

**WRITTEN STATEMENT OF  
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**BEFORE THE  
SUBCOMMITTEE ON TRANSPORTATION, HOUSING AND URBAN DEVELOPMENT  
AND RELATED AGENCIES,  
COMMITTEE ON APPROPRIATIONS,  
U.S. HOUSE OF REPRESENTATIVES**

April 26, 2018

Chairman Diaz-Balart, Ranking Member Price, Members of the Subcommittee, thank you for the invitation to appear before you today to discuss the President's Fiscal Year (FY) 2019 Budget request for the Federal Highway Administration (FHWA) and the importance of our programs to the nation's infrastructure, safety, and the economy. This request provides the funding needed to further streamline project delivery while investing in projects that improve roadway safety and mobility, repair aging bridges and highways, and promote the efficient movement of freight. In addition, the President's Budget request for FHWA complements the President's Infrastructure Initiative proposal, which provides a bold new approach for addressing our infrastructure needs across a broad spectrum of Federal programs and sectors.

**FY 2019 BUDGET REQUEST FOR FHWA**

The FY 2019 President's Budget requests \$46 billion for FHWA, which reflects the funding levels authorized for the fourth year of the Fixing America's Surface Transportation (FAST) Act. It focuses on the Department of Transportation's four key priorities: safety, infrastructure, innovation, and accountability. The President's Budget includes continued funding for a number of FHWA programs and provides States and localities the flexibility to invest in the projects that best meet their needs while improving the national infrastructure network.

Safety continues to be our number one priority. In 2016, 37,461 people died in motor vehicle crashes on our Nation's highways. We must work to reduce this number. The President's Budget requests \$2.6 billion for the **Highway Safety Improvement Program** (HSIP) to provide States resources for significantly reducing traffic fatalities and serious injuries on all public roads. This program continues a data-driven, strategic approach that focuses on improving safety performance. Through the HSIP, FHWA will continue to conduct rigorous evaluations of new safety technologies and practices, and champion life-saving innovations.

The President's Budget will ensure we continue to invest in our Nation's most traveled highways with a request of \$23.74 billion for the **National Highway Performance Program** (NHPP). The NHPP is a formula-based program which focuses significant Federal resources on improving the condition and performance of the National Highway System (NHS). This network is composed of 220,000 miles of rural and urban Interstates and other highways serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. Through a performance-based approach, this program will continue to provide States resources for maintaining and improving the condition and performance of the NHS, and ensure that investments

of Federal-aid funds are directed to support progress toward the achievement of specified performance targets.

The President's Budget requests \$11.88 billion for the **Surface Transportation Block Grant Program**. This program provides States and localities flexible funding for projects to preserve and improve the condition and performance of any Federal-aid highway, bridges on any public road, transit capital projects, and public bus terminals and facilities, including intercity bus terminals and vehicles. The flexible nature of this program allows States and localities to focus funding on priority areas and areas of greatest need.

The President's Budget continues our investment in freight infrastructure by requesting \$1.34 billion for the **National Highway Freight Program** and \$950 million for the **Nationally Significant Freight and Highway Projects Program** (known as INFRA). Through these programs, the Department and its State partners will advance nationally significant freight and highway projects that improve the safety, efficiency, and reliability of the movement of freight and people.

The President requests \$1.13 billion for the **Federal Lands and Tribal Transportation Programs**, which will be used for transportation construction and engineering projects that are located on, or provide access to, Federal and Tribal lands. These projects will provide multimodal access to basic community services for 567 Federally-recognized sovereign Tribal governments, improve access to public lands, and expand economic development in these areas.

In addition, FHWA is focused on the transportation needs of rural areas. Rural America is home to many critical infrastructure assets, including 444,000 bridges, 3 million miles of roadways, and 30,500 miles of Interstate highways. To this end, several FHWA programs include rural set-asides or other rural components, including \$1.37 billion allocated to areas with a population of 5,000 or less and \$777 million set aside for off-system bridges, which are generally located in rural locations.

The President's Budget also will help improve the environment through the **Congestion Mitigation and Air Quality Improvement Program** (CMAQ). With \$2.45 billion for CMAQ in FY 2019, States and local governments can continue to fund transportation projects that meet the requirements of the Clean Air Act and help reduce highway congestion.

The Budget proposes to continue using the **Transportation Infrastructure Finance and Innovation Act program** (TIFIA) to leverage Federal dollars in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner than otherwise possible. The President's Budget requests \$300 million in credit subsidy for TIFIA.

To further additional infrastructure investment, the President's Budget also requests \$730 million for important programs related to **Emergency Relief, Metropolitan Planning, Territorial and Puerto Rico Highways, and Ferry Boats**.

For the **Research, Technology, and Education Program** (RT&E), the President requests \$420 million to provide for a comprehensive, nationally-coordinated research, technology, and education

program that will advance FAST Act priorities of accelerating innovation delivery and technology implementation. FHWA will strategically develop and deliver transformative innovations through technology and practices that support and enable improved infrastructure resilience, enhance mobility and accessibility, enhance safety, stimulate economic growth, and promote more effective transportation performance management. Through our research program, FHWA is playing a significant role in addressing key technological and institutional barriers to safely and efficiently integrate automation into our transportation systems.

The total Administrative Expenses request of \$449.7 million for FHWA General Operating Expenses is consistent with the funding level authorized by the FAST Act. These resources are essential for FHWA to effectively perform critical oversight functions and successfully implement the programs proposed in the Budget.

### **FY 2018 FUNDING UPDATE**

On March 23, the President signed into law the Consolidated Appropriations Act, 2018. The FY 2018 obligation limitation level for the Federal-aid highway program is \$44.23 billion which is equal to the level set forth in the FAST Act and the President's FY 2018 Budget request. On April 16, FHWA issued the FY 2018 Obligation Limitation Notice, providing this obligation limitation to the States for the FHWA apportioned programs, which is critical as States head into peak construction season.

In addition, the law provides \$1.98 billion of formula funding for the construction of highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads. This amount will be apportioned to the States in the same ratio as the formula obligation limitation for FY 2018 is distributed among the States. Congress also provided \$20 million for activities eligible under the Puerto Rico and Territorial Highway programs. We expect to have these funds fully distributed very soon.

The omnibus also provided \$225 million for a competitive highway bridge rehabilitation or replacement program for States that have a population density of fewer than 100 individuals per square mile and that demonstrate cost savings by bundling multiple highway bridge projects. This is a new program, and we anticipate that 25 States will be eligible to participate. FHWA is developing the criteria for the program, and will publish a Notice of Funding Opportunity as soon as possible.

In addition, Congress provided \$300 million for the Nationally Significant Federal Lands and Tribal Projects Program—a program authorized under the FAST Act, but not previously funded. This program, which has statutorily defined criteria, will provide competitive grants to construct, reconstruct, or rehabilitate nationally significant Federal lands and tribal transportation projects. Eligible projects include single, continuous projects on a Federal lands transportation facility, a Federal lands access transportation facility, or a tribal transportation facility. Those projects must have demonstrated completion of activities under the National Environmental Policy Act, and must have an estimated cost of at least \$25 million. FHWA is working expeditiously to develop and publish a Notice of Funding Opportunity for this program.

**CONCLUSION**

Thank you again for the invitation to appear before you today to discuss the President's Budget request for FHWA. I look forward to working with you and other members of Congress in the weeks and months ahead to enact a robust budget that makes much-needed investments in our Nation's infrastructure.

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