlook: It's all about the Highway Trust Fund

# Federal funds, on average, provide 52% of annual state DOT capital outlays for highway & bridge projects



**ARTBA** American Road & Transportation Builders Association

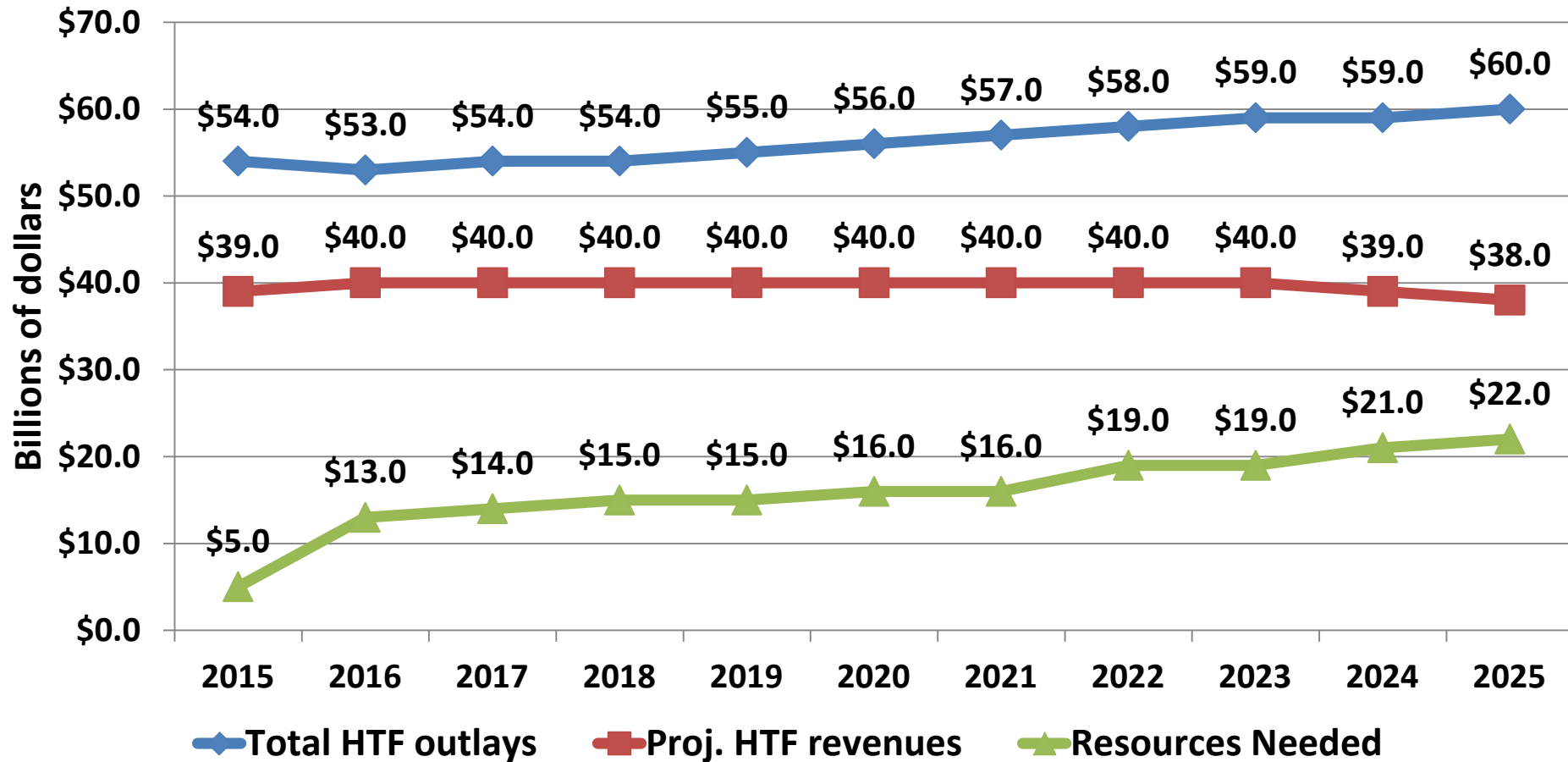
Source: ARTBA analysis of "FHWA Highway Statistics" data, total 10-year average 2001-2011 from Tables SF-1 and SF-2. The percent is the ratio of federal-aid reimbursements to the state and total state capital outlays and is indicative of the importance of the federal-aid program to state capital spending for highways and bridges. Does not include local capital spending. Federal highway reimbursements are primarily used for capital outlays, including construction, but are also used for debt service for GARVEE bonds.

\* States that have issued GARVEE bonds before 2011.

# Highway Trust Fund

- Static Revenue Base Since 1993
- Problem a long-time coming
  - ▣ \$8 billion transfer in 2008
  - ▣ \$7 billion transfer in 2009
  - ▣ \$19.5 billion transfer in 2010
  - ▣ \$6 billion transfer in 2013
  - ▣ \$12.6 billion transfer in 2014
  - ▣ \$10.8 billion transfer in in 2014

# *\$175 Billion Needed to Maintain Highway/Transit Investment*



Source: CBO January 2015 HTF forecast. Numbers may not add due to rounding.

# Highway Trust Fund

- Current spending levels exceed existing revenues
  - ▣ Situation existed since 2008
  - ▣ \$16 billion annual gap
- Without Congressional Action:
  - ▣ Ration state reimbursements in August
  - ▣ No new highway/transit investment in October
    - FY 2015 highway investment \$40.7 billion
    - FY 2015 transit investment \$10.9 billion
    - FY 2016 highway/transit investment \$0

# Obama Administration Plan

- \$478 billion over six years
  - \$317 billion highways (25 percent increase)
  - \$114 billion transit (62 percent increase)
  - \$10 billion safety
  - \$7.5 billion intermodal grants
  - \$28.6 billion passenger rail (236 percent increase)
- Policy reforms

# Obama Administration Plan

- How do they pay for it?
- Proposed \$238 billion from “Repatriation”
  - ▣ One-time HTF infusion
  - ▣ Tax overseas profits from multi-national corporations
  - ▣ Requires tax reform legislation
  - ▣ Not easy



# House/Senate Plans

- House Proposal

- Duration: ?
- Investment levels: ?
- Policy reforms: ?

- Senate Proposal (Action June 24)

- Duration: 6 years
- Investment levels: ?
- Policy reforms: Freight Program and Project Delivery Provisions (expected)

# Program/HTF Extension

- Two Month Extension to get a 5 month extension
  - ▣ Programs extended June 1 to July 31
  - ▣ HTF needs \$8 billion for rest of 2015
  - ▣ Tax panels planning extension and HTF patch through 12/31
  - ▣ GOP leaders claim 5 more months will provide time for a long-term bill
  - ▣ Said the same thing in July 2014 when passing a 10-month extension

# Outlook

- Between now and July 31
  - ▣ Something will happen
  - ▣ Getting harder to use budget gimmicks
- Between August 1 and December 31
  - ▣ Growing resistance to extensions
  - ▣ Bipartisan support unparalleled
  - ▣ Congress is painting itself into a corner

# Outlook

- It's All About the HTF
  - ▣ Timing—bill moves as soon as they find \$
  - ▣ Duration—longer bill needs more \$
  - ▣ Investment levels—can only spend what HTF has
- Members of Congress Need to Hear it Back Home
  - ▣ Political bodies respond to pressure
  - ▣ Describe how uncertainty about federal funds impacting you and your state

## 7 Steps to Expand Skills and Knowledge

### 1. LOG IN

HOME MUTCD Part 6 WZSC Guidance Docs

Home / Log in to the site

Log in

Username

Password

☐ Remember username

Log in

Forgotten your username or password?

### 2. SYSTEM CHECK

Task 4: Check for Javascript & Java

JavaScript enabled: Yes  
Java Enabled: Yes

This website uses JavaScript and Java to accomplish important functions on many pages. If the gray box above shows JavaScript and Java are enabled, then you are set. Go to the next task. However, if your browser does not support JavaScript or Java or your security settings prevent its use, these pages will not work properly. Below are the steps to enable JavaScript or determine if it is enabled.

Enable JavaScript for Internet Explorer

1. From the browser's menu bar, select Tools
2. Select Internet Options
3. Select the Security tab
4. Select Custom Level
5. Scroll down to Scripting, and then to Active scripting submenu
6. Select Enable. Note: If the radio button is already selected, JavaScript is enabled. Complete the remaining steps to exit.
7. Select OK
8. Select Yes to Are you sure you want to change the security settings for this zone?
9. Select OK to exit

### 3. SITE NAVIGATION

Home WZ Clearinghouse My Courses MUTCD Part 6 WZSC Guidance Docs Logged In as User (Logout)

2 Site Navigation

Learn the basics of navigating from the Home page into a course topic and through lessons and quizzes. See how to use the Bread Crumb trail to return to an earlier point in a course topic or to

Read More

Read Me First  
Click the READ ME FIRST file before starting any courses.

You: Tue 8:41:37am

Course categories

- WZSC Site Orientation
- Pilot Courses
- TTI Classroom
- ARTBA Classroom

Search courses:

Collaps All Expand All

GLOSSARY DAILY TERM

Raised Pavement Marker

a device mounted on or in a road surface that has a height generally not exceeding approximately 1 inch above the road surface for a permanent marker, or not exceeding approximately 2 inches above the road surface for a temporary flexible marker, and that is intended to be used as a positioning guide and/or to

### 4. SELECT A COURSE

Course categories



Sight Distances for Work Zones

In this course you will learn what Sight Distances are and the types of sight distances most often used in work zones. You will learn the purposes of these sight distances; how they are determined; the role played by speed, perception, reaction time, and braking distance and maneuver

Understanding and Applying Internal Traffic Control Plans

In this course you will learn what an Internal Traffic Control Plan (ITCP) is, where it is used and why, what makes it effective, how to set it up, maintain it, use it, and monitor its effectiveness.

Developing Transportation Management Plans for Work Zones

This course from FHWA explains how to develop transportation management plans for work zones.

### 5. COMPLETE A COURSE

Home / My courses / Work Zone Control / Sight Distances for Work Zones / Sight Distances for Work Zones / Lesson 1: What is Sight Distance?

WHAT IS SIGHT DISTANCE?

Sight distance is "the length of the roadway ahead that is visible to the driver." (AASHTO Green Book, 3.2.2, 2011)

WHEN IS SIGHT DISTANCE SUFFICIENT?

Sight distance is sufficient if, at every point along a roadway, a below-average driver or vehicle traveling at or near the design speed can stop or maneuver before reaching a stationary object in its path. (AASHTO Green Book, 3.2.2, 3.2.3, 2011). Click play below. Is the sight distance adequate? What is a likely outcome for insufficient sight distance?



### 6. SCORE 100%

HOME! MUTCD Part 6 WZSC Guidance Docs My Dashboard My Courses

Question 6

Not changed since last attempt

Points out of 4.00

Flag question

Which three types of sight distances are most often used in work zones?

Select one or more:

- ☒ 1. Decision Sight Distance
- ☒ 2. Intersection Sight Distance
- ☒ 3. Stopping Sight Distance
- ☐ 4. Passing Sight Distance
- ☐ 5. Braking Sight Distance
- ☐ 6. Reaction Sight Distance

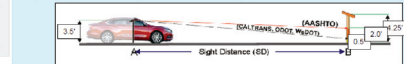
Question 7

Not changed since last attempt

Points out of 4.00

Flag question

Drag and drop the correct height into the boxes on the graphic below.



### 7. EARN A BADGE



## Click here to begin

<https://fofcom.com/WZC/login/index.php>

Online Learning Course Topics include temporary traffic control set up, sight distances in work zones, developing internal traffic control plans, developing transportation management plans for work zones, work zone safety and mobility, strategies for improving work zone safety, work zone temporary traffic control devices, the fundamentals of work zone safety for seasonal or temporary workers, and more.



## Course: Sight Distances in Work Zones - Lesson 2

### Minimum Stopping Sight Distance as a Function of Speed

MUTCD Table 6C-2 and Table 6E-1

Vehicle <u>Speed</u> (MPH)	Your Reaction Distance (feet)	Reaction Distance (feet)	Your Braking Distance (feet)	Braking Distance (feet)	Your Summed Distance (feet)	Summed Distance (feet)	Your <u>SSD</u> Results (feet)	<u>SSD</u> (feet)
20	<input type="text"/>	73.5	<input type="text"/>	38.4	<input type="text"/>	111.9	<input type="text"/>	115
25	<input type="text"/>	91.9	<input type="text"/>	60.0	<input type="text"/>	151.9	<input type="text"/>	155
30	<input type="text"/>	110.3	<input type="text"/>	86.0	<input type="text"/>	196.7	<input type="text"/>	200
35	<input type="text"/>	128.6	<input type="text"/>	117.6	<input type="text"/>	246.2	<input type="text"/>	250
40	<input type="text"/>	147.0	<input type="text"/>	153.6	<input type="text"/>	300.6	<input type="text"/>	305
45	<input type="text"/>	165.4	<input type="text"/>	194.4	<input type="text"/>	359.8	<input type="text"/>	360
50	<input type="text"/>	183.8	<input type="text"/>	240.0	<input type="text"/>	423.8	<input type="text"/>	425
55	<input type="text"/>	202.1	<input type="text"/>	290.3	<input type="text"/>	492.4	<input type="text"/>	495

**NOTE:** Distances from the 2011 AASHTO Green Book. Distances may change in future versions.

<https://fofcom.com/WZC/login/index.php>

Consortium Members: American Road & Transportation Builders Association (ARTBA), Federal Highway Administration (FHWA), National Asphalt Pavement Association (NAPA), American Association of State Highway and Transportation Officials (AASHTO), Texas A&M Transportation Institute (TTI), International Union of Operating Engineers (IUOE), Community College Consortium for Health and Safety Training (CCCHST), FOF Communications (FOF).