



U.S. Department
of Transportation
Federal Highway
Administration



FHWA ISSUES



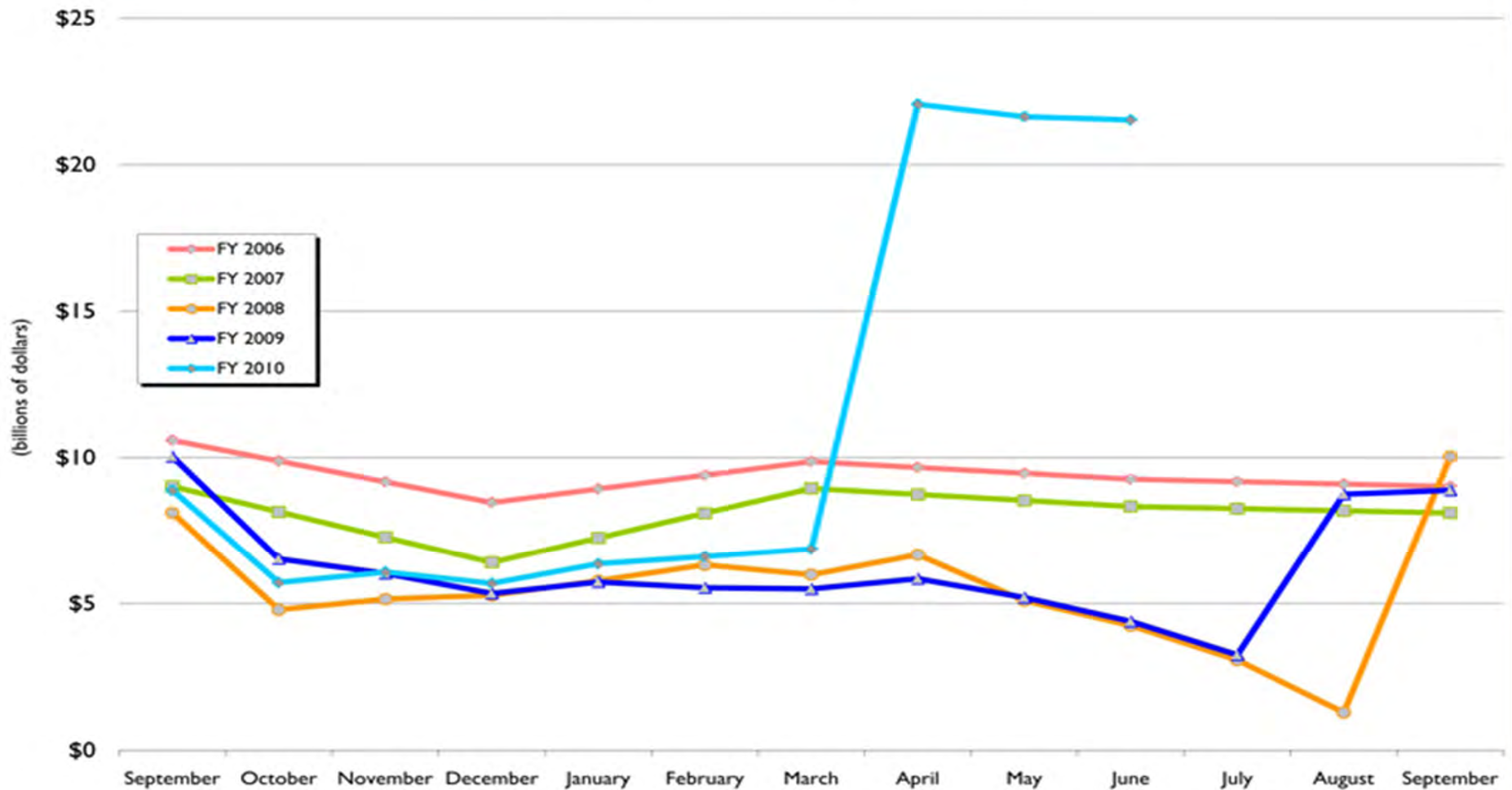
FHWA Issues

- Status of the Trust Fund
- Reauthorization
- FHWA initiatives
 - National DBE Program Action Plan
 - Every Day Counts (EDC)



Status of the Trust Fund

Highway Account Balance



Ending balance for FY 2008 includes \$8.017 billion transferred from the General Fund in September 2008 pursuant to Public Law 110-318.
 Ending balance for FY 2009 includes \$7 billion transferred from the General Fund in August pursuant to Public Law 111-46.



What Happened in 2008???

Dow Jones Industrial Average

■ DOW

Aug 10, 2010



© Yahoo!

■ Volume



Billions



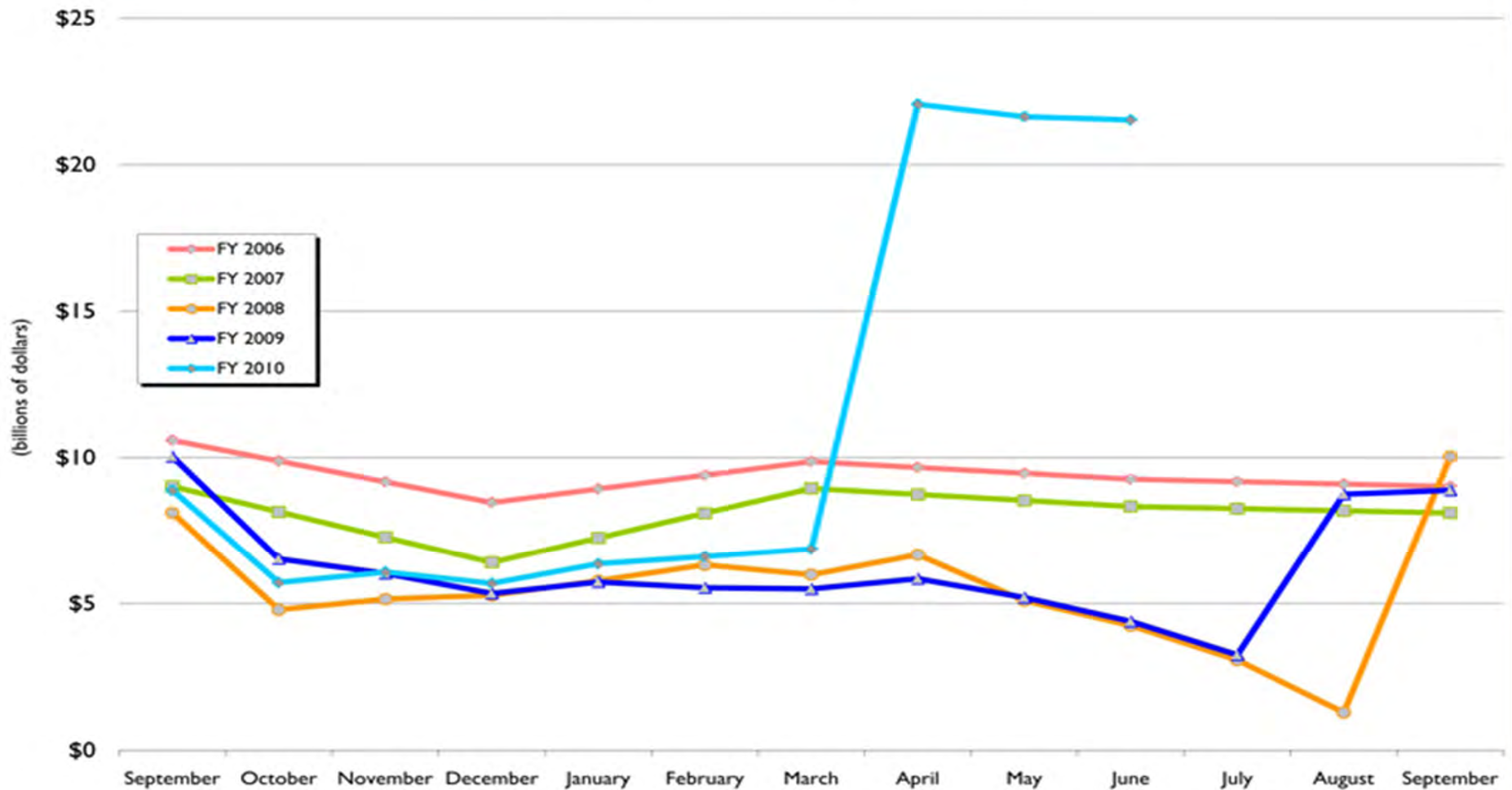
Status of the Trust Fund

- September 2008 – PL 110-318
 - *Transferred \$8.017 billion to HTF Highway Account*
- August 2009 – PL111-46
 - *Transferred \$7 billion to HTF Highway Account*
- *March 2010 – HIRE Act*
 - Transfers \$14.7 billion to HTF Highway Account.
 - Extends authority to make expenditures from the HTF through December 31, 2010.



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Reauthorization

- *“there’s little consensus on how to pay for everything.”*
- But there are things being discussed.....



Reauthorization

- *Things being discussed.....*
 - The need for better partnerships between government and local citizens to set transportation priorities.
 - More flexibility in how to meet those priorities.
 - And the need to go from a formula-based approach to one that focuses on outcomes.



Five Key Principals in Reauthorization Framework put forward by DOT Secretary LaHood:

- Improving safety and reducing injuries and fatalities;
- Keeping our communities economically competitive and accessible to all citizens;
- Maintaining the reliability, capacity and efficiency of our entire transportation network;
- Creating livable communities where people have more than one choice on how to get from place to place;
- And reducing our reliance on oil and cutting greenhouse gas emissions.



Reauthorization

- “Don’t look for an early conclusion.”



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What is the DBE Program?

- The U.S. DOT Disadvantaged Business Enterprise (DBE) program provides a vehicle for increasing the participation by minority and women owned firms in Federal-aid contracting.
- A DBE is a for-profit small business that is at least 51 percent owned, controlled and operated by socially and economically disadvantaged persons.
 - DBE Certification Standards (49 CFR §26):



National DBE Action Plan

- The objectives of the DBE Program are:
 - To ensure that minority and women owned firms can compete fairly for Federal-aid transportation-related projects.
 - To ensure that only eligible firms participate as DBEs.
 - To assist DBE firms in competing outside the DBE Program.



National DBE Program Action Plan

- Renewed emphasis on program goals
- Education and Outreach Efforts to Increase participation
- Solicit and hear the issues/barriers to using under utilized firms and a greater minority DBE mix.
- Four Major-Project DBE Workforce Development Workshops Planned



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Every Day Counts Mission

- To identify and deploy readily available innovation and operational changes that will make a difference, incorporating a strong sense of urgency.
- To identify policy or operational changes required to advance system innovation in the longer term.



Core Elements

***Every Day Counts* has three core elements**

- Shortening Project Delivery
- Accelerating Technology and Innovation Deployment
- Going Greener



Shortening Project Delivery

- **Accelerating Project Delivery Methods**
 - Design-build
 - Innovative Contracting Practices
- **Shortening Project Delivery Toolkit**
 - Planning & Environmental Linkages
 - Legal Sufficiency Enhancements
 - Expanding Use of Programmatic Agreements
 - Expanding Use of In-Lieu Fee and Mitigation Banking
 - Flexibilities in ROW
 - Flexibilities in Utility Relocation



Technology & Innovation

- Adaptive Signal Control
- Geosynthetic Reinforced Soil Integrated Bridge System
- Prefabricated Bridge Elements & Systems
- Safety Edge
- Warm-Mix Asphalt



Technology & Innovation

Warm Mix Asphalt

Allows a reduction in asphalt mixture production & placement temperatures

Benefits:

- Provides better compaction*
- Reduce worker fatigue*
- Reduces fossil fuel consumption*
- Reduces CO₂e & other emissions*
- Longer paving season*
- Allows for longer hauling distances*
- Benefits with High RAP*





Technology & Innovation

Prefabricated Bridge Elements & Systems

Prefabricated bridge elements and systems manufactured on-site or off-site, under controlled conditions, and brought to the job location ready to install

Benefits:

- Minimizes traffic & community impact
- Improves construction zone safety
- Improves bridge designs constructability
- Increases quality & lowers life-cycle costs





Technology & Innovation

Geosynthetic Reinforced Soil

Fast, cost-effective bridge support method using alternating layers of compacted fill and sheets of geotextile reinforcement to provide bridge support.

Lots of Benefits:

- Eliminates approach slab or construction joint at the bridge-to-road interface
- Reduced construction time (complete in 10 days)
- 25 - 60 % less cost depending on standard of construction
- Less dependent on weather conditions
- Flexible design – easily modified for unforeseen site conditions
- Easier to maintain because of fewer parts
- Built with common equipment and materials





Technology & Innovation

Safety Edge

Sloped pavement edge at a 30° angle which allows drivers a more controlled re-entry back onto the roadway after tire drop-off

Benefits:

- Reduces crashes due to edge drop-off and uncontrolled recovery.
- Minimal cost (less than 1% on 2-lane highway).
- Consolidated edge reduces edge raveling, increases durability.





THE SAFETY EDGE





Technology & Innovation

Adaptive Traffic Control Technology

ACS measures traffic flow and adjusts signal timing to promote smooth flow of traffic along arterial streets

Benefits:

- *ACS improves travel time, reliability, reduces congestion, smoothes traffic flow*
- *Increases long-term viability of traffic signal operations*
- *Widely deployable & uses existing control equipment*





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QUESTIONS?