



**U.S. Department of
Transportation**

BUDGET ESTIMATES

FISCAL YEAR 2011

**FEDERAL HIGHWAY
ADMINISTRATION**

**SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS**

FHWA FY 2011 BUDGET

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**FEDERAL HIGHWAY ADMINISTRATION (FHWA)
FISCAL YEAR 2011 BUDGET**

BUDGET SUMMARY OVERVIEW

The authorization for Federal surface transportation programs, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), ended on September 30, 2009. Since then, to continue highway, transit, and highway safety programs, Congress has extended the SAFETEA-LU authorities on a short-term basis, most recently through February 28, 2010.

The Administration recognizes that surface transportation programs and the system for paying for them must be fundamentally reformed and has called for extending current authorities through the spring of 2011. Such an extension would give Congress and the Administration time to craft thoughtful legislation and provide States and localities with certainty about surface transportation programs in the interim.

To illustrate this position, the Budget includes placeholder baseline (adjusted for inflation) funding levels for surface transportation programs in FY 2011. The Federal Highway Administration's (FHWA) budget reflects \$42.1 billion in new budgetary resources for the Federal-aid Highway Program (FAHP) in FY 2011.

Federal-Aid Highways

Pending reauthorization of its highway programs, FHWA will work within the current authorization framework to ensure that the Nation's highway system is safe and efficient, allows personal mobility, is environmentally friendly, and enhances economic competitiveness. We envision a more efficient and accessible transportation network that will help America's neighborhoods become safer, healthier and more vibrant.

Livability

FHWA seeks to infuse the principles of livability into highway programs. Livable communities provide citizens a range of convenient transportation and housing options that promote equitable and affordable neighborhoods. Livable communities also have a mix of local land uses so that daily destinations are close to homes, which support existing communities and protect the environment. The U.S. Department of Transportation (DOT), along with the U.S. Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) under the Partnership for Sustainable Communities, has explained the qualities of livable communities in greater detail through six principles that address transportation options, housing options and affordability, economic competitiveness, support for existing communities, alignment of policies and investments and protection of the unique assets of communities of any size.

In FY 2011, \$200 million is reallocated from other programs within baseline funding to support the Livable Communities Program. FHWA will lead and coordinate the development of a competitive capacity building grant program in coordination with EPA and HUD to improve the ability of urban

and rural transportation agencies to plan, assess and implement transportation projects that are consistent with livability principles and investment performance objectives. These principles include promoting more sustainable and more integrated land use patterns, coordinating transportation and housing investments, reducing public infrastructure costs per capita and conserving natural resources.

Safety

Safety is the one issue that tops all the others in terms of priority for DOT and FHWA. Overall, our traffic fatalities are at their lowest level since 1961. However, that still means 37,261 people died in traffic accidents in 2008.¹

As part of FHWA's continuing effort to improve safety on the nation's roads and bridges, we released a comprehensive update to the Manual on Uniform Traffic Control Devices (MUTCD) in December 2009. The manual, which FHWA has administered since 1971, sets the standard for all road safety in the country and is the national standard for all traffic control devices, including traffic signs, pavement markings, signals and any other devices used to regulate, warn or guide traffic. Ensuring uniformity of traffic control devices across the nation - from their messages and placement to their sizes, shapes and colors - helps to reduce crashes and traffic congestion.

Safer roads are part of the equation, but safety can only be "engineered" so much. Driving is a shared responsibility - drivers must drive safely just as we must do all we can to keep roads safe. Putting an end to the dangerous practice of distracted driving is a top priority of Secretary of Transportation LaHood and FHWA. Last year, almost 6,000 people died in accidents that involved texting or talking on the phone. Another 500,000 were injured.²

The Secretary held a national Distracted Driving Summit in September FY 2009, a two-day meeting that brought together affected families, law enforcement, researchers, public officials and others. As a direct outgrowth of this Summit, the Secretary recently announced the creation of FocusDriven, the first national nonprofit organization devoted specifically to raising awareness about the dangers of distracted driving. The Department recently launched a Federal website, www.distraction.gov, with comprehensive information on distracted driving.

In FY 2010 and FY 2011, FHWA will continue to work collaboratively with DOT to address the epidemic of distracted driving.

Every Day Counts

The Every Day Counts initiative is designed to transform the way FHWA does business - both externally in the transportation systems on which we work, and internally in the way we operate. This effort is focused on three core elements to achieve innovation in sustainability: (1) substantially shortening the amount of time it takes to deliver major projects; (2) accelerating technology and innovation deployment; and (3) making our own agency greener and reducing our own carbon footprint. We are working with our program partners and stakeholders to meet challenges by thinking creatively, deploying new technology, and pushing the envelope on innovation.

¹ Fatality Analysis Reporting System, published by NHTSA

² Traffic Safety Facts Research Note, published by NHTSA

For example, FHWA has improved highway construction through our Highways for LIFE program. LIFE is an acronym representing our efforts to advance *longer-lasting* infrastructure using *innovations* to accomplish *fast* construction of *efficient* and safe highways and bridges. Through this program, we are working with stakeholders to find the best ways to improve safety and quality, speed construction, and reduce the impact on motorists during construction.

We offer incentive grants of up to \$1 million to states for demonstration projects that use new construction practices. These projects are showcased for other states in order to share knowledge and expand the use of these practices.

FHWA is also helping to develop new techniques in asphalt production that are showing great promise to reduce the environmental impact and the cost of building roads. One idea that is being used more frequently is making greater use of recycling when it comes to making “hot mix asphalt,” a staple of road construction. The industry is making growing use of what it calls “reclaimed asphalt pavement,” the material left over when an old road is demolished or milled.

Today, hot mix asphalt contains about 12 percent of this reclaimed material. Our goal is to increase that to 25 percent. The industry estimates this would reduce the greenhouse gas emissions during the entire asphalt production process – from aggregate mining to final production – by the equivalent of taking 350,000 cars off the road for one year. We are also encouraging new technology that allows road crews to use asphalt heated to a lower temperature, known as warm mix asphalt. This results in tremendous energy savings in the production process, estimated by the industry as taking another 350,000 cars off the road each year, and also saves jobs by extending the construction season.

In FY 2011, FHWA will continue to seek ways to deliver projects sooner while also making highways part of the solution in creating a greener planet.

American Recovery and Reinvestment Act of 2009 (Recovery Act)

The Recovery Act, which provided FHWA with \$27.5 billion for highway infrastructure investment, has helped jump-start our economy, save and create jobs, and put a down payment on our infrastructure for the 21st century. With this funding, Federal, State and local transportation organizations will continue to invest in projects to build, rehabilitate, and make safer roads, highways, bridges and ports. In addition to State-based highway infrastructure projects, the Recovery Act also provides funds for investments in Federal lands and capital expenditure projects such as park roads and parkways and ferryboat construction.

States and other recipients of Recovery Act funding have met the ambitious deadlines in the legislation intended to infuse funds swiftly into the economy. Of the \$26.6 billion available to States for highway projects through the Recovery Act, more than \$23.5 billion has been obligated for 10,833 projects nationwide - of which 7,047 projects are underway, with over 1,900 of those projects substantially complete.³

It is not only important to get the money out quickly—we must get it out in the right way. FHWA continues to focus on reporting and managing the risks associated with such a large investment of

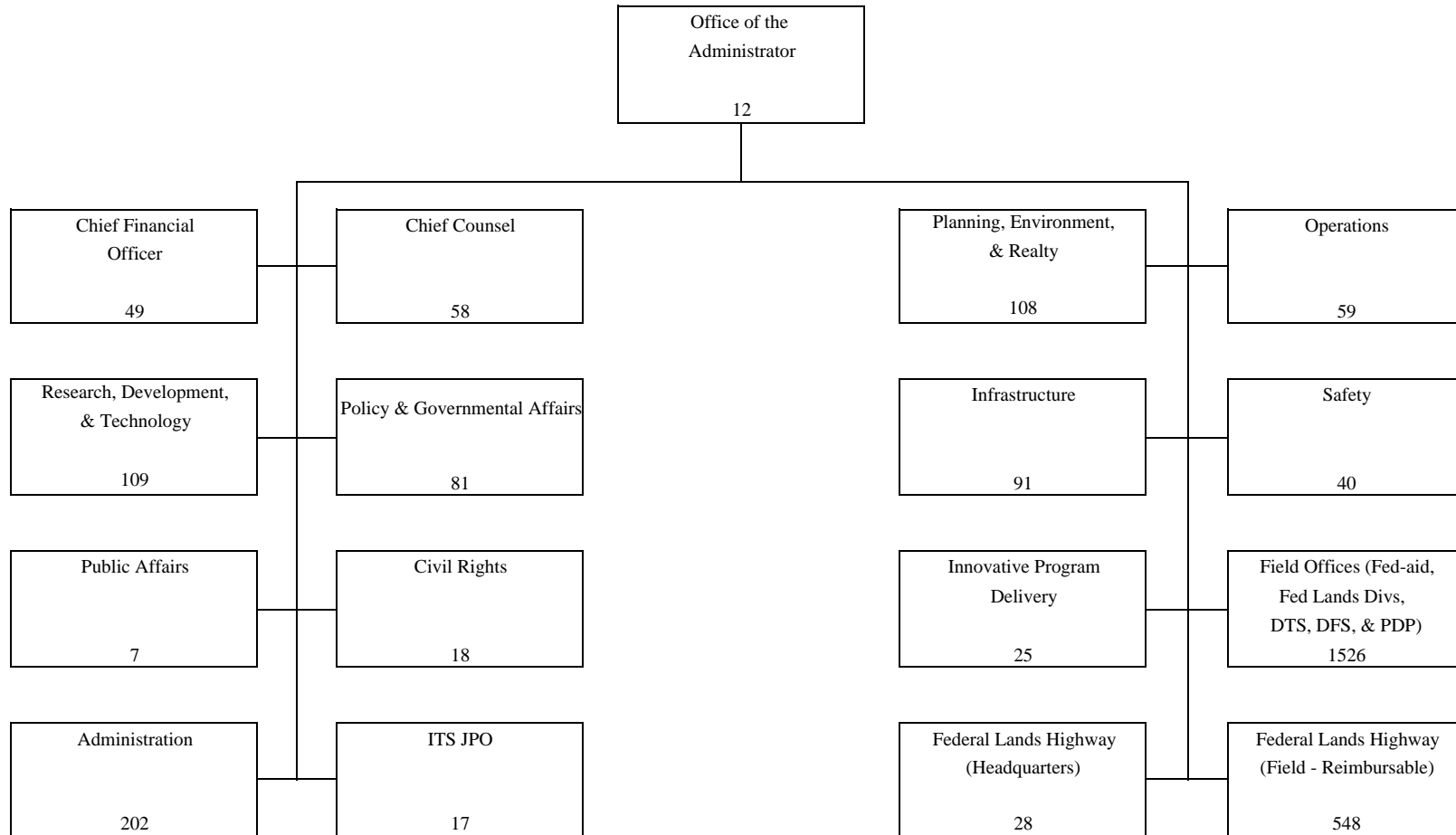
³ FHWA data as of 1/22/2010

dollars in transportation. The public needs to know what their money is buying, and FHWA has moved forward aggressively to fulfill the President's commitment to transparency and accountability. Our Recovery Act progress is regularly updated on the front page of our Web site and we are providing detailed reports through www.Recovery.gov. We are employing extensive risk management strategies at the local, State, and national levels, including communication and education efforts, and our Division Office and National Review Teams are providing oversight. We are monitoring progress and risks by analyzing data to identify trends or problem areas and making real-time corrections as needed. To date, the National Review Teams have reviewed more than 400 projects during 58 State site visits, and we expect them to complete another 60 State site visits by the end of FY 2010.

In FY 2011, we will continue to provide substantial oversight for Recovery Act projects and will continue effective coordination and support among Federal agencies and recipients.

EXHIBIT-I

**FEDERAL HIGHWAY ADMINISTRATION
ORGANIZATION CHART with AUTHORIZED FTP
POSITIONS FY 2011**



GOE Total	2,430
Federal Lands (Reimb)	<u>548</u>
Total	2,978

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EXHIBIT II-1

**COMPARATIVE STATEMENT OF NEW BUDGET AUTHORITY
FEDERAL HIGHWAY ADMINISTRATION
(\$000)**

<u>ACCOUNT</u>	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
Federal-aid Highways			
Contract Authority (subject to limitation)	42,447,476	42,304,445 4/	42,304,445
Cancellation of unobligated balances	-----	-----	- 263,131 6/
Flex Transfers to/from FTA	- 985,388	-----	-----
Unobligated balance transfer from FTA	[7569]	-----	-----
Exempt contract authority	739,000	739,000	739,000
TIFIA Upward Re-estimate	1,265	97,123	-----
Rescission from PL 111-8	- 3,195,158	-----	-----
Rescission from SAFETEA-LU	- 8,708,000 1/	-----	-----
Subtotal Federal-aid Highways (HTF)	<u>30,299,196</u>	<u>43,140,568</u>	<u>42,780,314</u>
Miscellaneous Trust Funds (TF)	20,456	20,456	20,456
Right of Way Revolving Fund (TF)	-11,736	-----	-----
Miscellaneous Highway Trust Funds Unobligated Balance Rescission (HTF)	-----	-6,800 5/	-----
Appalachian Development Highway Systems (GF)	9,500	-----	-----
Miscellaneous Appropriations (GF) (TIFIA Re-Estimate)	537	55,086	-----
Miscellaneous Appropriations/Denali access system program (GF)	5,700	-----	-----
Miscellaneous Appropriations/Surface transportation priorities (GF)	160,472 2/	292,829	-----
Highway Infrastructure Program (GF)	-----	650,000	-----
Highway Infrastructure Investment, ARRA 2009 (GF)	27,211,609 3/	-----	-----
TOTALS	<u>57,695,734</u>	<u>44,152,139</u>	<u>42,800,770</u>

[] Non-add

1/ SAFETEA-LU Technical Corrections bill (P.L. 110-244) amended the FY 2009 authorized rescission.

2/ Includes a rescission of Surface Transportation Priorities funding per P.L. 111-8, Administrative Provision 125 for \$855,000 transferred out to FTA.

3/ This amount includes funding of \$27.5 billion as provided under the American Recovery and Reinvestment Act of 2009 with transfers out to FTA of \$288,390,970.

4/ Reflects CA provided by the Defense Appropriations Bill, PL 111-118, which is annualized for the baseline. The amount does not include an additional \$143,031,303 above the SAFETEA-LU level which was provided by PL 111-8 for the Transportation, Community, and System Preservation Program.

5/ Rescission of North Shore project in North Carolina per Section 1007(b) of the Defense Appropriations Bill, PL 111-118.

6/ Cancellation of unobligated balances from funding available prior to 1992 (PL 102-240, 100-17, 97-134, and 95-599).

EXHIBIT II-2

FY 2011 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
 FEDERAL HIGHWAY ADMINISTRATION
 Appropriations, Obligation Limitations, and Exempt Programs
 (\$000)

ACCOUNT	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
[Limitation on administrative expenses]	[390,000]	[413,533]	[420,843]
Federal-aid Highways (Highway Trust Fund)			
[Livable Communities Program Initiative]	-----	-----	[200,000]
(Liquidation of contract authorization)	(41,439,000)	(41,846,000)	(42,102,000)
(Limitation on obligations)	(40,700,000)	(41,107,000)	(41,362,775)
(Flex transfers to/from FTA)	-985,388	-----	-----
(Unobligated balance transfer from FTA)	[7,569]	-----	-----
Subtotal (Limitation on obligations)	<u>(39,714,612)</u>	<u>(41,107,000)</u>	<u>(41,362,775)</u>
Exempt contract authority	<u>739,000</u>	<u>739,000</u>	<u>739,000</u>
Subtotal, Obligation Limitation & Exempt Contract Authority	40,453,612	41,846,000	42,101,775
TIFIA re-estimate in Fed-aid (TF)	1,265	97,123	-----
Rescission of new contract authority	-26,770	-----	-----
Rescission of unobligated balances of contract authority	-3,168,388	-----	-263,131
SAFETEA-LU rescission of unobligated balances of contract authority	-8,708,000 1/	-----	-----
Miscellaneous Highway Trust Funds (HTF) - Rescission of unobligated balances	-----	-6,800	-----
Miscellaneous Trust Funds (TF)	20,456	20,456	20,456
Right of Way Revolving Fund (TF)	-11,736	-----	-----
Emergency Relief Program - Supplementals (GF)	-----	-----	-----
Appalachian Development Highway System (GF)	9,500	-----	-----
Miscellaneous Appropriations/TIFIA Re-estimate (GF)	537	-----	-----
Miscellaneous Appropriations/Denali (GF)	5,700	-----	-----
Miscellaneous Appropriations/Surface transportation priorities (GF)	161,327	292,829	-----
Highway Infrastructure Program (GF)	-----	650,000	-----
Highway Infrastructure Investment, ARRA 2009 (GF)	27,211,609 2/	-----	-----
Total, Federal Highway Administration			
(Limitation on obligations)	(39,714,612)	(41,107,000)	(41,362,775)
Exempt contract authority	739,000	739,000	739,000
Other programs	27,398,658	1,060,408	20,456
Rescission of new contract authority	-26,770	-----	-----
Rescission of unobligated balances of contract/budget authority	<u>-11,876,388</u>	<u>-6,800</u>	<u>-263,131</u>
Total Budgetary Resources, FHWA	<u>55,949,112</u>	<u>42,899,608</u>	<u>41,859,100</u>
Discretionary	55,199,590	42,043,029	41,099,644
Mandatory	749,522	856,579	759,456

[] Non-add

1/ SAFETEA-LU Technical Corrections bill (P.L. 110-244) amended the FY 2009 authorized rescission.

2/ This amount includes funding of \$27.5 billion as provided under the American Recovery and Reinvestment Act of 2009 with transfers out to FTA of \$288,390,970.

EXHIBIT II-3

**FY 2011 BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT AND STRATEGIC GOAL
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

In the absence of authorizing legislation for the Federal-aid Highway Program in FY 2010-11, the amounts in the exhibit are only estimates.

APPROPRIATION/PROGRAM/ACTIVITY PERFORMANCE GOAL	SAFETY	REDUCED CONGESTION	GLOBAL CONNECTIVITY	ENVIRON. STEWARDSHIP	ORG. EXCELLENCE	TOTAL
Federal-aid Highways (Excludes LAE)	\$9,747,999	\$23,716,597	\$1,301,829	\$6,391,849	\$522,658	\$41,680,932
Transp. Infrastructure Finance and Innov. Act (Credit Program)	24,400	78,080	6,100	12,200	1,220	122,000
Surface Transportation Program	1,816,575	4,107,037	236,945	1,579,630	157,963	7,898,150
National Highway System	1,574,751	4,799,241	299,952	749,881	74,988	7,498,813
Interstate Maintenance	1,350,746	4,359,225	122,796	306,987	0	6,139,754
Bridge Program	1,206,523	3,199,909	262,288	524,575	52,458	5,245,753
Congestion Mitigation & Air Quality Improvement	0	0	0	2,119,992	21,414	2,141,406
Highway Safety Improvement Program	1,294,252	0	0	0	13,073	1,307,325
Equity Bonus (Limitation & Exempt)	722,061	1,946,425	94,182	313,941	62,788	3,139,397
Federal Lands Highways	226,636	601,078	29,561	108,391	19,707	985,373
Transportation & ITS Research	79,200	321,862	2,970	13,200	22,770	440,002
Other Programs	1,429,855	4,232,740	244,035	662,052	94,277	6,662,959
Emergency Relief Program (Exempt)	23,000	71,000	3,000	1,000	2,000	100,000
Appalachian Development Highway Systems (ADHS)	0	0	0	0	0	0
Miscellaneous Appropriations (MAPPN)	0	0	0	0	0	0
Miscellaneous Highway Trust Funds (MHTF)	0	0	0	0	0	0
Miscellaneous Trust Funds	0	0	0	0	0	0
PROGRAM FUND:						
SUBTOTAL PROGRAM FUND	\$9,747,999	\$23,716,597	\$1,301,829	\$6,391,849	\$522,658	\$41,680,932
LIMITATION ON ADMINISTRATIVE EXPENSES	98,423	239,462	13,144	64,537	5,277	420,843
TOTAL REQUEST	\$9,846,422	\$23,956,059	\$1,314,973	\$6,456,386	\$527,935	\$42,101,775
FTE (GOE & Federal-aid Direct)	548	1,335	73	360	29	2,345

Note: The Strategic Goals in this exhibit reflect those identified in DOT's 2006 – 2011 Strategic Plan. DOT's new strategic plan will be released in FY 2010.

EXHIBIT II-4

**FY 2011 BUDGET AUTHORITY
FEDERAL HIGHWAY ADMINISTRATION
(\$000)**

<u>ACCOUNT</u>	<u>Mandatory/ Discretionary</u>	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
Federal-aid Highways				
Contract Authority (subject to limitation)	Mand.	42,447,476	42,304,445 4/	42,304,445
Cancellation of unobligated balances	Discr.	-----	-----	- 263,131 6/
Flex Transfers to/from FTA	Mand.	- 985,388	-----	-----
Unobligated balance transfer from FTA	Mand.	[7569]	-----	-----
Exempt contract authority	Mand.	739,000	739,000	739,000
TIFIA Upward Re-estimate	Mand.	1,265	97,123	-----
Rescission from PL 111-8	Mand.	- 3,195,158	-----	-----
Rescission from SAFETEA-LU	Mand.	- 8,708,000 1/	-----	-----
Subtotal Federal-aid Highways (HTF)		30,299,196	43,140,568	42,780,314
Miscellaneous Trust Funds (TF)	Mand.	20,456	20,456	20,456
Right of Way Revolving Fund (TF)	Mand.	-11,736	-----	-----
Miscellaneous Highway Trust Funds Unobligated Balance Rescission (HTF)	Discr.	-----	-6,800 5/	-----
Appalachian Development Highway Systems (GF)	Discr.	9,500	-----	-----
Miscellaneous Appropriations (GF) (TIFIA Re-Estimate)	Mand.	537	55,086	-----
Miscellaneous Appropriations/Denali access system program (GF)	Discr.	5,700	-----	-----
Miscellaneous Appropriations/Surface transportation priorities (GF)	Discr.	160,472 2/	292,829	-----
Highway Infrastructure Program (GF)	Discr.	-----	650,000	-----
Highway Infrastructure Investment, ARRA 2009 (GF)	Discr.	27,211,609 3/	-----	-----
TOTALS		<u>57,695,734</u>	<u>44,152,139</u>	<u>42,800,770</u>
[Discretionary]		27,387,281	936,029	- 263,131
[Mandatory]		30,308,453	43,216,110	43,063,901
<u>PROPRIETARY AND OTHER GOVERNMENTAL RECEIPTS</u>				
Adv. from State Cooperating, Other Fed. Agencies, and Foreign Gov.	Mand.	18,535	18,535	18,535
Contributions for Highway Research Programs	Mand.	-----	-----	-----
Fed-aid Highways (CMIA Interest)	Mand.	1,151	-----	-----
Adv. for Highway Research Prog. Misc. Trust	Mand.	307	307	307
TIFIA	Mand.	72,899	-----	-----
TIFIA	Mand.	164,342	5,404	-----
Adv. From Foreign Gov for Tech Asst	Mand.	436	436	436
Miscellaneous Trust Funds	Mand.	-----	-----	-----
Advances from Other Federal Agencies	Mand.	1,177	1,177	1,177
Payment to the Highway Trust Fund	Discr.	7,000,000	-----	-----
TOTAL		<u>7,258,847</u>	<u>25,859</u>	<u>20,455</u>

[] Non-add

1/ SAFETEA-LU Technical Corrections bill (P.L. 110-244) amended the FY 2009 authorized rescission.

2/ Includes a rescission of Surface Transportation Priorities funding per P.L. 111-8, Administrative Provision 125 for \$855,000 transferred out to FTA.

3/ This amount includes funding of \$27.5 billion as provided under the American Recovery and Reinvestment Act of 2009 with transfers out to FTA of \$288,390,970.

4/ Reflects CA provided by the Defense Appropriations Bill, PL 111-118, which is annualized for the baseline. The amount does not include an additional \$143,031,303 above the SAFETEA-LU level which was provided by PL 111-8 for the Transportation, Community, and System Preservation Program.

4/ Rescission of North Shore project in North Carolina per Section 1007(b) of the Defense Appropriations Bill, PL 111-118.

5/ Cancellation of unobligated balances from funding available prior to 1992 (PL 102-240, 100-17, 97-134, and 95-599).

EXHIBIT II-5

**FY 2011 OUTLAYS
FEDERAL HIGHWAY ADMINISTRATION
(\$000)**

<u>ACCOUNTS</u>	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
Federal-aid Highways (HTF)	36,347,114	39,259,559	40,476,607
Subject to Obligation Limitation	35,486,364	38,191,722	39,586,860
Exempt	734,036	881,672	850,104
TIFIA Re-estimate	1,265	97,123	-----
Emergency Relief Supplementals	125,449	89,042	39,643
Appalachian Development Highway System (HTF)	1,444	1,218	405
Miscellaneous Highway Trust Funds (HTF)	71,996	59,380	57,549
Miscellaneous Trust Funds (TF)	67,818	60,374	50,381
Right of Way Revolving Fund (TF)	-11,736	-----	-----
Emergency Relief Program (GF)	766,025	886,385	566,659
Appalachian Development Highway System (GF)	75,472	36,052	17,885
Miscellaneous Appropriations (GF)	44,453	149,766	183,273
Miscellaneous Appropriations -- TIFIA Re-Estimate (GF)	1,939	55,086	-----
Payment to Highway Trust Fund (GF)	7,000,000	-----	-----
Highway Infrastructure Program (GF)	-----	58,500	266,500
Highway Infrastructure Investment, ARRA 2009 (GF)	2,416,575	11,185,034	7,078,000
TOTALS	<u>46,781,100</u> ^{1/}	<u>51,751,354</u>	<u>48,697,259</u>
[Mandatory]	7,793,323	1,094,256	900,485
[Discretionary]	38,987,777	50,657,099	47,796,774

1/ This amount includes outlays from funding of \$27.5 billion as provided under the American Recovery and Reinvestment Act of 2009 with transfers out to FTA of \$288,390,970.

EXHIBIT II-6

**SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

LIMITATION ON ADMINISTRATIVE EXPENSES

	2010 Enacted	2010 PC&B By Program	2010 FTE Per Program	2010 Contract Expenses	Baseline Changes					FY 2011 Adjusted Base	2011 Program Increases/ Decreases	2011 PC&B Increases/ Decreases	FY 2011 Request
					Annualization of 2010 Pay Raise	2011 Pay Raise	GSA Rent	WCF Increase/ Decrease	Inflation/ Deflation				
PERSONNEL RESOURCES (FTE)			Note Non-Add										
Direct FTE	2,345		[2,345]							2,345			2,345
FINANCIAL RESOURCES													
Salaries and Benefits	\$290,817	[\$286,230]			\$1,454	\$3,054				\$295,325			\$295,325
Travel	\$10,130								\$142	\$10,272			\$10,272
Transportation	\$1,728			[\$1,728]					\$24	\$1,752			\$1,752
GSA Rent	\$26,595			[\$26,595]					\$372	\$26,967			\$26,967
Rent, Communications & Utilities	\$4,556			[\$4,556]					\$7	\$4,563			\$4,563
Printing	\$877			[877]						\$877			\$877
Other Services:													
-WCF	\$20,167			[20,167]				\$1,519		\$21,686			\$21,686
-Other	\$52,718			[52,718]					\$738	\$53,456			\$53,456
Supplies	\$1,767									\$1,767			\$1,767
Equipment	\$4,178									\$4,178			\$4,178
Total, Limitation of Administrative Expense	\$413,533				\$1,454	\$3,054	\$ --	\$1,519	\$1,283	\$420,843	\$ --	\$ --	\$420,843
ARC	\$3,220				\$16	\$34				\$3,300			\$3,300
OIG	\$3,809									\$3,809			\$3,809
GRAND TOTAL, CONTRACT AUTHORITY	\$420,562				\$1,470	\$3,088	\$ --	\$1,519	\$1,313	\$427,952	\$ --	\$ --	\$427,952

EXHIBIT II-7

**WORKING CAPITAL FUND
FEDERAL HIGHWAY ADMINISTRATION
Appropriations, Obligation Limitations, Exempt and Reimbursable Obligations
(\$000)**

	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>	<u>CHANGE</u>
DIRECT:			
Federal-aid Highways (Highway Trust Fund)			
Limitation on administrative expenses	20,167	21,686	1,519
	<hr/>	<hr/>	<hr/>
SUBTOTAL	20,167	21,686	1,519
REIMBURSABLE:			
Federal-aid Highways (Highway Trust Fund)			
Limitation on administrative expenses	-----	-----	0
	<hr/>	<hr/>	<hr/>
SUBTOTAL	-----	-----	-----
TOTAL	20,167	21,686	1,519

EXHIBIT II-8

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
PERSONNEL RESOURCE--SUMMARY
TOTAL FULL-TIME EQUIVALENTS**

	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
<u>DIRECT FUND, BY APPROPRIATION</u>			
Limitation, General Operating Expenses	2,328	2,345	2,345
Highway Infrastructure Investment, ARRA 2009	12	60	60
SUBTOTAL, DIRECT FUNDED	<u>2,340 1/</u>	<u>2,405 1/</u>	<u>2,405 1/</u>
<u>REIMBURSEMENT/ ALLOCATIONS/OTHERS</u>			
Direct Construction (FLH '000', TIFIA, & ARC) Reimbursements	323	323	323
Federal-aid Highways (FLH '000') from Reimbursable Authority	165	185	185
Misc. Trust Fund	5	10	10
SUBTOTAL, REIMBURSEMENTS/ALLOCATIONS/OTHER	<u>493</u>	<u>518</u>	<u>518</u>
TOTAL FTEs	<u><u>2,833</u></u>	<u><u>2,923</u></u>	<u><u>2,923</u></u>

1/ This includes FTE from funding within the \$27.5 billion as provided under the American Recovery and Reinvestment Act of 2009.

EXHIBIT II-9

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
RESOURCE SUMMARY - STAFFING
TOTAL FULL-TIME PERMANENT POSITIONS

	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
<u>DIRECT FUND, BY APPROPRIATION</u>			
Limitation, General Operating Expenses	2,430	2,430	2,430
Highway Infrastructure Investment, ARRA 2009	----	----	----
SUBTOTAL, DIRECT FUNDED	<u>2,430</u>	<u>2,430</u>	<u>2,430</u>
<u>REIMBURSEMENT/ ALLOCATIONS/OTHERS</u>			
Direct Construction (FLH '000') Reimbursements	548	548	548
Federal-aid Highways (FLH '000') from Reimbursable Authority	----	----	----
Misc. Trust Fund	----	----	----
Allocations From Other Agencies, Subtotals	----	----	----
SUBTOTAL, REIMBURSEMENT/ALLOCATION/OTHERS	<u>548</u>	<u>548</u>	<u>548</u>
TOTAL POSITIONS	<u><u>2,978</u></u>	<u><u>2,978</u></u>	<u><u>2,978</u></u>

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EXHIBIT III-1

**FEDERAL-AID HIGHWAYS
SUMMARY BY PROGRAM ACTIVITY
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)**

<u>ACCOUNTS</u>	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>	<u>CHANGE FY 2010-2011</u>
[Limitation on administrative expenses]	[390,000]	[413,533]	[420,843]	[7,310]
[Livable Communities Program Initiative]	-----	-----	[200,000]	[200,000]
Federal-aid Highways Obligation Limitation	<u>(40,700,000)</u>	<u>(41,107,000)</u>	<u>(41,362,775)</u>	<u>(255,775)</u>
Subtotal, Obligation Limitation	(40,700,000)	(41,107,000)	(41,362,775)	(255,775)
Exempt Programs	<u>739,000</u>	<u>739,000</u>	<u>739,000</u>	-----
Subtotal, Obligation Limitation & Exempt Contract Authority	41,439,000	41,846,000	42,101,775	255,775
TIFIA re-estimate (TF)	1,265	97,123	-----	-97,123
Rescission of new contract authority	-26,770	-----	-----	-----
Rescission of unobligated balances of contract authority	-3,168,388	-----	-263,131	-263,131
SAFETEA-LU rescission of unobligated balances of contract authority	-8,708,000	-----	-----	-----
	1/			
TOTALS	<u>29,537,107</u>	<u>41,943,123</u>	<u>41,838,644</u>	<u>-104,479</u>
 <u>FTEs</u>				
Limitation on Administrative Expenses	2,328	2,345	2,345	-----
Reimbursements/Allocations/Other	<u>493</u>	<u>518</u>	<u>518</u>	-----

Program and Performance Statement

This account provides necessary resources to the Federal-aid Highways program. These funds aid in the development, operations, and management of an intermodal transportation system that is economically efficient. It also provides the necessary resources to support and maintain the Agency's administrative infrastructure.

[] Non-add

1/ SAFETEA-LU Technical Corrections bill (P.L. 110-244) amended the FY 2009 authorized rescission.

EXHIBIT III-2

**FEDERAL-AID HIGHWAYS
SUMMARY ANALYSIS OF CHANGE FROM FY 2010 TO FY 2011
Appropriations, Obligation Limitations, and Exempt Obligations**

(\$000)

Item	Change from FY 2010 to FY 2011	FY 2011 PC&B by Program	FY 2011 FTEs by Program	FY 2011 Contract Expenses	Total
FY 2010 Base		Note: Columns are Non-Add			
Federal-aid Highways					\$41,846,000
<i>Adjustment to Base</i>					
Federal-aid Hwys					
<i>New or Expanded Programs</i>					
Federal-aid Hwys	\$255,775			255,775	
[Livable Communities Program Initiative]	[200,000]			[200,000]	
Total Adjustment to Base					255,775
FY 2011 Request [Ob. Lim. + Exempt CA + BA]					\$42,101,775

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of [\$41,107,000,000] \$41,362,775,000 for Federal-aid highways and highway safety construction programs for fiscal year [2010] 2011: Provided, That within the [\$41,107,000,000] \$41,362,775,000 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$429,800,000 shall be available for the implementation or execution of programs for transportation research (chapter 5 of title 23, United States Code; sections 111, 5505, and 5506 of title 49, United States Code; and title 5 of Public Law 109-59) for fiscal year [2010] 2011: Provided further, That this limitation on transportation research programs shall not apply to any authority previously made available for obligation: Provided further, That the Secretary may, as authorized by section 605(b) of title 23, United States Code, collect and spend fees to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: Provided further, That such fees are available until expended to pay for such costs: Provided further, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, [\$41,846,000,000] \$42,102,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund (other than the Mass Transit Account), to remain available until expended.

(CANCELLATION OF UNOBLIGATED BALANCES)

(HIGHWAY TRUST FUND)

Of the unobligated balances of funds made available for obligation under 23 U.S.C. 320, section 147 of Public Law 95-599, section 9(c) of Public Law 97-134, section 149 of Public Law 100-17, and sections 1006, 1069, 1103, 1104, 1105, 1106, 1107, 1108, 6005, 6015, and 6023 of Public Law 102-240, \$263,130,663 are hereby cancelled. (*Department of Transportation Appropriations Act, 2010.*)

Justification for Federal-aid Highways
(in thousands of dollars)

Federal-aid Highways (Ob. Lim. and Exempt Contract Authority and Budget Authority)	FY 2011 Budget:	\$42,101,775
	FY 2010 Budget:	\$41,846,000
Overview:		
<p>The Federal Highway Administration (FHWA) is charged with the broad responsibility of ensuring that America’s roads and highways continue to be the safest and most technologically up-to-date. Although State, local, and tribal governments own most of the Nation’s highways, the Federal-aid Highway Program (FAHP) provides Federal financial resources and technical assistance to State and local governments for constructing, preserving, and improving the National Highway System, a 163,000-mile network that carries 40 percent of the Nation’s highway traffic. The program also provides resources for one million additional miles of urban and rural roads that are not on the System, but that are eligible for Federal-aid.</p>		
FY 2010 Base:		
<p>The 2010 Base reflects the FY 2010 enacted level for the Federal-aid highway program, totaling \$42.1 billion in budgetary resources. This level includes an obligation limitation of \$41.4 billion for FAHP programs and \$739 million in exempt contract authority (\$639 million for Equity Bonus and \$100 million for Emergency Relief).</p> <p>The Administration is developing a comprehensive approach for surface transportation reauthorization. Our budget presentation does not represent recommended funding levels or a budgeting approach for the upcoming reauthorization.</p>		
Anticipated FY 2010 Accomplishments:		
<p>FY 2010 funding will enable the FHWA to implement the programs authorized in SAFETEA-LU while working toward accomplishing the strategic goals and objectives of the Department and the Agency. The following summarizes anticipated accomplishments to achieve the Agency’s performance goals (please refer to Section 4 – Performance Budget section of the request – for additional performance information and anticipated accomplishments).</p>		
<u>Safety</u>		
<p>In FY 2010, FHWA’s ongoing support for the implementation of the Highway Safety Improvement program includes:</p> <ul style="list-style-type: none"> • Offering national policy leadership and technical assistance to States in support of SHSP implementation and evaluation; 		

- Developing a proposed rulemaking for pavement, marking, and retroreflectivity, as well as continuing outreach related to the Sign Retroreflectivity Final Rule that went into effect January 2008;
- Updating the Highway Design Handbook for Older Drivers and Pedestrians with new research and practices;
- Employing the countermeasures to more effectively manage speed and reduce speeding-related fatalities and injuries; and
- Developing products and policies to promote the wide-scale implementation of roundabouts; and encouraging all States to adopt the National Manual on Uniform Traffic Control Devices.

Federal Lands Highway (FLH) continues to advance its safety initiatives through development and implementation of safety management systems. Also, five critical research areas are being addressed: roadway departure crashes, intersection fatalities, pedestrian fatalities, speeding-related fatalities, and advancement of a strategic approach to improving highway safety.

Reduced Congestion

In FY 2010, Highway funds apportioned to the States continue to be used to:

- Increase roadway throughput by adding system capacity, either as new roadways or transit routes, adding traffic lanes, adding additional buses in specific locations where congestion is recurring, or removing bottlenecks;
- Improve traffic flow through more effective systems management and operations, including providing better information to travelers to allow them to choose departure times, travel modes, and routes that may mitigate congestion problems; implementing and maintaining incident management service patrols and promoting quick clearance policies and 'Move It' laws;
- Develop and implement improved strategies for work zone implementation and road weather management.
- Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate System, and for upkeep and improvement of the 46,000 mile Interstate System, which is designated as a separate identity within the NHS;
- Improvements to rural and urban roads that are part of the NHS, including the Interstate System, and designated connections to major intermodal terminals;
- For a variety of surface transportation infrastructure projects, transit and carpool activities, bicycle and pedestrian projects, intelligent transportation systems, and management systems, on any Federal-aid highway;
- Improve the condition of bridges, including historic bridges, through replacement, rehabilitation, and systematic preventative maintenance.

FLH funds are being used to support capacity expansion, including the use of buses in national parks, national forests, fish and wildlife refuges, and Indian Reservations, as well as operational improvement approaches.

Transportation and ITS research funds are being used to:

- Improve freeway and arterial management practices;
- Continue to promote and provide technical assistance on improved decision-making practices in transportation planning through the development of new and improving existing modeling approaches that address both recurring and non-recurring congestion;
- Promote the development of innovative technical transfer techniques to support the dissemination of these modeling approaches to the State DOTs and Metropolitan Planning Organizations (MPOs);
- Continue to support and promote the development and adoption of performance-based outcomes;
- Optimize performance in the pavement design area;
- Enhance highway user satisfaction by reducing delays, enhancing pavement smoothness, and optimizing surface texture for safety and noise;
- Develop tools for automated testing for construction and material quality assurance State process reviews;
- Implement new pavement design guide technology and develop better pavement surface characteristic measuring equipment and technologies;
- Improve development and testing of a variety of innovative technology for non-destructive evaluation and methodologies for bridge management; and
- Research, develop, and promote the deployment of new technologies, Asset Management Principles, materials, and analysis tools that will improve pavement and bridge performance and system cost-effectiveness.

Global Connectivity

In FY 2010, FHWA's program funds, as well as research funds, are being used to:

- Engage State and MPO stakeholders in the development freight professional capacity building through the Freight Professional Development (FPD) Program;
- Advance the usage of the freight data and freight performance measures in local decision-making;
- Advance improved commercial motor vehicle size and weight enforcement opportunities that improve freight throughput;
- Actively promote the adoption of the Electronic Freight Management's information transfer protocols into select supply chains.
- Continue the work of improving our forecasting ability, which is critical to long term planning at the national, State and local level, by advancing our capacity to identify

- Increase the efficiency of freight movement by working with State and local partners to identify, evaluate, and improve the condition and performance of intermodal connectors. Actively assist States and MPOs to build public or private coalitions, both regional and local, that help integrate freight into transportation planning decision-making.

In addition, program funds are being used to improve bi-national transportation planning for the U.S. borders with Mexico and Canada. The FHWA is working to foster better communications and coordination among GSA, the Transportation Security Administration (TSA), U.S. Customs and Border Protection and Border States by continuing the Joint Working Committee with Mexico and the Transportation Border Working Group with Canada. The FHWA is also encouraging States and MPOs at or near international land borders to use funds for highway and multi-modal planning or environmental studies; cross-border port of entry and safety inspection improvements, including operational enhancements as well as technology applications, transfer and information exchange activities, and right-of-way acquisition, design, and construction projects.

The FHWA Surface Transportation Environment and Planning Cooperative Research Program (STEP) is advancing transportation environment and planning research to improve knowledge and understanding of cross-cutting, complex transportation topics including: bi-national border planning initiatives with Canada and Mexico; improving the state of the practice of GIS and travel modeling; freight planning, safety planning, national systems and address other emerging critical issues.

Environmental Stewardship

In FY 2010, the FHWA continues to implement assessment and tracking methods to identify trends in environmental stewardship and streamlining. FHWA continues to measure progress toward increasing the number of Context Sensitive Solutions (CSS) case studies via the CSS Clearinghouse. The FHWA Surface Transportation Environment and Planning Cooperative Research Program (STEP) is funding research to advance transportation environment and planning research in order to improve knowledge and understanding of cross-cutting, complex transportation-environment topics including: environmental stewardship, environmental streamlining and context sensitive solutions. States with nonattainment and maintenance areas are using CMAQ funds to implement specific initiatives for reducing transportation-related emissions. States are using apportioned funds to support various programs, including wetland and natural habitat mitigation, and to reduce the environmental impacts to the larger watershed areas of transportation projects. FHWA continues to work with its program partners, resource and regulatory agencies to promote collaboration and a broader landscape approach to program management and project delivery.

Transportation and ITS Research funds support research on particulates, air toxics, the health effects of transportation emissions, energy and global climate change, CMAQ effectiveness, and evaluation of emissions models. Surface Transportation Environment and Planning Cooperative Research Program (STEP) funds are being used as seed money to advance transportation environment and planning research on long-term, systems issues.

Organizational Excellence

In FY 2010, FHWA's program includes meeting stewardship and oversight responsibilities through direct and value-added project involvement activities, process reviews, technical assistance, project management training, and the sharing of best practices between recipients particularly for Major Projects. Training will help ensure that the project management plans required for Major Projects are consistent with Agency guidance. In addition, the FHWA continues to provide technical assistance to parties involved in applying innovative transportation delivery strategies such as 1) Public Private Partnerships and congestion pricing from both a programmatic and project level; 2) share information with State government and private industry and financial representatives about the advantages of using these tools by developing and disseminating technical materials; 3) Transfer analytical tools that will be of value to those interested in evaluating innovative options; and 4) Present best practices and highlighting successful examples through the country at meetings and conferences during the year as well as on the office's official website.

FY 2011 Budget:

As indicated above in regards to the FY 2010 budget, pending reauthorization, our budget presentation does not represent recommended funding levels or a budgeting approach for the upcoming reauthorization. Overall, our request includes placeholder baseline (adjusted for inflation) funding levels for surface transportation programs in FY 2011.

The Livable Communities Program initiative within this request provides resources to help shape communities in a direction that marries transportation alternatives with core requirements, while developing projects that maximize transportation interconnectivity and aesthetics.

Resources for Research and Development are presented in Section V and represent current services under an extension of SAFETEA-LU through 2011, with increases over FY 2010 levels for the University Transportation Research and Bureau of Transportation Statistics programs of \$9.2 million and \$2 million, respectively.

Justification for Livable Communities Program (in thousands of dollars)

Operating Expenses (Ob. Lim.)

FY 2011 Budget:	\$200,000
FY 2010 Budget:	N/A

Overview:

In FY 2011, FHWA requests \$200 million to support the Livable Communities Program. The FHWA will lead and coordinate the development of a capacity-building grant program jointly developed with the U.S. Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA) to improve the quality of life in urban and rural communities by sharing and promoting principles and projects that integrate land use, transportation, housing, and conservation of open green space and natural resources. FHWA will make grants to State departments of transportation (State DOTs), metropolitan planning organizations (MPOs), local and tribal governments, and transit authorities that demonstrate the development and implementation of transformational changes and advances in livability. The program will play a key role in creating safer, healthier communities with the strong economies needed to support American families.

FY 2010 Base:

This is a new initiative for FY 2011.

Anticipated FY 2010 Accomplishments:

This is a new initiative for FY 2011.

FY 2011 Budget:

Livable communities improve the quality of life in urban and rural communities by sharing and promoting principles and projects that integrate land use, transportation, housing, and conservation of open green space and natural resources.

In support of livable communities, the FHWA will lead and coordinate the development of a \$200 million capacity building grant program jointly developed with EPA, HUD, and DOT. The program will be targeted at enhancing the capacity of state and tribal DOTs, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), cities and counties, and transit agencies to address livability in their work. The program will provide resources to further enhance the relationship between transportation, land use, housing, and resource management while protecting the environment and promoting multi-modal choices in urban and rural communities. The program will play a key role in creating safer, healthier communities with the strong economies needed to support American families.

Eligible recipients for FHWA's Livable Communities Program include State DOTs, MPOs, local and tribal governments, and transit authorities.

The Federal share payable on account of any Livable Communities Program project or activity shall be determined in accordance with 23 USC 120.

The funds will be used to enhance the recipient's capacity to plan and implement transportation projects consistent with livability goals and performance investment objectives, including measures of an array of benefits and costs that demonstrate innovative and transformational programs and projects. Specifically, the FHWA Livable Communities Program funds may be used to:

- Develop and implement transportation and other modeling strategies;
- Facilitate improved data collection;
- Provide training;
- Furnish software and computer upgrades to support modeling and data collection; and
- Reorganize an institution to better reflect the responsibilities and expertise needed to carry out this level of coordination
- Help a transportation authority to prepare for the development of future integrated planning efforts or to carry out a comprehensive plan supported by the community.

The program will seek to award grants to communities with different levels of capacity needs; in rural, urban, suburban and exurban; with geographic diversity; and with projects of varying sizes and scopes. FHWA expects to learn more about which strategies have the most impact and have the highest probability of success for use in future rounds of grant-making.

The Secretary of Transportation will make grants based on applications from State DOTs, MPOs, local and tribal governments, and transit authorities that demonstrate the development and implementation of transformational changes and advances in livability. Priority consideration shall be given to applicants that:

- Coordinate programs and leverage investment;
- Provide transportation choices;
- Enhance economic competitiveness;
- Promote equitable and affordable housing choices;
- Promote consistency between transportation, planned growth, and economic development; and
- Improve the quality of life for communities.

The Secretary may deduct up to one percent for administrative, research, technical assistance, and training. The Secretary may enter into contracts with for-profit organizations, partnerships, or cooperative agreements with other government agencies, institutions of higher learning, or nonprofit organizations in support of the Livable Communities Program.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID HIGHWAYS**

**PROGRAM AND FINANCING SCHEDULE
in millions of dollars**

Identification code: 69-8083-0-7-401	FY 2009 ACTUAL	FY2010 ENACTED	FY2011 REQUEST
Obligations by Program Activity			
Direct program:			
Programs subject to obligation limitation:			
00.01 Direct loan subsidy [TIFIA]	86	100	100
00.02 Guarantee loan subsidy [TIFIA]	----	20	20
00.09 Administrative expenses [TIFIA]	2	2	2
00.10 Surface transportation program	9,445	8,054	8,816
00.11 National highway system	6,833	7,605	7,418
00.12 Interstate maintenance	4,633	6,227	5,030
00.13 Bridge program	5,026	5,321	5,456
00.14 Congestion mitigation and air quality improvement	1,252	2,171	1,359
00.15 Highway Safety Improvement Programs	1,309	1,331	1,421
00.16 Equity Programs	2,564	2,007	2,002
00.17 Federal lands highways	398	800	1,019
00.18 Appalachian development highway system	379	867	867
00.19 High Priority Projects	2,456	2,777	2,777
00.20 Projects of national and regional significance	231	589	589
00.21 Research, development, and technology	412	412	412
00.22 Administration [Federal-aid highways]	385	414	421
00.23 Other programs	3,708	3,844	4,437
00.24 Livable Communities	----	----	200
00.91 Programs subject to obligation limitation	39,119	42,541	42,346
Programs exempt from obligation limitation:			
02.11 Emergency relief program	115	154	114
02.13 Equity Programs	770	602	624
02.14 Demonstration projects	44	113	79
02.15 Direct loan program upward reestimate [TIFIA]	2	97	----
02.91 Programs exempt from obligation limitation	931	966	817
06.00 Total direct program	40,050	43,507	43,163
09.01 Reimbursable program	49	220	220
10.00 Total obligations	40,099	43,727	43,383
Financing:			
Budgetary resources available for obligation			
21.40 Unobligated balance carried forward, start of year	35,439	25,819	13,549
22.00 New budget authority (gross)	30,471	31,457	31,097
22.22 Unobligated balance transferred from other accounts [69-8350]	8	----	----
23.90 Total budgetary resource available for obligation	65,918	57,276	44,646
23.95 Total new obligations	-40,099	-43,727	-43,383
24.40 Unobligated balance carried forward, end of year.	25,819	13,549	1,263

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID HIGHWAYS**

**PROGRAM AND FINANCING SCHEDULE
in millions of dollars**

Identification code: 69-8083-0-7-401	FY 2009 ACTUAL	FY2010 ENACTED	FY2011 REQUEST
New budget authority (gross) detail:			
Discretionary:			
40.26 Appropriation (trust fund) [20-8102-0-401-N-0500-01]	41,439	41,846	42,102
40.49 Portion applied to liquidate contract authority	-40,542	-41,078	-41,683
41.00 Transferred to other account (69-8350)	-1,005	-768	-419
42.00 Transferred from other account (69-8350)	108	----	----
43.00 Appropriation (total discretionary)	----	----	----
49.36 Unobligated balance permanently reduced	----	----	-263
Spending authority from offsetting collections			
58.00 Offsetting collections, (cash)	94	220	220
58.10 Change in uncollected cust payments from Federal Sources (unexpired)	78	----	----
58.90 Spending authority from offsetting collections	172	220	220
Mandatory:			
60.26 Appropriation (trust fund, indefinite) [20-8102-0-401-N-0500-01]	1	97	----
66.10 Contract authority	----	43,043	31,140
66.10 Contract authority from PL 111-8	43,186	----	----
66.35 Contract authority permanently reduced	-27	-11,903	----
66.36 Unobligated balances permanently reduced (111-8)	-3,168	----	----
66.36 Unobligated balances permanently reduced (SAFETEA-LU)	-8,708	----	----
66.61 Transfer to other accounts [69-8350]	-1,085	----	----
66.62 Transfer from other accounts [69-8350]	100	----	----
66.90 Contract authority (total mandatory)	30,298	31,140	31,140
70.00 Total new budget authority (gross)	30,471	31,457	31,097
Change in obligated balances			
72.40 Obligated balance, start of year	48,535	52,115	56,362
73.10 Total new obligations	40,099	43,727	43,383
73.20 Total outlays (gross)	-36,441	-39,480	-40,697
74.00 Chg in Uncollected cust orders fm Fed Sources (unexpired)	-78	----	----
74.40 Obligated balance, end of year	52,115	56,362	59,048
Outlays (gross), detail (unexpired and expired)			
86.90 Outlays from new discretionary authority	9,640	11,319	11,388
86.93 Outlays from discretionary balances	26,065	27,182	28,459
86.97 Outlays from new mandatory authority	201	297	200
86.98 Outlays from mandatory balances	535	682	650
87.00 Total outlays (gross)	36,441	39,480	40,697
Offsets:			
<i>Against gross budget authority and outlays</i>			
Offsetting collections (cash) from:			
88.00 Offsetting collections (cash) from: Federal sources	93	220	220
88.40 Offsetting collections (cash) from: non-Federal sources	1	----	----
88.90 Total, Offsetting collections (cash)	94	220	220
<i>Against gross budget authority only</i>			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	78	----	----
Net budget authority and outlays			
89.00 Budget authority	30,299	31,237	30,877
90.00 Outlays	36,347	39,260	40,477

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID HIGHWAYS**

**OBJECT CLASSIFICATION
in millions of dollars**

Identification code: 69-8083-0-7-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	27	33	38
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	29	35	40
12.1 Civilian personnel benefits	5	5	6
21.0 Travel and transportation of persons	15	10	10
24.0 Printing and reproduction	1	1	1
25.1 Advisory and Assistance Services	43	43	43
25.2 Other services	349	384	412
25.3 Other purchases of goods and services from Government accounts	353	388	417
25.4 Operation and maintenance of facilities	1	1	1
25.7 Operation and maintenance of equipment	2	2	2
26.0 Supplies and materials	2	3	3
31.0 Equipment	1	1	1
33.0 Investments and loans	86	-----	-----
41.0 Grants, subsidies, and contributions	37,732	41,173	40,759
99.0 Direct Obligations	38,619	42,046	41,695
99.0 Reimbursable obligations	49	220	220

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID HIGHWAYS**

OBJECT CLASSIFICATION

in millions of dollars

Identification code: 69-8083-0-7-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Allocation accounts - direct:			
Personnel compensation:			
31.11 Full-time permanent	47	49	51
31.13 Other than full-time permanent	5	6	6
11.15 Other personnel compensation	2	3	3
31.19 Total personnel compensation	54	58	60
31.21 Civilian personnel benefits	13	15	16
32.10 Travel and transportation of persons	4	4	4
32.20 Transportation of things	1	1	1
32.31 Rental payments to GSA	1	2	3
32.33 Communications, utilities, and misc. charges	5	1	1
32.51 Advisory and assistance services	23	7	7
32.52 Other services	517	525	532
32.53 Other purchases of goods and services from Government accounts	3	5	6
32.60 Supplies and materials	5	7	7
33.10 Equipment	6	5	5
33.20 Land and structures	30	16	16
34.10 Grants, subsidies, and contributions	385	401	389
39.90 Subtotal, obligations from allocation accounts	1,047	1,047	1,047

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL-AID HIGHWAYS**

OBJECT CLASSIFICATION

in millions of dollars

Identification code: 69-8083-0-7-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Limitation account - Direct Obligations:			
Personnel compensation:			
11.1 Full-time permanent	209	218	221
11.3 Other than full-time permanent	4	5	5
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	216	226	229
12.1 Civilian personnel benefits	61	65	68
21.0 Travel and transportation of persons	9	10	10
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	24	27	27
23.3 Communications, utilities, and misc. charges	4	5	5
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	11	12	12
25.2 Other services	2	3	3
25.3 Purchases of goods and services from government accounts	11	20	21
25.4 Operation and maintenance of facilities	1	----	----
25.7 Operation and maintenance of equipment	36	37	37
26.0 Supplies and materials	2	2	2
31.0 Equipment	4	4	4
99.0 Limitation account - direct obligations	384	414	421

FEDERAL-AID HIGHWAYS

EMPLOYMENT SUMMARY

Identification code: 69-8083-0-7-401	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
Direct:			
10.01 Civilian full-time equivalent employment	323	323	323
Reimbursable:			
20.01 Civilian full-time equivalent employment	165	185	185
Limitation Account - direct:			
60.01 Civilian full-time equivalent employment	2,328	2,345	2,345

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LIMITATION ON ADMINISTRATIVE EXPENSES

(INCLUDING TRANSFER OF FUNDS)

Not to exceed [\$413,533,000] \$420,843,000, together with advances and reimbursements received by the Federal Highway Administration, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration for necessary expenses for administration and operation. In addition, not to exceed \$3,524,000 shall be paid from appropriations made available by this Act and transferred to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of projects and programs of the Federal Highway Administration, and not to exceed \$285,000 shall be paid from appropriations made available by this Act and provided to that office through reimbursement to conduct the annual audits of financial statements in accordance with section 3521 of title 31, United States Code. In addition, not to exceed [\$3,220,000] \$3,300,000 shall be paid from appropriations made available by this Act and transferred to the Appalachian Regional Commission in accordance with section 104 of title 23, United States Code. (*Department of Transportation Appropriations Act, 2010.*)

Justification for Limitation on Administrative Expenses (in thousands of dollars)

Operating Expenses (Obligation Limitation)

FY 2011 Budget: \$420,843

FY 2010 Budget: \$413,533

Overview:

The Limitation on Administrative Expenses (LAE) provides resources to maintain the Agency's administrative operations, which are essential to our mission to improve the performance, safety, reliability, effectiveness, and sustainability of our Nation's highways. This funding is used to support a highly skilled workforce that expertly leads and manages the Federal Highway Program through partnerships, value added stewardship, and risk based oversight. The funding level in this section does not reflect funding needed to support reauthorized programs.

FY 2010 Base:

The 2010 budget reflects \$413.5 million to fund the salaries and benefits, travel, rent, communications, utilities, printing, contractual services, supplies and equipment necessary to run the Federal-aid Highways Program and other programs within FHWA. As shown in Exhibit II-6, the FY 2010 enacted level includes \$290.8 million for salaries and benefits. The FY 2010 base level also includes \$26.6 million for rent, \$20.2 million for the Working Capital Fund, \$10.1 million for travel, and \$65.8 million for other activities critical to maintaining the Agency's administrative operations.

In addition, the budget provides \$3.2 million in contract authority for administrative expenses of the Appalachian Regional Commission (ARC) and \$3.8 million in contract authority for audits conducted by the U. S. Department of Transportation (DOT) Office of Inspector General.

Anticipated FY 2010 Accomplishments:

Consistent with the presentation for the overall Federal-aid highway program, the budget contains no policy recommendations for programs subject to reauthorization, including the FHWA administrative expenses. Pending the Administration's development of a comprehensive approach for surface transportation reauthorization, the FY 2010 budget displays baseline funding levels for all highway programs.

Human Resources

The FHWA will continue to focus on implementing aggressive recruitment and developmental programs to ensure the Agency pipeline has a sufficient number of diverse and multidisciplinary employees to meet the anticipated attrition in leadership positions, and that employees have the corporate, leadership and professional competencies to promote our strategic goals in national leadership, program delivery, and system performance.

With the enactment of the Recovery Act, there is heightened interest in the FHWA and its mission. The Agency's workforce must be able to quickly adjust to change to achieve current

and future Agency goals. The corporate recruitment and outreach program will provide oversight and direction in defining and implementing targeted recruitment strategies for its mission critical occupations. Enhancing education and recruitment will be increasingly more important, reaching students as early as high school to promote careers in transportation. Student employment and education will serve as a pipeline into the Professional Development Program, the primary entry-level program for the Agency. The Professional Development Program will provide entry-level employees with the necessary competencies, knowledge, and understanding of the Federal program to support a strong succession plan. Hiring of mid-career employees (GS-12 through GS-14) will continue to play a critical role in supporting the Agency's long-term succession plan, while enhancing the availability of employees with diverse backgrounds and skills. Recruitment and retention incentives and initiatives are needed to attract and retain the high caliber of applicants needed to meet the Agency's mission.

The commitment of senior Agency leaders in addressing critical diversity issues, including increasing the diversity in the FHWA pipeline, particularly women, Hispanics, and persons with disabilities, will continue. New strategies to recruit, develop and retain employees in underrepresented groups at the GS-13 through GS-15 will be developed and implemented over a 5-year period. The Agency will initiate a new mentoring program, with an emphasis on meeting the needs of employees in underrepresented groups. The resolution of grievances and processes, such as reasonable accommodation, will continue to be communicated and promoted.

The Discipline Support System will be completed for 16 core disciplines (e.g., safety, structures, finance) and will provide employees with greater knowledge and guidance to effectively administer the FHWA program. Five disciplines will hold seminars to promote communication, increase competencies and skills, and provide an opportunity for networking within each discipline. These seminars will focus on the professional competencies needed by field specialists to excel in their disciplines, using in-house discipline experts and Agency leaders as instructors and mentors. Current policies, regulations and guidance for each Discipline will be available and updated on the Agency's Discipline Reference Library Web site.

The Agency's Learning and Development Program will fully implement the FHWA Learning Highway, focusing learning opportunities on corporate, leadership, and professional competencies in the workforce to ensure continued improvements in stewardship, program oversight, and financial management. Learning opportunities are offered in a variety of mediums, including Web and video conferencing, on-line courses and instructor-led courses. Using a blended approach to learning enables the FHWA to respond more quickly to the learning needs of our employees. The establishment and refinement of the Developmental Clearinghouse, providing virtual rotational assignments will be promoted throughout the Agency. This program enables a larger number of FHWA employees to participate in developmental assignments, while reducing the use of scarce learning and development funds.

A New Employee program will be implemented, providing new FHWA employees with a greater understanding and knowledge of the Federal Highway program. This program will provide new employees with knowledge of the underlying regulations, program responsibilities, and oversight functions needed to successfully fulfill the Agency's mission. It will also provide

a greater opportunity for mid-career hires to in cultrate into the Agency and achieve more immediate success.

Leadership competencies and supervisory skills will continue to be emphasized. A comprehensive program for supervisors at all stages in their career, from those in their first year of supervisory responsibilities to those who need refresher training, will be implemented. The FHWA has fully implemented the 360-degree assessment for supervisors, managers, and executives throughout the Agency to provide feedback and areas for developmental growth in the leadership competencies.

Under the Recovery Act, transparency of operations will continue to be increased and risk management will be an important element in the Agency's efforts. Risk considerations will be considered in the development of key human capital and succession planning. Supervisors and managers will be responsible for ensuring employees are being held accountable to their performance objectives, and objectives are directly linked to the appropriate unit plan or strategic initiative.

The awards and recognition program will be closely evaluated to ensure the allocated funds are distributed based on success in meeting performance goals and objectives that advance the Agency's mission. Performance objectives are linked to the DOT strategic plan and are aligned down to the individual performance level. The request includes funds for employee recognition and awards to support the strengthening of the performance culture in the FHWA.

The FHWA will implement any recommendations from the Department of Transportation and Office of Personnel Management (OPM) review of the Office of Human Resources conducted in April 2010.

The Agency will implement the DOT Hiring Reform Action Plan, which focuses on reducing the hiring processing time by 15%. As part of the hiring streamlining plan, the Agency will implement the Workforce Transformation Tracking System (WTTS), which will significantly enhance the integration and tracking of employee information in various human resource systems.

Information Technology

The FHWA will continue to refine and use Enterprise Architecture (EA) to guide IT investments in support of the Department and the FHWA strategic goals. Some of the areas that we will continue to focus on will include streamlining business processes, ensuring business and information technology alignment, increasing information/knowledge sharing, and expanding reuse. In addition, the FHWA will continue to ensure the integration of EA and capital planning.

The FHWA will continue to improve and refine management of the FHWA IT portfolio. To enhance IT security, we will continue to implement the provisions of Homeland Security Presidential Directive - 12 (HSPD-12). We will also continue the consolidation of IT infrastructure in FHWA field offices

The FHWA will support innovative solutions, and responsible stewardship initiatives through its contributions and participation that support the Department in its Lines of Business and Smartbuy initiatives and its IT efforts such as infrastructure consolidation, and use of enterprise licenses.

Acquisition Management

The FHWA will continue to focus on providing agency wide acquisition policy oversight and operational procurement services for the Headquarters operation. Some of the areas we will focus on include delivering high quality business advice and counsel to Agency management on the design and delivery of an efficient and effective acquisition program and increasing the efficient use of financial resources through improved performance in the area of contract closeout.

The FHWA will continue to improve the quality and efficiency of business processes. To enhance business efficiency, we will continue to improve electronic business techniques and business process improvements that leverage existing capabilities and explore uses of new technology. We will continue to focus on being good environmental stewards by leveraging Agency purchasing programs to support Government wide environmental and green objectives.

The FHWA will continue to support the development of a qualified and appropriately balanced acquisition workforce. In addition to supporting Government wide training and certification program related to the acquisition workforce, we will continue to advocate an appropriate blend between contractor and federal staff that best meets program objectives.

Financial Performance

The FHWA will continue enhancements to the Financial Integrity Review and Evaluation program and ongoing efforts to improve financial stewardship and oversight. The FIRE program's design allows for additional strategies, guidance, etc. as needed for more effective administration of the American Recovery and Reinvestment Act of 2009.

The FHWA will deliver a National Lessons Learned Program to field offices for major project stewardship and oversight. Also, training on cost estimation for major projects has been developed and will be provided to select States. The training presents fundamental concepts to be used for major project cost estimate validations that will assist in ensuring that major project cost estimates are accurate and complete throughout the project development process. The FHWA will continue to support project management training for Major Project oversight managers and employees actively involved in the projects. The training will help ensure that the project management plans required for major projects are consistent with Agency guidance.

The FHWA will continue to implement the next iteration of an Agency-wide risk management initiative. A training course on risk management practices has been developed and will be provided to FHWA employees and its State and local partners. The FHWA will continue to develop strategies for improving program management practices in the Agency.

FY 2011 Budget:

Consistent with the presentation for the overall Federal-aid highway program, the budget contains no policy recommendations for programs subject to reauthorization, including the FHWA administrative expenses.

The budget reflects \$420.8 million for the LAE, which is an increase of \$5.4 million over the FY 2010 estimates. In addition, the budget provides \$3.3 million in contract authority for administrative expenses of the ARC and \$3.8 million in contract authority for audits conducted by the DOT Office of Inspector General.

The FY 2011 budget reflects the FHWA share of DOT Working Capital Fund cost, which is \$1.5 million over the FY 2010 base. Other costs include cost of living adjustments (COLA), GSA and other rent costs, travel costs and inflation in other activities critical to maintaining the Agency's administrative operations.

The FHWA budget reflects a level of 2,345 FTE in FY 2011.

Human Resources

The FHWA will continue to focus on implementing aggressive recruitment and developmental programs to ensure the Agency pipeline has a sufficient number of diverse and multidisciplinary employees to meet the anticipated attrition in leadership positions. Corporate, leadership and professional competencies will be enhanced for all employees to promote our strategic goals in national leadership, program delivery, and system performance.

A mentoring program will continue, providing FHWA employees with enhanced communication, networking, and guidance. This program will provide new employees and employees in underrepresented groups with a greater understanding of the FHWA culture and knowledge of the underlying regulations, program responsibilities, and oversight functions needed to successfully fulfill the Agency's mission. It will also provide a greater opportunity for mid-career hires to more rapidly assimilate into the Agency culture and achieve more immediate success.

Leadership competencies and supervisory skills will continue to be emphasized. A comprehensive program for supervisors at all stages in their career, from those in their first year of supervisory responsibilities to those who need refresher training, will be implemented. The FHWA has fully implemented the 360-degree assessment for supervisors, managers, and executives throughout the Agency to provide feedback and areas for developmental growth in the leadership competencies.

Under the Recovery Act, transparency of operations will continue to be increased and risk management will be an important element in the Agency's efforts. Risk considerations will be considered in the development of key human capital and succession planning. Supervisors and managers will be responsible for ensuring employees are being held accountable to their performance objectives, and objectives are directly linked to the appropriate unit plan or strategic initiative.

The awards and recognition program will be closely evaluated to ensure the allocated funds are distributed based on success in meeting performance goals and objectives that advance the Agency's mission. Performance objectives are linked to the DOT strategic plan and are aligned down to the individual performance level. The request includes funds for employee recognition and awards to support the strengthening of the performance culture in the FHWA.

The FHWA will implement any findings and recommendations from the 2010 Office of the Secretary/OPM review of the FHWA Human Resources Program in each of the three Human Resource Offices.

Under the DOT Hiring Initiative, further improvements will be implemented to streamline and reduce the time to hire new employees. The Workforce Transformation Tracking System (WTTS) system will be fully implemented and Security/Suitability processes will be integrated in the hiring process.

Information Technology

The FHWA will continue to refine and use EA to guide IT investments in support of the Department and the FHWA strategic goals. Some of the areas that we will continue to focus on will include streamlining business processes, ensuring business and information technology alignment, increasing information/knowledge sharing, and expanding reuse. In addition, the FHWA will continue to ensure the integration of EA and capital planning.

The FHWA will continue to improve and refine management of the FHWA IT portfolio. To enhance IT security, we will continue to implement the provisions of Homeland Security Presidential Directive - 12 (HSPD-12).

The FHWA will support innovative solutions, and responsible stewardship initiatives through its contributions and participation that support the Department in its Lines of Business and Smartbuy initiatives and its IT efforts such as infrastructure consolidation, and use of enterprise licenses.

Acquisition Management

The FHWA will continue to focus on providing agency wide acquisition policy oversight and operational procurement services for the Headquarters operation. Some of the areas we will focus on include delivering high quality business advice and counsel to Agency management on the design and delivery of an efficient and effective acquisition program and increasing the efficient use of financial resources through improved performance in the area of contract closeout.

The FHWA will continue to improve the quality and efficiency of business processes. To enhance business efficiency, we will continue to improve electronic business techniques and business process improvements that leverage existing capabilities and explore uses of new technology. We will continue to focus on being good environmental stewards by leveraging Agency purchasing programs to support Government wide environmental and green objectives.

The FHWA will continue to support the development of a qualified and appropriately balanced acquisition workforce. In addition to supporting Government wide training and certification program related to the acquisition workforce, we will continue to advocate an appropriate blend between contractor and federal staff that best meets program objectives.

Financial Performance

The FHWA continues its ongoing efforts to improve financial stewardship and oversight by refinement and expansion of its Financial Integrity Review and Evaluation program. Assess lessons learned as strategies, guidance, etc. for more effective American Recovery and Reinvestment Act of 2009 program.

The FHWA will oversee the National Lessons Learned Program distributed to field offices in FY 2011 for major project stewardship and oversight. Also, training on cost estimation for major projects will continue to be provided to select States. The training presents fundamental concepts to be used for major project cost estimate validations that will assist in ensuring that major project cost estimates are accurate and complete throughout the project development process. The FHWA will continue to support project management training for Major Project oversight managers and employees actively involved in the projects. The training will help ensure that the project management plans required for major projects are consistent with Agency guidance.

The FHWA will continue to implement the next iteration of an Agency wide risk management initiative. A training course on risk management practices has been developed and will be provided to FHWA employees and its state and local partners. The FHWA will continue to develop strategies for improving program management practices in the Agency.

**Explanation of Funding Changes for
Limitation on Administrative Expenses
(in thousands of dollars)**

Overview:	
This account provides for the necessary resources to support Limitation on Administrative Expenses (LAE) activities and maintain the Agency's administrative infrastructure. Funding will support FHWA activities and goals and to accomplish Federal mandates.	
LAE, FY 2010	\$420,843
Adjustments to Base:	
<u>Salaries and Benefits</u> The requested increase is needed for annualization of the FY 2010 pay raise funded at 2.0 percent and providing the new FY 2011 pay raise funded at 1.4 percent.	\$4,508
<u>Travel & Transportation</u> Inflation of 1.4 percent.	\$166
<u>GSA Rent and Utilities</u> Inflation of 1.4 percent.	\$379
<u>Working Capital Fund</u> The requested increase for the Working Capital Fund as estimated by the Department.	\$1,519
<u>Other Activities</u> Inflation of 1.4 percent.	\$738
Total Adjustments to Base:	\$7,310
Programmatic Changes	\$0
LAE, FY 2011 Budget	\$420,843

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**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Highway Infrastructure Investment, Recovery Act**

BACKGROUND

The American Recovery and Reinvestment Act (Recovery Act) was signed into law by President Obama on February 17, 2009. It is an unprecedented effort to jumpstart the economy, create or save millions of jobs, and put a down payment on addressing long-neglected challenges so the country can thrive in the 21st century. The Recovery Act is an extraordinary response to a crisis unlike any since the Great Depression, and includes measures to modernize the nation's infrastructure.

Transportation is a great enabler of economic growth and the lifeblood of commerce. It moves people to jobs and goods to the marketplace. Without strong transportation arteries, economies stagnate. DOT is using the transportation funding in the Recovery Act to deliver jobs and restore the nation's economy.

With the \$27.5 billion provided in Recovery Act funds for Highway Infrastructure Investment, FHWA will invest in projects to build, rehabilitate, and make safer roads, highways, bridges and ports. A portion of the appropriation is set aside to make sure that urban, suburban, and rural areas alike all get a share of the funding. Since local leaders – mayors and governors – know their communities best, much of the money is left to states' discretion. And if states do not use it, they lose it. To make sure that funds go out quickly to give the economy the jolt it needs, States had 120 days to obligate half of their funds to specific projects and must obligate all of their funding within one year.

Highway infrastructure investments will not only be given to state-based projects. The Recovery Act also calls for investments in federal lands and capital expenditure projects such as park roads and parkways and ferry boat construction. The distribution of this funding is detailed below:

- Indian Reservation Roads – \$310 Million
- Park Roads and Parkways – \$170 Million
- Forest Highway Program – \$60 Million
- Refuge Roads – \$10 Million
- Puerto Rico Highway Program – \$105 Million
- Territorial Highway Program – \$45 Million
- Construction of Ferry Boats and Ferry Terminal Facilities – \$60 Million
- Highway Surface Transportation and Technology Training – \$20 Million
- Disadvantaged Business Enterprises Bonding Assistance – \$20 Million
- Funds Oversight – \$40 Million

FHWA will continue to implement the Recovery Act in FY 2010 and has taken steps to ensure effective coordination and support among federal agencies as well as prepared its partners and stakeholders to implement the provisions of the Recovery Act as expeditiously as possible.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2010.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-0504-01-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.10 Highway Infrastructure Investment Grants	19,163	7,169	.....
00.20 Federal Lands	203	347	.....
00.30 Puerto Rico Highway Program	79	26	.....
00.40 Territorial Highway Program	43	2	.....
00.50 Construction of Ferry Boats	8	52	.....
00.60 Highway Surface Transport. and Tech Training	5	15	.....
00.70 Disadvantaged Business Enterprise Bonding Assistance	.....	20	.....
00.80 Projects and Activities Oversight	4	14	13
09.01 Reimbursable Program	40	250	250
10.00 Total new obligations	19,545	7,895	263
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year	.....	7,747	102
22.00 New budget authority (gross).	27,292	250	250
23.90 Total budgetary resources available for obligations	27,292	7,997	352
23.95 Total new obligations	-19,545	-7,895	-263
24.40 Unobligated balance available, end of year	7,747	102	89
New budget authority (gross), Detail:			
Discretionary:			
40.00 Appropriation	27,500	.....	.....
41.00 Transferred to other accounts	-288	.....	.....
43.00 Appropriation (total discretionary)	27,212	.....	.....
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	.....	250	250
58.10 Change in uncollected customer payments from Federal sources (unexpired)	80	.....	.....
58.90 Spending authority from offsetting collections (total discretionary)	80	250	250
70.00 Total new budget authority (gross)	27,292	250	250
Change in obligated balances			
72.40 Obligated balance, start of year	.....	17,048	13,508
73.10 New obligations	19,545	7,895	263
73.20 Total outlays (gross).	-2,417	-11,435	-7,328
74.00 Change in uncollected payments from Federal sources (unexpired)	-80	.....	.....
74.40 Obligated balance, end of year	17,048	13,508	6,443

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT**

PROGRAM AND FINANCING SCHEDULE (continued)

In millions of dollars

Identification code: 69-0504-01-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Outlays (gross), detail			
86.90 Outlays from new discretionary authority	2,417	250	250
86.93 Outlays from discretionary balances	.....	11,185	7,078
87.00 Total outlays (gross)	2,417	11,435	7,328
Offsets:			
Against gross budget authority and outlays:			
88.00 Outlays from new discretionary authority	.....	250	250
Against gross budget authority only:			
88.95 Change in uncollected payments from Federal sources (unexpired)	80	.....	.....
Net budget authority and outlays:			
89.00 Budget authority	27,212	.....	.....
90.00 Outlays	2,417	11,185	7,078
95.02 Unpaid obligation, end of year	17,128	.....	.....

HIGHWAY INFRASTRUCTURE INVESTMENT, RECOVERY ACT

OBJECT CLASSIFICATION

In millions of dollars

Identification code: 69-0504-01-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
11.1 Full-time permanent	1	7	8
12.1 Civilian personnel benefits	.....	1	1
25.1 Advisory and assistance services	3	.....	.....
25.2 Other services	212	2	2
25.7 Operation and maintenance of equipment	0	4	2
41.0 Grants, subsidies, and contributions	19,255	7,377	.....
99.00 Subtotal, obligations, direct obligations	19,471	7,391	13
Reimbursable obligations:			
25.2 Other services	38	248	248
25.3 Other purchases of goods and services from government accounts	2	2	2
99.00 Subtotal, obligations, reimbursable obligations	40	250	250
Allocation Account - direct:			
41.0 Allocation Account - direct: Grants, subsidies, and contributions	34	254	.....
99.90 Total, new obligations	19,545	7,895	263

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EMERGENCY RELIEF**

BACKGROUND

The Emergency Relief program receives \$100 million annually in mandatory funds from the Highway Trust Fund in the Federal-aid highways account. SAFETEA-LU authorized the program to receive additional General Fund discretionary funding as needed. These discretionary funds were provided through this account starting in FY 2006. In FY 2006, \$3.5 billion in supplemental appropriations were provided for this program (P.L. 109-148 and 109-234). In FY 2007, \$871 million was appropriated for this program (P.L. 110-28). In FY 2008, \$195 million was appropriated in P.L. 110-161 for the repair and reconstruction of the Interstate 35W bridge located in Minneapolis, MN, that collapsed on August 1, 2007, as authorized under Public Law 110-56. P.L. 110-329 appropriated an additional \$850 million in FY 2008 for Emergency Relief program requests.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2010.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EMERGENCY RELIEF**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-0500-0	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.01 Emergency Relief Backlog	949	802	.....
10.00 Total new obligation (object class 41.0).....	949	802	.....
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year.....	1,666	802	.....
22.00 New budget authority (gross).....	.....	.....	.....
22.10 Recoveries of prior year obligations.....	<u>85</u>	.....	.....
23.90 Total budgetary resources available for obligations.....	1,751	802	.....
23.95 Total new obligations.....	<u>-949</u>	<u>-802</u>	.....
24.40 Unobligated balance available, end of year.....	802	.....	.....
New budget authority (gross), Detail:			
Discretionary:			
40.00 Appropriation.....	.....	.....	.....
Change in obligated balances			
72.40 Obligated balance, start of year.....	920	1,018	934
73.10 New obligations.....	949	802	.....
73.20 Total outlays (gross).....	-766	-886	-567
73.45 Recoveries of prior year obligations.....	<u>-85</u>	.....	.....
74.40 Obligated balance, end of year.....	1,018	934	367
Outlays (gross), detail			
86.90 Outlays from new discretionary authority.....	.....	.....	.....
86.93 Outlays from discretionary balances.....	<u>766</u>	<u>886</u>	<u>567</u>
87.00 Total outlays (gross).....	766	886	567
Net budget authority and outlays:			
89.00 Budget authority.....	.....	.....	.....
90.00 Outlays.....	766	886	567

**EMERGENCY RELIEF
OBJECT CLASSIFICATION**

In millions of dollars

Identification code: 69-0500-0	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
14.10 Emergency Relief Backlog	949	802	.....
14.10 I35W Minnesota Bridge	.....	.....	.....
Total New Obligations	949	802	.....

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM**

BACKGROUND

The Federal Highway Administration received an appropriation of \$19.8 million from the General Fund for the Appalachian Development Highway System in FY 2006. In FY 2007, 2008, and 2009 this program received appropriations of \$19.8 million, \$15.7 million, and \$9.5 million, respectively. Obligations and outlays for the Highway Trust Fund account result in part from prior year appropriations.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2010.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-0640-0-1-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.06 Appalachian Hwy. Dev. Sys. 2005.....	45	.....	.....
10.00 Total obligations (object class 25.2).....	45	.....	.....
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year	95	72	72
22.00 New budget authority (gross).....	10	.....	.....
22.10 Resources available from recoveries of prior year obligations.....	<u>12</u>	<u>.....</u>	<u>.....</u>
23.90 Total budgetary resources available for obligation.....	117	72	72
23.95 New obligations.....	<u>-45</u>	<u>.....</u>	<u>.....</u>
24.40 Unobligated balance available, end of year	72	72	72
New budget authority (gross), detail			
Discretionary			
40.00 Appropriation.....	10	.....	.....
Change in obligated balance			
72.40 Obligated balance, start of year.....	118	76	40
73.10 New obligations.....	45	.....	.....
73.20 Total outlays (gross).....	-75	-36	-18
73.45 Recoveries of prior year obligations.....	<u>-12</u>	<u>.....</u>	<u>.....</u>
74.40 Obligated balance, end of year.....	76	40	22
Outlays (gross), detail			
86.90 Outlays from new discretionary authority.....	3	.....	.....
86.93 Outlays from discretionary balances.....	<u>72</u>	<u>36</u>	<u>18</u>
87.00 Total outlays (gross).....	75	36	18
Net budget authority and outlays			
89.00 Budget authority.....	10	.....	.....
90.00 Outlays.....	75	36	18

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-8072-0-1-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.02 Sec. 378 of P.L. 106-346.....	.....	.....	.....
10.00 Total obligations .....	.....	.....	.....
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year.....	2	2	2
23.95 New obligations.....	<u>.....</u>	<u>.....</u>	<u>.....</u>
24.40 Unobligated balance available, end of year.....	2	2	2
Change in obligated balances			
72.40 Obligated balance, start of year.....	5	4	3
73.10 New obligations.....	.....	.....	.....
73.20 Total outlays (gross).....	<u>-1</u>	<u>-1</u>	<u>.....</u>
74.40 Obligated balance, end of year.....	4	3	3
Outlays (gross), detail			
86.93 Outlays from discretionary balances.....	1	1	.....
Net Budget authority and outlays:			
89.00 Budget authority.....	.....	.....	.....
90.00 Outlays.....	1	1	.....

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

OBJECT CLASSIFICATION

In millions of dollars

Identification code: 69-8072-0-1-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
12.52 Other Services

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MISCELLANEOUS APPROPRIATIONS

[SURFACE TRANSPORTATION PRIORITIES]

[For the necessary expenses of certain highway and surface transportation projects as authorized under Public Law 111-117, \$292,829,000, to remain available until expended.] (*Department of Transportation Appropriations Act, 2010.*)

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS APPROPRIATIONS**

BACKGROUND

This account contains miscellaneous appropriations from the General Fund. In FY 2009, \$5.7 million was appropriated for the Denali Access system Program and \$161.3 million was appropriated for surface transportation priorities identified by Congress. In FY 2010 \$292.8 million was appropriated for surface transportation priorities identified by Congress. Obligations and outlays result in part from prior year appropriations.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS APPROPRIATIONS**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-9911-01-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.01 Interest on TIFIA Upward Reestimate.....	2	55	2
00.02 Denali Access System Program.....	6	5	5
00.03 Surface Transportation Priorities.....	30	317	25
00.83 Miscellaneous highway projects.....	25	23	21
10.00 Total new obligation (object class 41.0).....	63	400	53
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year.....	121	228	176
22.00 New budget authority (gross).....	168	348	.....
22.10 Resources available from recoveries of prior year obligations.....	2	.....	.....
23.90 Total budgetary resources available for obligations.....	291	576	176
23.95 Total new obligations.....	-63	-400	-53
24.40 Unobligated balance available, end of year.....	228	176	123
New budget authority (gross), Detail:			
Discretionary:			
40.00 Appropriation.....	167	293	.....
41.00 Transferred to other accounts [69-1129].....	-1	.....	.....
43.00 Appropriation (total discretionary).....	166	293	.....
New budget authority (gross), Detail			
Mandatory:			
58.00 Spending authority from offsetting collections: offsetting collections (cash).....	1	.....	.....
60.00 Appropriations (trust fund).....	1	55	.....
70.00 Total new budget authority (gross).....	168	348	.....
Change in obligated balances			
72.40 Obligated balance, start of year.....	109	123	321
73.10 New obligations.....	63	400	53
73.20 Total outlays (gross).....	-47	-202	-181
73.45 Recoveries of prior year obligations.....	-2	.....	.....
74.40 Obligated balance, end of year.....	123	321	193
Outlays (gross), detail			
86.90 Outlays from new discretionary authority.....	8	79	.....
86.93 Outlays from discretionary balances.....	37	68	181
86.97 Outlays from new mandatory authority.....	1	55	.....
86.89 Outlays from mandatory balances.....	1	.....	.....
87.00 Total outlays (gross).....	47	202	181
Offsets:			
Against gross budget authority and outlays: Offsetting collections (cash) from:			
88.40 Non-Federal sources.....	1	.....	.....
Net budget authority and outlays:			
89.00 Budget authority.....	167	348	.....
90.00 Outlays.....	46	202	181
95.02 Unpaid obligation, end of year.....	123	.....	.....

MISCELLANEOUS APPROPRIATIONS

OBJECT CLASSIFICATION

In millions of dollars

Identification code: 69-9911-01-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
14.01 Direct obligations: grants, subsidies, and contributions	62	400	53
Reimbursable obligations:			
22.52 Other services.....	1	.....	.....
29.90 Subtotal, obligations, reimbursable obligations.....	1
99.99 Total new obligations.....	63	400	53

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**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS HIGHWAY TRUST FUNDS**

BACKGROUND

This account contains miscellaneous appropriations from the Highway Trust Fund. Obligations and outlays result from prior year appropriations. In FY 2009 no new budget authority was appropriated and there were no rescissions.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS HIGHWAY TRUST FUNDS**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-9972-0-7-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.27 Miscellaneous highway projects	32	51	36
10.00 Total new obligation (object class 41.0)	32	51	36
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year	148	123	65
22.00 New budget authority (gross)	0	-7	.....
22.10 Resources available from recoveries of prior year obligations	7	.....	.....
23.90 Total budgetary resources available for obligations	155	116	65
23.95 Total new obligations	-32	-51	-36
24.40 Unobligated balance available, end of year	123	65	29
New budget authority (gross), Detail: Discretionary:			
40.36 Unobligated balance permanently reduced	0	-7	.....
Change in obligated balances			
72.40 Obligated balance, start of year	149	102	92
72.45 Adjustments to obligated balance, start of year	0	.....	.....
73.10 New obligations	32	51	36
73.20 Total outlays (gross)	-72	-61	-58
73.45 Recoveries of prior year obligations	-7	.....	.....
74.40 Obligated balance, end of year	102	92	70
Outlays (gross), detail			
86.93 Outlays from discretionary balances	72	61	58
Net budget authority and outlays:			
89.00 Budget authority	0	.....	.....
90.00 Outlays	72	61	58

MISCELLANEOUS HIGHWAY TRUST FUNDS

OBJECT CLASSIFICATION

In millions of dollars

Identification code: 69-9972-0-7-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
14.10 Direct obligations: Grants, subsidies, and contributions	32	51	36

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS TRUST FUNDS**

BACKGROUND

Funds received by this account come completely from entities (governmental and non-governmental) outside of FHWA. FHWA holds these funds in trust until they outlay. The following programs are included in this fund:

1. Cooperative work, forest highway (Proprietary Receipts) – Contributions are received from States and countries in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.
2. Technical assistance, U.S. dollars advance from foreign governments (Proprietary Receipts) – The Federal Highway Administration renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.
3. Contributions for highway research programs (Governmental Receipts) – Contributions are received from various sources in support of the FHWA Research, Development, and Technology Program. The funds are used primarily in support of pooled-funds projects.
4. Advances from State cooperating agencies (Proprietary Receipts) – Funds are contributed by the State highway departments or local subdivisions for construction and/or maintenance of roads and bridges. The work is performed under the supervision of the Federal Highway Administration.
5. International highway transportation outreach (Proprietary Receipts) – Funds collected to inform the domestic highway community of technological innovations, promote highway transportation expertise internationally, and increase transfers of transportation technology to foreign countries.

BUDGETARY RESOURCES

The budget estimates that \$20 million of new authority will be available from non-Federal sources in FY 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MISCELLANEOUS TRUST FUNDS**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-9971-0-7-999	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.01 Cooperative work, forest highways.....	3	5	3
00.03 Contributions for highway research.....	2	3	2
00.04 Advances from State cooperating Agencies.....	18	30	19
00.05 Advances from foreign governments.....	1	2	1
10.00 Total obligations	24	40	25
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year.....	42	40	20
22.00 New budget authority (gross).....	20	20	20
22.10 Resources available from recoveries of prior year obligations.....	2	.....	.....
23.90 Total budgetary resources available for obligations.....	64	60	40
23.95 Total new obligations.....	-24	-40	-25
24.40 Unobligated balance available, end of year.....	40	20	15
New budget authority (gross), Detail:			
Mandatory:			
60.26 Appropriations (trust fund) [69-9971-0-999-N-0500-01]	20	20	20
Change in obligated balances			
72.40 Obligated balance, start of year.....	119	74	54
73.10 New obligations.....	24	40	25
73.20 Total outlays (gross).....	-67	-60	-50
73.45 Recoveries of prior year obligations.....	-2	.....	.....
74.40 Obligated balance, end of year.....	74	54	29
Outlays (gross), detail			
86.97 Outlays from new mandatory authority.....	16	16	16
86.98 Outlays from mandatory balances.....	51	44	34
87.00 Total outlays (gross).....	67	60	50
Net budget authority and outlays:			
89.00 Budget authority.....	20	20	20
90.00 Outlays.....	67	60	50
95.02 Unpaid obligation, end of year.....	73	.....	.....

**MISCELLANEOUS TRUST FUNDS
OBJECT CLASSIFICATION**

In millions of dollars

Identification code: 69-9971-0-7-999	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
Personnel compensation:			
11.11 Personnel Compensation: Full-time permanent.....	1	1	1
12.52 Other Services	23	39	24
99.99 Total new obligations.....	24	40	25

**MISCELLANEOUS TRUST FUNDS
EMPLOYMENT SUMMARY**

Identification code: 69-9971-0-7-999	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct:			
10.01 Civilian full-time equivalent employment.....	5	10	10

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT
FINANCING ACCOUNTS**

BACKGROUND

As required by the Federal Credit Reform Act of 1990, these non-budgetary accounts record all cash flow to and from the Government resulting from credit assistance obligated in 1992 and later years (including modifications of credit assistance resulting from obligations in any year). The amounts in these accounts are a means of financing and are not included in the budget totals. The TIFIA Credit Program utilizes three separate financing accounts, one for each credit instrument offered by the program: direct loan, loan guarantee, and contingent line of credit.

SAFETEA-LU has provided contract authority for the TIFIA Program to assist in the funding of nationally or regionally significant transportation projects. The subsidy costs and administrative expenses associated with this program are included in the Federal-aid Highway schedules.

FY 2009 saw a significant amount of TIFIA activity with three loan closings totaling more than \$1.5 billion in credit assistance. On December 19, 2008, the DOT executed a \$516 million loan for the \$2.5 billion Intercounty Connector, a limited access toll highway linking Prince George's and Montgomery counties. On March 2, 2009 the DOT executed a \$603 million loan with ACS Infrastructure Development (ACSID) to help finance the I-595 Express Lanes, advanced by the Florida Department of Transportation (FDOT) as a Public Private Partnership (P3). On July 10, 2009, the DOT executed a \$387 million loan for the Triangle Expressway, a fully controlled access tolled highway serving Research Triangle Park in North Carolina.

In FY 2010, there will be even more activity. Two TIFIA loans have closed in the first quarter of FY 2010. The DOT executed a \$341 million loan for the Port of Miami Tunnel on October 15, 2009. On December 16, 2009, a \$650 million TIFIA loan for the North Tarrant Expressway project closed. During the remainder of FY 2010, TIFIA anticipates closing three more projects totaling \$1.1 billion in credit assistance and representing \$4.3 billion in infrastructure investment.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
FINANCING ACCOUNT - DIRECT LOAN**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-4123-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Program by Activities:			
00.01 Loan obligations	990	631	720
00.02 Interest paid to Treasury	85	118	148
01.00 Direct program by Activities - Subtotal	1,075	749	868
08.02 Downward Reestimate	165	5	.....
08.04 Interest on Downward Re-estimate	73	.....	.....
08.91 Direct Program by Activities-Subtotal (1 level)	238	5	.....
10.00 Total new obligations	1,313	754	868
Budgetary resources available for obligation:			
21.40 Unobligated balance brought forward	1	12	.....
22.00 New financing authority (gross)	1,324	742	868
22.10 Resources available from recoveries of prior year Obligations	.....	.....	.....
22.60 Portion applied to repay debt	.....	.....	.....
22.70 Balance of authority to be withdrawn	.....	.....	.....
23.90 Total budgetary resources available for obligation	1,325	754	868
23.95 Total new obligations	(1,313)	(754)	(868)
24.40 Unobligated balance carried forward, end of year	12	.....	.....
New financing authority (gross), detail:			
Appropriations			
Mandatory:			
67.10 Authority to borrow (indefinite)	1,221	636	753
Mandatory			
69.00 Offsetting collections (cash)	56	258	115
69.10 Change in uncollected customer payments from Federal Sources (unexpired)	47	.....	.....
69.47 Portion applied to repay debt	.....	(152)	.....
69.90 Spending authority from offsetting collections	103	106	115
70.00 Total new financing authority (gross)	1,324	742	868
Change in obligated balances			
72.40 Obligated balance, start of year	1,576	2,202	1,817
73.10 Total new obligations	1,313	754	868
73.20 Total financing disbursements (gross)	(640)	(1,139)	(1,067)
73.45 Recoveries of prior year obligations	.....	.....	.....
74.00 Change in uncollected customer payments from Federal sources, (unexpired)	(47)	.....	.....
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	2,202	1,817	1,618
Outlays (gross) detail:			
87.00 Total financing disbursements (gross)	640	1,139	1,067
Offsets against gross financing authority and Financing disbursements:			
Offsetting collections (cash) from:			
88.00.01 Federal sources: Subsidy from program account	39	80	80
88.00.02 Federal sources: Payment from program account -- upward reestimate	2	97	.....
88.00.03 Federal sources: Interest on upward reestimate	.....	55	.....
88.25 01 Interest on uninvested funds	4	5	.....
88.40 01 Non-Federal Sources-up front fees	11	.....	.....
88.40 02 Non-Federal Sources-Interest only payments	0	21	35
88.90 Total offsetting collections (cash)	56	258	115
Against gross financing authority only			
88.95 Change in receivables from program account	47	.....	.....
Net financing authority and financing disbursements:			
89.00 Financing authority	1,221	484	753
90.00 Financing disbursements	584	881	952
95.02 Unpaid obligation, end of year	2,416		

STATUS OF DIRECT LOANS

In millions of dollars

Identification code: 69-4123-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Portions with respect to appropriations act limitation on obligations:			
11.31 Direct loan obligations exempt from limitation	990	631	720
11.50 Total direct loan obligations	990	631	720
Cumulative balance of direct loans outstanding:			
12.10 Outstanding, start of year	1,488	1,880	3,144
12.31 Disbursement: Direct loan disbursements	317	1,139	1,067
12.51 Repayments: Repayments and Prepayments	.....	.....	.....
12.61 Adjustments: Capitalized interest	75	125	175
12.90 Outstanding, end of year	1,880	3,144	4,386
62.00 Net financing disbursements	584	881	952

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
FINANCING ACCOUNT - LOAN GUARANTEE**

PROGRAM AND FINANCING SCHEDULE
In millions of dollars

Identification code: 69-4145-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Program by Activities:			
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4
22.00 New financing authority (gross)	4	4
23.90 Total budgetary resources available for obligation	4	8
24.40 Unobligated balance carried forward, end of year:		4	8
New financing authority (gross), detail:			
Mandatory			
69.00 Offsetting collections (cash)	4	4
69.10 Change in uncollected customer payments from Federal Sources (unexpired)		
69.90 Spending authority from offsetting collections (total mandatory)	4	4
72.40 Obligated balance, start of year
74.00 Change in uncollected customer payments from Federal Sources (unexpired)
74.40 Obligated balance, end of year
Offsets			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from:			
Federal sources: loan guarantee subsidy	4	4
Against gross financing authority only:			
88.95 Change in receivables from program accounts
Net financing authority and financing disbursements			
89.00 Financing Authority
90.00 Financing disbursements	(4)	(4)

STATUS OF GUARANTEED LOANS
In millions of dollars

Identification code: 69-4145-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Position with respect to appropriations act limitation on commitments:			
21.31 Guaranteed loan commitments exempt from limitation	200	200
21.42 Uncommitted loan guarantee limitation
21.50 Total guaranteed loan commitments	200	200
21.99 Guaranteed amount of guaranteed loan commitments	200	200
Cummulative balance of guarantee loans outstanding			
22.10 Outstanding, start of year	40
22.31 Disbursements of new guaranteed loans	40	80
22.51 Repayments and Prepayments
22.90 Outstanding, end of year	40	120
Memorandum			
22.99 Guaranteed amount of guaranteed loans outstanding, end of year	40	120
62.00 Net financing disbursements	(4)	(4)

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
FINANCING ACCOUNT - LINE-OF-CREDIT**

PROGRAM AND FINANCING SCHEDULE
In millions of dollars

Identification code: 69-4173-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Program by Activities:			
Obligations by program activity			
00.01 Lines of credit	200	200
00.02 Interest Paid to Treasury
10.00 Total new obligations	200	200
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	200	200
22.10 Resources available from recoveries of prior year obligations
22.70 Balance of authority to borrow withdrawn
23.90 Total budgetary resources available for obligation	200	200
23.95 Total new obligations	(200)	(200)
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	180	180
Mandatory:			
69.00 Offsetting collections (cash)	2	4
69.10 Change in uncollected customer payments from Federal sources (unexpired)	18	16
69.90 Spending authority from offsetting collections (total mandatory)	20	20
70.00 Total new financing authority (gross)	200	200
Change in obligated balances			
72.40 Obligated balance, start of year	162
73.10 Total new obligations	200	201
73.20 Total financing disbursements (gross)	(20)	(41)
73.45 Recoveries of prior year obligations
74.00 Change in uncollected customer payments from Federal sources (unexpired)	(18)	(16)
74.40 Obligated balance, end of year	162	306
87.00 Total financing disbursements (gross)	20	41
Offsets			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from Federal sources	2	4
Against gross financing authority only			
88.95 Change in receivables from program account	18	16
Net financing authority and financing disbursements:			
89.00 Financing authority	180	180
90.00 Financing disbursements	18	37

STATUS OF LINE-OF-CREDIT
In millions of dollars

Identification code: 69-4173-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Portions with respect to appropriations act limitation on obligations			
11.31 Limitation on direct loans	200	200
11.50 Total direct loan obligations	200	200
Cumulative balance of direct loans outstanding:			
12.10 Outstanding, start of year	20
12.31 Disbursements: Direct loan disbursements	20	40
12.90 Outstanding, end of year	20	60
62.00 Net financing disbursements	18	37

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT**

BACKGROUND

San Joaquin Hills Project

The Congress appropriated \$9.6 million in FY 1993 to extend a \$120 million line-of-credit to the Transportation Corridor Agency's (TCA) San Joaquin Hills public toll road. The loan agreement stipulates that no more than \$12 million may be disbursed in any year of operation and draws may be taken only through December 31, 2007. Because of the time and amount limitations on draws, \$12 million of the line-of-credit expires each year if not drawn.

As required by the Federal Credit Reform Act of 1990, program and financing accounts have been established to record activity related to direct loan obligations for the Orange County toll roads. The original subsidy obligation of \$9.6 million in the program account and the loan obligation of \$120 million in the financing account for the San Joaquin Hills Project were recorded when the loan agreement was executed. As loan amounts expire, they are de-obligated in both the program and financing accounts. To date, the San Joaquin Hills Project has not drawn down its line-of-credit.

Foothills/Eastern Transportation Corridor

The Congress appropriated \$8 million in FY 1995 to extend a \$120 million line-of-credit to the Transportation Corridor Agency's (TCA) Foothills-Eastern Transportation Corridor public toll road. The loan agreement stipulates that no more than \$12 million may be disbursed in any year of operation and draws may be taken only through December 31, 2009. Because of the time and amount limitation on draws, \$12 million of the line-of-credit expires each year if not drawn.

As required by the Federal Credit Reform Act of 1990, program and financing accounts have been established to record activity related to direct loan obligations for the Orange County toll roads. The original subsidy obligation of \$8 million in the program account and the loan obligation of \$120 million in the financing account for the Foothills/Eastern Transportation Corridor were recorded when the loan agreement was executed. As loan amounts expire, they are de-obligated in both the program and financing accounts. To date, the Foothills/Eastern Transportation Corridor has not drawn down on its line-of-credit.

BUDGETARY RESOURCES

The Orange County, California line of credit expired on December 31, 2009.

**DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
 DIRECT LOAN PROGRAM ACCOUNT**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code:	2009	2010	2011
69-0543-0-1-401	ACTUAL	ENACTED	REQUEST
Change in unpaid obligations			
72.40 Unpaid Obligations, start of year	2	1	----
73.40 Adjustments in expired accounts (net)	<u>-1</u>	<u>-1</u>	----
74.40 Obligated balance, end of year	1	0	----
89.00 Financing authority	----	----	----
90.00 Financing disbursements	----	----	----

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
DIRECT LOAN FINANCING ACCOUNT**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-4264-0-3-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Budgetary resources available for obligation			
22.00 New Financing Authority (gross)	-1	-1	----
22.10 Resources available from recoveries of prior year obligations	12	12	----
22.70 Balance of authority to borrow withdrawn	<u>-11</u>	<u>-11</u>	<u>----</u>
23.90 Total budgetary resources available for obligations	0	----	----
Change in obligated balance			
72.40 Obligated Balance, start of year	22	11	----
73.45 Recoveries of prior year obligations	-12	-12	----
74.00 Change in uncollected customer payments from Federal Sources	<u>1</u>	<u>1</u>	<u>----</u>
74.40 Obligated balance, end of year	11	0	----
89.00 Financing authority	----	----	----
90.00 Financing disbursements	----	----	----

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**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
RIGHT-OF-WAY REVOLVING FUND**

BACKGROUND

The Federal-Aid Highway Act of 1968 authorized the establishment of a Right-of Way fund. This fund is used to make cash advances to States for the purchase of right-of-way parcels in advance of highway construction to reduce the impact of land price inflation on construction costs.

This program was terminated by TEA-21 but will continue to be shown for reporting purposes, while loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-aid program and therefore a separate program is unnecessary. Funds shall remain available to the State for use on the projects for which the funds were advanced for a period of 20 years from the date on which the funds were advanced. The cumulative balance of loans outstanding at the end of FY 2009 was \$75 million. No further obligations are planned for 2010 or 2011. Repayments are returned to the Highway Trust Fund.

BUDGETARY RESOURCES

No new budgetary resources are requested in FY 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
RIGHT-OF-WAY (ROW) REVOLVING FUND
LIQUIDATING ACCOUNT - DIRECT LOAN**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-8402-0-8-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	.....	.....	.....
21.45 Adjustments to unobligated balance carried forward, start of year	.....	.....	.....
22.00 New financing authority (gross)	.....	.....	.....
22.10 Resources available from recoveries of prior year obligations	.....	.....	.....
22.40 Portion returned to trust fund from liquidating account	.....	.....	.....
23.90 Total budgetary resources available for obligation	.....	.....	.....
23.98 Unobligated balance expiring or withdrawn			
24.40 Unobligated balance carried forward, end of year	.....	.....	.....
24.41 Special and trust fund receipts returned to Schedule N	.....	.....	.....
New Budget Authority (gross), detail			
Mandatory:			
69.00 Offsetting collections (cash)	12	23	34
69.27 Capital transfer to general fund	<u>-12</u>	<u>-23</u>	<u>-34</u>
69.90 Spending Authority from offsetting collections	.....	.....	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	6	6	6
73.20 Total financing disbursements (gross)	.....	.....	.....
73.45 Recoveries of prior year obligations	.....	.....	.....
74.40 Obligated balance, end of year	6	6	6
87.00 Total financing disbursements (gross)	.....	.....	.....
Offsets			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from Federal sources	<u>12</u>	<u>23</u>	<u>34</u>
88.10 Federal Sources (total)	12	23	34
Net financing authority and financing disbursements:			
89.00 Financing authority	-12	-23	-34
90.00 Financing disbursements	-12	-23	-34
95.02 Unpaid obligation, end of year	6		
Cumulative balance of direct loans outstanding:			
12.10 Outstanding, start of year	87	75	52
12.51 Repayments: Repayments and prepayments	-12	-23	-34
12.64 Write-offs for default: Loan forgiveness (P.L. 109-59)	.....	.....	.....
12.90 Outstanding, end of year	75	52	18

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
STATE INFRASTRUCTURE BANKS**

BACKGROUND

In FY 1997, FHWA received an appropriation of \$150 million from the General Fund for the State Infrastructure Banks (SIBs) program. This schedule shows the obligation and outlay of that funding. In FY 1999 and 2002, \$6.5 million and \$5.75 million of the funds provided for the SIBs program were rescinded, respectively.

SIBs have provided critical funds for more than 351 projects. States have entered into agreements with a dollar value of over \$4.5 billion as of September 30, 2003. All of the funds have been provided to the States to capitalize the infrastructure banks. Because the funding was provided as grants, and not loans, FHWA will not receive reimbursements of amounts expended for the SIBs program.

BUDGETARY RESOURCES

No new budgetary resources are requested in FY 2011.

**DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 STATE INFRASTRUCTURE BANKS
 DIRECT LOAN FINANCING ACCOUNT**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-0549-0-1-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Change in obligated balance			
72.40 Obligated Balance, start of year	3	3	3
73.20 Total Outlays (gross)	0	0	0
74.40 Obligated balance, end of year	3	3	3
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	.....	.....	.....
89.00 Financing authority	.....	.....	.....
90.00 Financing disbursements	.....	.....	.....

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY RELATED SAFETY GRANTS**

BACKGROUND

In FY 1997, this account was transferred from the Federal Highway Administration to the National Highway Traffic Safety Administration. No obligations or outlays are anticipated in this account during FY 2009 or 2010.

BUDGETARY REOURCES

No new budgetary resources are requested in FY 2010.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY RELATED SAFETY GRANTS**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-8019-0-1-401	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Change in obligated balances:			
72.40 Obligated balance, start of year.....	1	1	1
74.40 Obligated balance, end of year.....	1	1	1
89.00 Budget authority.....	.....	.....	.....
90.00 Outlays.....	.....	.....	.....

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY INFRASTRUCTURE**

BACKGROUND

In FY 2010, the Federal Highway Administration received a General Fund appropriation of \$650 million for Highway Infrastructure. The authority for this appropriation is Division A, Title I of P.L. 111-117 (Consolidated Appropriations Act, 2010), Section 122.

BUDGETARY RESOURCES

No new budget authority is requested for FY 2011.

**DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY INFRASTRUCTURE GRANTS**

PROGRAM AND FINANCING SCHEDULE

In millions of dollars

Identification code: 69-0548-0	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Obligations by program by activity:			
00.01 Highway Infrastructure Grants	650	.....
10.00 Total new obligation (object class 41.0).....	650	.....
Budgetary resources available for obligation			
21.40 Unobligated balance available, start of year.....
22.00 New budget authority (gross).....	650	.....
22.10 Recoveries of prior year obligations.....	<u>.....</u>	<u>.....</u>	<u>.....</u>
23.90 Total budgetary resources available for obligations.....	650	.....
23.95 Total new obligations.....	<u>.....</u>	<u>-650</u>	<u>.....</u>
24.40 Unobligated balance available, end of year.....
New budget authority (gross), Detail:			
Discretionary:			
40.00 Appropriation.....	650	.....
Change in obligated balances			
72.40 Obligated balance, start of year.....	591
73.10 New obligations.....	650	.....
73.20 Total outlays (gross).....	-59	-267
73.45 Recoveries of prior year obligations.....	<u>.....</u>	<u>.....</u>	<u>.....</u>
74.40 Obligated balance, end of year.....	591	324
Outlays (gross), detail			
86.90 Outlays from new discretionary authority.....	59	.....
86.93 Outlays from discretionary balances.....	<u>.....</u>	<u>.....</u>	<u>267</u>
87.00 Total outlays (gross).....	59	267
Net budget authority and outlays:			
89.00 Budget authority.....	650	.....
90.00 Outlays.....	59	267

HIGHWAY INFRASTRUCTURE GRANTS

OBJECT CLASSIFICATION

In millions of dollars

Identification code: 69-0500-0	2009 ACTUAL	2010 ENACTED	2011 REQUEST
Direct obligations:			
14.10 Grants, subsidies, and contributions	650	.....

**FEDERAL HIGHWAY ADMINISTRATION
HISTORICAL FUNDING LEVELS (2001-2010)
(\$ in Thousands)**

	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>2/</u>	<u>FY 2004</u>	<u>3/</u>	<u>FY 2005</u>	<u>4/</u>	<u>FY 2006</u>	<u>5/</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>6/</u>	<u>FY 2009</u>	<u>7/</u>	<u>FY 2010</u>	<u>9/</u>
Federal-Aid Highways																	
Obligation Limitation 1/	\$29,596,176	\$31,799,104	\$31,800,000		\$33,843,000		\$34,422,400		\$36,032,344		\$39,086,465	\$41,216,051		\$40,700,000		\$41,107,000	
Liquidation of Contract Authority (C.A.)	\$28,000,000	\$30,000,000	\$32,000,000		\$34,000,000		\$35,000,000		\$36,032,344		\$36,032,344	\$41,955,051		\$41,439,000		\$41,846,000	
Emergency Relief Funds (C.A.)	\$100,000	\$100,000	\$100,000		\$100,000		\$100,000		\$100,000		\$101,737	\$100,000		\$100,000		\$100,000	
Supplemental Emergency Relief Funds	\$718,416	\$242,000					\$1,943,000		\$3,452,363		\$871,022	\$1,045,000					
State Infrastructure Banks		-\$5,750															
Appalachian Development Highway System (GF)		\$200,000	\$188,000		\$125,000		\$80,000		\$20,000		\$19,800	\$15,680		\$9,500			
Appalachian Development Highway System (TF)	\$254,402																
<u>LGOE/LAE - (Non Add within Federal-Aid)</u>	<u>\$294,470</u>	<u>\$310,159</u>	<u>\$316,126</u>		<u>\$337,604</u>		<u>\$346,500</u>		<u>\$364,638</u>		<u>\$360,992</u>	<u>\$377,556</u>		<u>\$390,000</u>		<u>\$413,533</u>	
Admin Expenses - LGOE	294,470	310,159	316,126		337,604		346,500		364,638		360,992	377,556		390,000		413,533	
Miscellaneous Appropriations	\$604,667	\$148,300	\$90,600		\$4,000				\$153		\$1,328	\$15,148		\$167,563		\$347,915	
Highway Infrastructure Programs (GF)																	\$650,000
Highway Infrastructure Investment, Recovery Act (GF)														\$27,500,000	<u>8/</u>		
Miscellaneous Highway Trust Fund	\$1,182,493	\$100,000	\$285,000		\$50,000		\$34,000										

Note: This table reflects actual enacted amounts as appropriated.

1/ Does not reflect \$1.291 billion transferred to and from Federal Transit Administration in FY 2001, \$1.175 billion in FY 2002, \$1.067 billion in FY 2003, \$1.022 billion in FY 2004, \$1.005 billion in FY 2005, \$1.383 billion in FY 2006, \$975 million in FY 2007, \$1,001 million in FY 2008, and \$985.4 million in FY 2009.

2/ Does not reflect the following rescissions in FY 2003: Federal-aid \$206.700 million, LAE \$ 2.055 million, Appalachian Dev. Hwy. Sys. \$1.222 million, Misc. Appropriations \$0.589 million, and Misc. Hwy. Trust Funds \$1.853 million.

3/ Does not reflect the following rescissions in FY 2004: Federal-aid \$207 million, LAE \$3.989 million, ADHS \$0.738 million, Misc. Appropriations \$0.021 million, and Misc. Hwy. Trust Funds \$0.295 million.

4/ Does not reflect the following rescissions in FY 2005: LAE \$2.8 million, Appalachian Dev. Hwy. Sys. \$0.640 million, Misc. Hwy Trust Funds \$0.272 million.

5/ Does not reflect the following rescissions in FY 2006: Federal-aid \$360 million, LAE \$3.6 million, Appalachian Dev. Hwy. Sys. \$0.200 million.

6/ Does not reflect the following rescissions of new authority in FY 2008: Federal-aid \$486.2 million, LAE \$43.4 million.

7/ Does not reflect the following rescissions of new authority in FY 2009: \$1.162 billion from the \$3.15 billion FY 2009 appropriated rescission and \$5.3 billion from the \$8.7 billion FY 2009 SAFETEA-LU rescission.

8/ Does not reflect \$288.4 million transferred to Federal Transit Administration in FY 2009.

9/ Reflects Appropriations for obligation limitation in FY 2010. Extension bill provided through February 28, 2010.

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A Note About DOT's Strategic Goals

The performance sections of the FY 2011 budget submissions align with current FY 2006-2011 DOT strategic plan. DOT will release a new strategic plan in FY 2010 that will detail the Department's new priorities and areas of emphasis. DOT expects the performance sections of the FY 2012 budget submission will be aligned to this new strategic plan.

EXHIBIT IV-3

**PERFORMANCE OVERVIEW
FEDERAL HIGHWAY ADMINISTRATION**

Annual Performance Results and Targets

The Federal Highway Administration (FHWA) integrates performance results into its budget requests to demonstrate alignment with the Department of Transportation (DOT) Strategic Plan. The FHWA tracks the following DOT level performance measures to demonstrate program results:

Strategic Goal: Safety

Rate of highway fatalities per 100 Million Vehicle Miles Traveled. ^[1] <i>Shared Measure with NHTSA.</i>						
	2006	2007	2008	2009	2010	2011
Target	1.38	1.38	1.37	1.35	1.30	1.13-1.16
Actual	1.42r	1.36r	1.25	TBD		

Passenger vehicle occupant highway fatalities per 100 million VMT. <i>Shared measure with NHTSA</i>	2005	2006	2007	2008	2009	2010	2011
Target	1.15	1.12	1.10	1.06	1.02	0.99	0.96
Actual	1.15	1.10	1.03	1.03	1.04		

Non-occupant highway fatalities per 100 million VMT. <i>Shared measure with NHTSA</i>	2005	2006	2007	2008	2009	2010	2011
Target	0.16 (r)	0.16	0.15	0.19	0.19	0.19	0.19
Actual	0.20	0.19	0.18	0.18	0.19		

(r) Revised

¹ For FY2011, DOT identified this measure as a High Priority Performance Goal and set a new target to reduce the rate of highway fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT). by the end of FY 2011. The FY 2010 rate is 1.3 fatalities per 100 million VMT. However, DOT may revise and further refine its goal in the future based on findings from its new research.

Motorcycle rider highway fatalities per 100,000 motorcycle registrations. <i>Shared measure with NHTSA</i>	2005	2006	2007	2008	2009	2010	2011
Target	N/T	75	76	76	76 (r)	78	79
Actual	73.5	72.3	72.5	71.3	75.0		

(r) Revised

Large truck and bus fatalities per 100 million VMT. <i>Shared measure with FMCSA</i>	2005	2006	2007	2008	2009	2010	2011
Target	N/T	0.179	0.175	0.171	0.167	0.164	N/A
Actual	0.184	0.177 (r)	0.169 *	0.168 #	0.154 ^		

(r) Revised; * Projection; # Projection (Provided by FMCSA); ^ Estimated (Provided by FASTFARS)

Strategic Goal: Reduced Congestion

Percent of total annual urban-area travel time occurring in congested conditions.	2005	2006	2007	2008	2009	2010	2011
Target	28.0	27.6	28.0 (r)	27.6 (r)	27.4 (r)	27.1 (r)	26.9
Actual	28.6 (r)	28.4 (r)	27.8	27.3 #	26.3		

(r) Revised; # Projection (provided by BTS)

Percent of U.S. population with access to 511 travel telephone service.	2005	2006	2007	2008	2009	2010	2011
Target	40	50	65	65	65 (r)	70 (r)	80
Actual	28	41	48	48	60		

(r) Revised

Percent of top 40 metropolitan areas with full service patrols.	2007	2008	2009	2010	2011
Target	N/T	100	100	100	100
Actual	70	77	78		

Percent of top 40 metropolitan areas with quick clearance policies.	2007	2008	2009	2010	2011
Target	N/T	100	100	100	100
Actual	80	88	88		

Percent of top 40 metropolitan areas with quick clearance laws.	2007	2008	2009	2010	2011
Target	N/T	100	100	100	100
Actual	75	85	85		

Percent of travel on the National Highway System (NHS) meeting pavement performance standards for good ride.	2005	2006	2007	2008	2009	2010	2011
Target	53	54	56	56	57	58	59
Actual	52	54	57	56	57		

Percent of deck area on NHS bridges rated deficient, adjusted for average daily traffic.	2005	2006	2007	2008	2009	2010	2011
Target	25.3	24.2	23.1	22.0	29.0 (r)	28.5 (r)	28.0 (r)
Actual	29.9	29.2	29.7	29.5	29.2		

Strategic Goal: Global Connectivity

Number of freight corridors with an annual decrease in the average buffer index rating greater than the national average.	2006	2007	2008	2009	2010	2011
Target	5	5	13 (r)	13	13	13
Actual	3	5	21	19		

(r) Revised

Number of NHS Border Crossings with a decrease in unexpected delay (inbound).	2007	2008	2009	2010	2011
Target	5	5	5	5	10
Actual	1	3	3		

Strategic Goal: Environmental Stewardship

Number of exemplary ecosystem initiatives.	2005	2006	2007	2008
Target	17	24	50	Measure was discontinued in FY 2008.
Actual	23	43	50	

Number of exemplary human environment initiatives.	2007	2008	2009	2010	2011
Target	5	10	15	15	15
Actual	8	11	16		

Number of areas in conformity lapse.	2005	2006	2007	2008	2009	2010	2011
Target	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Actual	5.8 (r)	1.3	0.0	0.0	0.0		

(r) Revised

Median time in months required for all Federal-aid Highway projects to have a completed Environmental Impact Statement (EIS) – Supplemental to DOT-wide measure.	2005	2006	2007	2008	2009	2010	2011
Target	45	40	36	60 (r)	54 (r)	48 (r)	48 (r)
Actual	60	60 (r)	71	60	84		

(r) Revised

Strategic Goal: Organizational Excellence

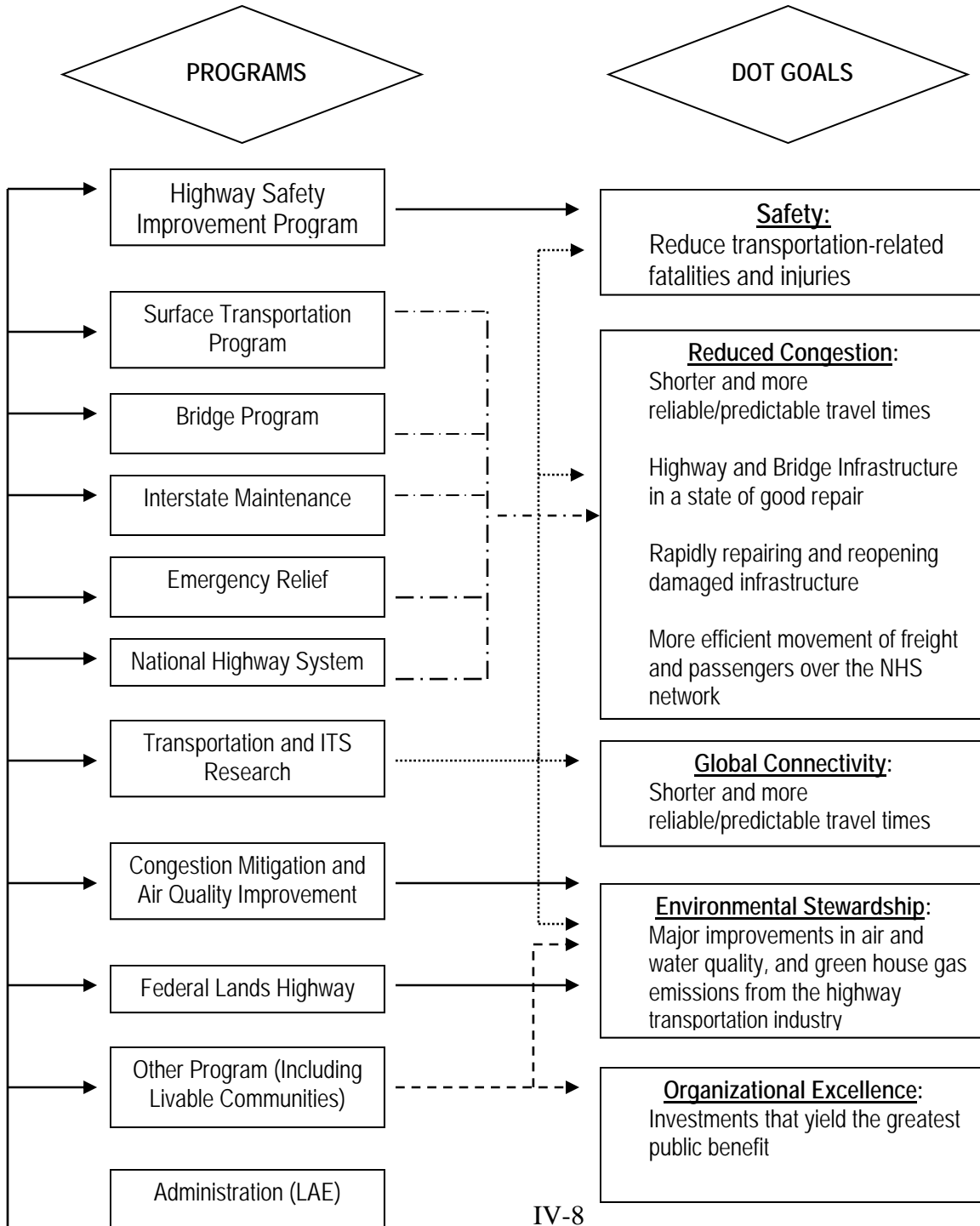
Percent of major Federally funded transportation infrastructure projects with less than 2% annual growth in the project completion milestone as reported in the finance plan. <i>Shared measure with FTA. Actual results do not reflect results for FTA projects.</i>	2005	2006	2007	2008	2009	2010	2011
Target	N/T	90	90	90	90	90	90
Actual	83	86	85	86	82		

Percent of finance plan cost estimates for major Federally funded transportation infrastructure projects with less than 2% annual growth. <i>Shared measure with FTA. Actual results do not reflect results for FTA projects.</i>	2005	2006	2007	2008	2009	2010	2011
Target	N/T	90	90	90	90	90	90
Actual	83	86	85	79	89		

**EXHIBIT IV-4 PERFORMANCE PLANNING LOGIC MODEL
FEDERAL HIGHWAY ADMINISTRATION**

FIGURE 1. OVERALL VIEW.

Mission: To improve mobility on our Nation's highways through national leadership, innovation, and program delivery.



SAFETY Goal Overview

This funding request contributes to the achievement of the DOT Safety goal and specifically to the DOT outcome to reduce transportation related fatalities and injuries.

In FY 2010, FHWA's ongoing support for the implementation of the Highway Safety Improvement program includes:

- Offering national policy leadership and technical assistance to States in support of SHSP implementation and evaluation;
- Developing a proposed rulemaking for pavement, marking, and retroreflectivity, as well as continuing outreach related to the Sign Retroreflectivity Final Rule that went into effect January 2008;
- Updating the Highway Design Handbook for Older Drivers and Pedestrians with new research and practices;
- Employing the countermeasures to more effectively manage speed and reduce speeding-related fatalities and injuries; and
- Developing products and policies to promote the wide-scale implementation of roundabouts; and encouraging all States to adopt the National Manual on Uniform Traffic Control Devices.

Federal Lands Highway (FLH) continues to advance its safety initiatives through development and implementation of safety management systems. Also, five critical research areas are being addressed: roadway departure crashes, intersection fatalities, pedestrian fatalities, speeding-related fatalities, and advancement of a strategic approach to improving highway safety.

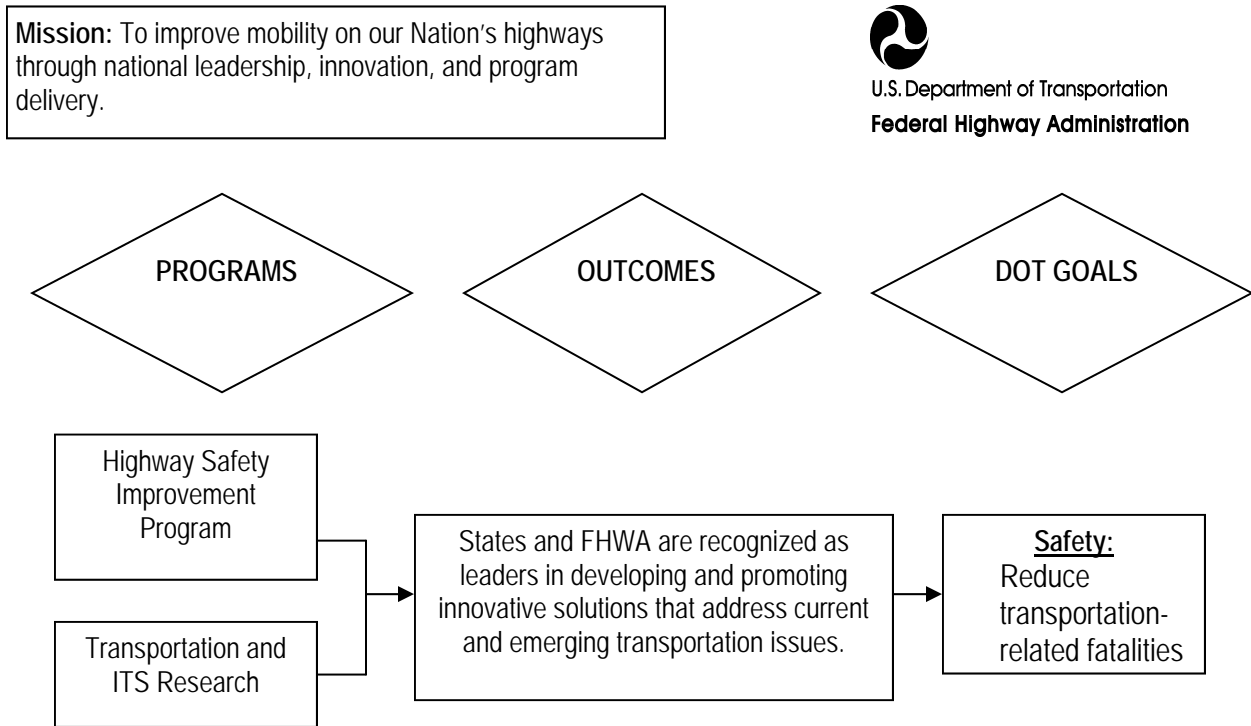
The FY 2011 budget for the Safety strategic goal is \$9.8 billion. FHWA will continue to promote the use of comprehensive, integrated, data-driven safety programs at the Federal, State and local level, including State and non-State owned roadway systems. FHWA works with States to improve data coverage and quality, apply a comprehensive safety planning approach, and implement effective projects and programs to save lives and reduce injuries. The FHWA will continue to strategically focus upon States with higher fatality rates to implement proven measures to enhance safety and assist State and local governments to implement safety programs. Specific topic areas of importance within targeted focus States are designated for attention, including fatality-producing crashes that involve roadway departure, intersections, pedestrians, and speeding and assistance will be provided to reduce fatalities in these areas. Assistance to States in the implementation of Strategic Highway Safety Plans (SHSP) will continue.

In FY 2011, the FHWA's programs will result in:

- An increase in the number of States that implement multiple planned countermeasures from roadway departure safety plans, intersection and pedestrian safety improvement plans, and speed management safety plans in order to reduce the total number of fatal crashes and fatalities in each of the target areas (e.g., pedestrians).

- Improvement in the quality of safety data in all States and greater use of the SHSPs that were recently adopted in most States.

**FIGURE 2. PERFORMANCE PLANNING LOGIC MODEL – SAFETY GOAL
FEDERAL HIGHWAY ADMINISTRATION**



SAFETY					
FY 2011 Inputs: \$9.8 billion and 548 FTE					
PROGRAM NAME: Highway Safety Improvement Program					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds safety strategic planning, devotes additional resources to traffic safety, and supports innovative approaches on all public roads. The program beneficiaries are State Departments of Transportation and/or Highway Agencies and Tribal Governments.	States will use Strategic Highway Safety Plans (SHSP) to select projects for Federal-Aid funding that align with the critical factors outlined in the SHSP and accelerate the deployment of proven highway safety countermeasures.	All States are using information in the SHSP to develop future transportation plans and select projects for Federal-aid funding. As a result, fewer traffic fatalities occur within each state and nationally.	States have undertaken more than one project using a proven safety counter-measure.	States and FHWA are recognized as leaders in developing and promoting innovative solutions that address current and emerging transportation issues.	<u>Goal:</u> Safety. <u>Outcome:</u> Reduce transportation-related fatalities and injuries.

Table A. Safety Program Logic Model – Highway Safety Improvement Program.

Program Purpose and Customer/Beneficiaries: Highway Safety Improvement Program (HSIP) is a highway infrastructure safety program that was established as a core program beginning in FY 2006. Program funds safety strategic planning, devotes additional resources to traffic safety, and supports innovative approaches on all public roads. The program beneficiaries are State Departments of Transportation (DOTs) and/or Highway Agencies and Tribal Governments.

2011 Program Inputs: FHWA requests \$9.8 billion and 548 FTE to implement the overall highway safety program. This program consists of the HSIP plus various amounts from eligible projects listed under the other five core funding programs.

2011 Program Activity: States will use SHSPs to select projects for Fed-aid funding that address critical crash factors and accelerate the deployment of proven highway safety countermeasures.

2011 Program Achievements: All States are using information in the SHSP to develop future transportation plans and select projects for Federal-aid funding. As a result, fewer traffic fatalities occur within each state and nationally.

2011 Program Outputs: States have undertaken more than one project using a proven safety countermeasure. States complete numerous safety improvement construction projects and implement various safety program guidance including the Manual of Uniform Traffic Control Devices.

2011 Program Outcomes: States and FHWA are recognized as leaders in developing and promoting innovative solutions that address current and emerging transportation issues that target reduction of fatalities and reduction in the number of vehicle crashes.

Contribution to DOT Goal: Safety.

Outcome: Reduce transportation-related fatalities and injuries.

PROGRAM NAME: Transportation and ITS Research					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds research and application of innovative technologies in highway safety, supports evaluation and implementation of safety technologies and innovations at the state and local level. Primary recipients are other state Departments of Transportation and/or Highway Agencies.	Develop analysis tools and procedures to understand roadway departure crash causation, support better roadside safety design, evaluate innovative infrastructure and intersection configurations to improve motorist, pedestrian and bicyclist safety, conduct research and deployment of best practices in safety training and management.	Centers for Excellence support development of new transportation safety techniques and innovations in rural and urban areas and provide training on innovative uses of technology. Evaluate effectiveness of various safety improvements in support of State Strategic Highway Safety Plans	Accelerate the adoption of innovation and new technology in highway construction and increase the number of states that implement roadway and intersection safety plans to decrease the number of fatal crashes.	States and FHWA are recognized as leaders in developing and promoting innovative solutions that address current and emerging transportation issues.	<u>Goal:</u> Safety. <u>Outcome:</u> Reduce transportation-related fatalities and injuries.

Table B. Safety Program Logic Model – Transportation and ITS Research Program.

Program Purpose and Customer/Beneficiaries: Program funds support the research and application of innovative technologies in highway safety, supports evaluation and implementation of safety technologies and innovations at the state and local level.

Primary recipients are other State Departments of Transportation and/or Highway Agencies.

2011 Program Inputs: (see above)

2011 Program Activity: Develop analysis tools and procedures to understand roadway departure crash causation, support better roadside safety design, evaluate innovative infrastructure and intersection configurations to improve motorist, pedestrian and bicyclist safety, conduct research and deployment of best practices in safety training and management.

2011 Program Achievements: Centers for Excellence support development of new transportation safety techniques and innovations in rural and urban areas and provide training on innovative uses of technology. Evaluate effectiveness of various safety improvements in support of State Strategic Highway Safety Plans.

2011 Program Outputs: Accelerate the adoption of innovation and new technology in highway construction and increase the number of states that implement roadway and intersection safety plans to decrease the number of fatal crashes.

2011 Program Outcomes: States and FHWA are recognized as leaders in developing and promoting innovative solutions that address current and emerging transportation issues that target reduction of fatalities and reduction in the number of vehicle crashes.

Contribution to DOT Goal: Safety.

Outcome: Reduce transportation-related fatalities and injuries.

REDUCED CONGESTION Goal Overview

This funding request contributes to the achievement of the DOT Reduced Congestion goal and specifically to the following DOT outcomes:

- Significant improvements in critical aspects of highway system performance (e.g. shorter and more reliable/predictable travel times).
- Highway and Bridge Infrastructure in a state of good repair.
- Reduce congestion by rapidly repairing and reopening damaged infrastructure.
- More efficient movement of freight and passengers over the National Highway System network.

In FY 2010, Highway funds apportioned to the States continue to be used to:

- Increase roadway throughput by adding system capacity, either as new roadways or transit routes, adding traffic lanes, adding additional buses in specific locations where congestion is recurring, or removing bottlenecks;
- Improve traffic flow through more effective systems management and operations, including providing better information to travelers to allow them to choose departure times, travel modes, and routes that may mitigate congestion problems; implementing and maintaining incident management service patrols and promoting quick clearance policies and 'Move It' laws;
- Develop and implement improved strategies for work zone implementation and road weather management.
- Resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate System, and for upkeep and improvement of the 46,000 mile Interstate System, which is designated as a separate identity within the NHS;
- Improvements to rural and urban roads that are part of the NHS, including the Interstate System, and designated connections to major intermodal terminals;
- For a variety of surface transportation infrastructure projects, transit and carpool activities, bicycle and pedestrian projects, intelligent transportation systems, and management systems, on any Federal-aid highway;
- Improve the condition of bridges, including historic bridges, through replacement, rehabilitation, and systematic preventative maintenance.

FLH funds are being used to support capacity expansion, including the use of buses in national parks, national forests, fish and wildlife refuges, and Indian Reservations, as well as operational improvement approaches.

Transportation and ITS research funds are being used to:

- Improve freeway and arterial management practices;
- Continue to promote and provide technical assistance on improved decision-making practices in transportation planning through the development of new and

- Promote the development of innovative technical transfer techniques to support the dissemination of these modeling approaches to the State DOTs and Metropolitan Planning Organizations (MPOs);
- Continue to support and promote the development and adoption of performance-based outcomes;
- Optimize performance in the pavement design area;
- Enhance highway user satisfaction by reducing delays, enhancing pavement smoothness, and optimizing surface texture for safety and noise;
- Develop tools for automated testing for construction and material quality assurance State process reviews;
- Implement new pavement design guide technology and develop better pavement surface characteristic measuring equipment and technologies;
- Improve development and testing of a variety of innovative technology for non-destructive evaluation and methodologies for bridge management; and
- Research, develop, and promote the deployment of new technologies, Asset Management Principles, materials, and analysis tools that will improve pavement and bridge performance and system cost-effectiveness.

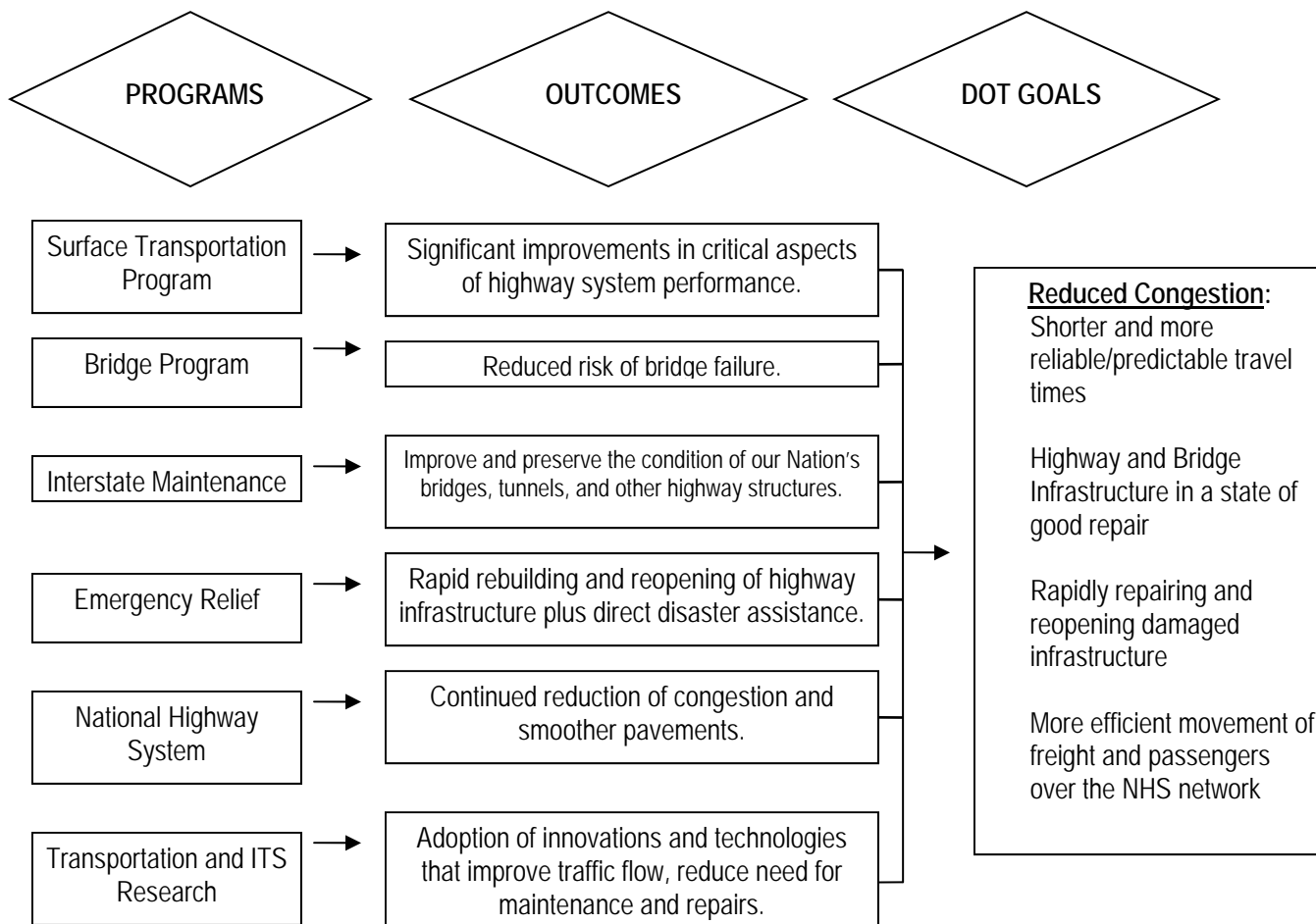
The FY 2011 budget for the Reduced Congestion strategic goal is \$24.0 billion. These funds will be used to facilitate higher levels of investment in added system capacity and removal of bottlenecks; place more emphasis on effective congestion partnerships that facilitate inter-agency coordination and collaboration; commit to the collection and dissemination of real-time information, and encourage the use of effective operational practices including the extensive deployment and integration of Intelligent Transportation System (ITS) technologies and greater use of work zone and incident management practices in corridors. FHWA will continue to provide Federal-aid funds to States to replace, rehabilitate, and preserve bridges and other infrastructure and build needed transportation facilities. Funds will also be used to support long-term research, and provide public education, development, and deployment; technical assistance, and training to partner agencies and transportation system users. FHWA will promote the use of asset management principles to manage and allocate resources to improve system performance, and accelerate the adoption of innovation and new technology in highway construction. In FY 2011, the FHWA's programs will result in:

- Increased adoption in States and Metropolitan areas of operational and low-cost construction options that may be implemented in the near-term to mitigate or eliminate bottleneck traffic congestion and adopting comprehensive bottleneck reducing programs.
- An increase in the number of State and local transportation agencies using transportation operations performance measures to monitor and report

- Increased deployment of 511 Services and use of travel times on Dynamic Message Signs through executive-level outreach and promotion aimed at key, high-impact locations.
- Increased acceptance and use of comprehensive pavement management and remaining service life methods by State agencies as a tool to assess the needs of their network to determine the adequacy of their resource allocation, and share best practices through process reviews, case studies and other methods.
- Enhancements to the National Bridge Inspection Program to assure safety of highway bridges and structures, as well as the adoption of guidelines for the design and retrofit of bridges in coastal regions.
- Improvements in State materials and construction quality assurance programs and advances in the use of new technologies and performance related specifications that will improve quality assurance.

**FIGURE 3. PERFORMANCE PLANNING LOGIC MODEL – REDUCED CONGESTION GOAL
FEDERAL HIGHWAY ADMINISTRATION**

Mission: To improve mobility on our Nation’s highways through national leadership, innovation, and program delivery



REDUCED CONGESTION					
FY 2011 Inputs: \$24.0 billion and 1,335 FTE					
PROGRAM NAME: Surface Transportation Program					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
<p>Program funds Federal-Aid highway and bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. Program recipients are state Departments of Transportation and/or Highway Agencies and Metropolitan Planning Organizations.</p>	<p>States will invest Federal-Aid funds in improvement projects that advance goals outlined in FHWA-DOT stewardship agreements.</p>	<p>Projects that reduce congestion, improve mobility, and are context sensitive.</p> <p>Increased adoption of traffic incident management practices in the Nation's largest metropolitan areas.</p> <p>Increased capacity of States, MPOs, and other Federal agencies to more effectively manage their transportation assets.</p>	<p>More states adopting tools and techniques promoted by the FHWA to improve mobility.</p> <p>More states adopting tools and techniques that enable them to better manage their assets for improved decision making and resource allocation.</p>	<p>Significant improvements in critical aspects of highway system performance and its level of performance (e.g. congestion mitigation)</p>	<p><u>Goal:</u> Reduced Congestion.</p> <p><u>Outcome:</u> Shorter and more reliable/predictable travel times.</p> <p>Improved asset management and decision making.</p>

Table C. Reduced Congestion Program Logic Model – Surface Transportation Program.

Program Purpose and Customer/Beneficiaries: Surface Transportation Program (STP) Program funds Federal-Aid highway and bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. Program recipients are state Departments of Transportation and/or Highway Agencies and Metropolitan Planning Organizations. This program is one of six core funding categories included in the Federal-aid Highway Program. The Federal Highway Administration provides stewardship and oversight to state Departments of Transportation as they administer this program across their network of highways.

2011 Program Inputs: FHWA is requesting \$7.9 billion for the STP program. As STP eligibility requirements allow spending flexibility across all of the DOT goal areas only a portion of these funds are included in the \$24.0 billion requested for this program.

2011 Program Activity: States will invest Federal-Aid funds in improvement projects that advance goals outlined in FHWA-DOT stewardship agreements. Eligibility requirements provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. Additional eligibilities include advanced truck stop electrification systems, projects relating to intersections that: have disproportionately high accident rates; have high congestion; and are located on a Federal-aid highway, environmental restoration and pollution abatement and control of terrestrial and aquatic noxious weeds and establishment of native species.

2011 Program Achievements: Projects that reduce congestion, improve mobility, and are context sensitive. Increased adoption of traffic incident management practices in the Nation's largest metropolitan areas, as well as increased capacity of States, MPOs, and other Federal agencies to more effectively manage their transportation assets.

2011 Program Outputs: More states adopting tools and techniques promoted by the FHWA to improve mobility. More states adopting tools and techniques that enable them to better manage their assets for improved decision making and resource allocation.

2011 Program Outcomes: Significant improvements in critical aspects of highway system performance (e.g. congestion mitigation) and improved asset management and decision making.

Contribution to DOT Goal: Reduced Congestion.

Outcome: Shorter and more reliable/predictable travel times.

PROGRAM NAME: Bridge Program					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds improvements in the condition of bridges through replacement, rehabilitation, and systematic preventive maintenance. Primary recipients are state Departments of Transportation and/or Highway Agencies.	States will select bridge replacement and rehabilitation projects for Federal-aid funding and continue schedule of bridge inspections that address critical needs as defined in their statewide transportation plans.	Reduction in the percent of deficient deck area on all bridges and the percent of bridges on the NHS that are vulnerable to scour and/or with unknown foundations.	Increase in bridge inspections and reduction in number of vulnerable bridges on the NHS.	Reduced risk of bridge failure.	<u>Goal:</u> Reduced Congestion. <u>Outcome:</u> Highway and Bridge Infrastructure in a state of good repair.

Table D. Reduced Congestion Program Logic Model – Bridge Program.

Program Purpose and Customer Beneficiaries: Highway Bridge Program enables States to improve the condition of bridges through replacement, rehabilitation, and systematic preventive maintenance. Primary recipients are State Departments of Transportation/Highway Agencies. The Federal Highway Administration provides stewardship and oversight to state Departments of Transportation as they administer this program across their network of highways.

2011 Program Inputs: FHWA is requesting \$5.2 billion for the Bridge Program. As the Bridge Program eligibility requirement allows spending flexibility across all of the DOT goal areas only a portion of these funds are included in the \$24.0 billion requested for this program.

2011 Program Activity: States will select bridge replacement and rehabilitation projects for Federal-aid funding and continue schedule of bridge inspections that address critical needs as defined in their statewide transportation plans.

2011 Program Achievements: Reduction in the percent of deficient deck area on all bridges and the percent of bridges on the NHS that are vulnerable to scour and/or with unknown foundations.

2011 Program Outputs: Increase in bridge inspections and reduction in number of vulnerable bridges on the NHS.

2011 Program Outcomes: Reduced risk of bridge failure.

Contribution to DOT Goal: Reduced Congestion.

Outcome: Highway and Bridge Infrastructure in a state of good repair.

PROGRAM NAME: Interstate Maintenance					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program enables States to rehabilitate, restore, resurface, and reconstruct (4r) the interstate system. The primary recipients are state Departments of Transportation and/or Highway Agencies.	States will select (4r) projects for Federal-aid funding that address critical needs as defined in their statewide transportation plans.	Increase in pavement smoothness (good ride quality) nationwide and reduction in the percent of deficient deck area on all bridges.	Increased use of asset management principles and practices in all States.	Improve and preserve the condition of our Nation's bridges, tunnels, and other highway structures.	<u>Goal:</u> Reduced Congestion. <u>Outcome:</u> Highway and Bridge Infrastructure in a state of good repair.

Table E. Reduced Congestion Program Logic Model – Interstate Maintenance Program.

Program Purpose and Customer Beneficiaries: The Interstate Maintenance (IM) program enables States to rehabilitate, restore, resurface, and reconstruct (4r) the interstate system. The primary recipients are state Departments of Transportation and/or Highway Agencies. This program is one of six core funding categories included in the Federal-aid Highway Program. The Federal Highway Administration provides stewardship and oversight to state Departments of Transportation as they administer this program across their network of highways.

2011 Program Inputs: FHWA is requesting \$6.1 billion for the Interstate Maintenance Program. As this program's eligibility requirements allow spending flexibility across all of the DOT goal areas only a portion of these funds are included in the \$24.0 billion requested for this program.

2011 Program Activity: States will select (4r) projects for Federal-aid funding that address critical needs as defined in their statewide transportation plans.

2011 Program Achievements: Increase in pavement smoothness (i.e., good ride quality) nationwide and reduction in the percent of deficient deck area on all bridges.

2011 Program Outputs: Increased use of asset management principles and practices in all States.

2011 Program Outcomes: Improve and preserve the condition of our Nation’s bridges, tunnels, and other highway structures.

Contribution to DOT Goal: Reduced Congestion.

Outcome: Highway and Bridge Infrastructure in a state of good repair.

PROGRAM NAME: Emergency Relief					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds the repair and reconstruction of Federal-Aid highways and roads on Federal lands that have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause. The program supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. Primary recipients are state Departments of Transportation and/or Highway Agencies, Federal Land Management Agencies, and Tribal Governments.	Oversight activities include direct project involvement activities. Stewardship activities include technical assistance, value-added project involvement activities, and sharing of best practices.	Repair to the highway infrastructure after it has suffered damage from extreme events.	Program guides that assist States in their disaster recovery efforts. Supplemental emergency relief funding to assist in disaster recovery efforts. FHWA deployed rapid response teams to assist State and Local governments with Federal assistance during natural disasters.	Rapid rebuilding and reopening of highway infrastructure plus direct Federal disaster assistance.	<u>Goal:</u> Reduce Congestion. <u>Outcome:</u> Reduce congestion by rapidly repairing and reopening damages infrastructure.

Table F. Reduced Congestion Program Logic Model – Emergency Relief Program.

Program Purpose and Customer Beneficiaries: Congress authorized in Title 23, United States Code, Section 125, a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered serious damage as a result of natural disasters or catastrophic failures from an external cause. This program, commonly referred to as the Emergency Relief (ER) program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions.

2010 Accomplishments: Disaster recovery assistance provided to State, local and Federal Land Management Agencies during periods of natural disasters and catastrophic infrastructure failures.

2011 Program Inputs: FHWA requests \$100 million in annual authorization. By law, the FHWA can provide up to \$100 million in ER funding to a State for each natural disaster or catastrophic failure that is found eligible for funding under the ER program (commonly referred to as the \$100 million per State cap). Also, the total ER obligations for U.S. Territories (American Samoa, Commonwealth of Northern Mariana Islands, Guam, and Virgin Islands) are limited to \$20 million in any fiscal year.

2011 Program Activity: FHWA will continue to administer the Emergency Relief program whenever a natural disaster or catastrophic failure occurs during 2011. The program encourages the State DOT's to begin their emergency repair work as soon as possible to restore essential travel, minimize the extent of damage and protect the remaining facilities by making the Federal reimbursement share 100 percent during the first 180 days after the disaster occurs. Subsequent reimbursements are made at 90 percent for Interstate highways and 80 percent for all other highways.

2011 Program Achievements: Repair to the highway infrastructure after it has suffered damage from extreme events.

2011 Program Outputs: Emergency Relief program guide manuals are made available to the State DOTs. In addition to these manuals, FHWA will employ rapid response teams to assist State and Local governments with Federal assistance during these natural disasters.

2011 Program Outcomes: The outcome of this program is the rapid rebuilding and reopening of highway infrastructure. Direct Federal disaster assistance.

Contribution to DOT Goal: Reduced Congestion.

Outcome: Reduce congestion by rapidly repairing and reopening damages infrastructure.

PROGRAM NAME: National Highway System					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds improvements to roads of primary Federal interest, including current Interstate system, other rural principal arterials, urban freeways and connecting urban principal arterials, facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Primary recipients are state Departments of Transportation and/or Highway Agencies.	Oversight activities include direct project involvement activities. Stewardship activities include technical assistance, value-added project involvement activities, and sharing of best practices.	The NHS program will continue to leverage projects that contribute to the reduction of congestion while continuing to increase the percentage of roads that meet improved pavement performance standards.	Program outputs for the NHS program include completed highway infrastructure construction projects; the completion of selected joint FHWA and DOT research projects, the creation of pedestrian and bicycle walkways, the completion of mass transit terminals and environmental mitigation efforts.	The primary outcome for the National Highway System is the continued reduction of congestion and smoother pavements.	<u>Goal:</u> Reduced Congestion. <u>Outcome:</u> More efficient movement of freight and passengers over the National Highway System network.

Table G. Reduced Congestion Program Logic Model – National Highway System Program.

Program Purpose and Customer Beneficiaries: The National Highway System (NHS) Program funds improvements to roads of primary Federal interest, including current Interstate system, other rural principal arterials, urban freeways and connecting urban principal arterials, facilities on the Defense Department's designated Strategic Highway Network, and roads connecting the NHS to intermodal facilities. Primary recipients are state Departments of Transportation and/or Highway Agencies. This program is one of six core funding categories included in the Federal-aid Highway Program. The Federal Highway Administration provides stewardship and oversight to State Departments of Transportation as they administer this program across their network of highways.

2011 Program Inputs: FHWA is requesting \$7.5 billion for the NHS program. As NHS eligibility requirements allow spending flexibility across all of the DOT goal areas only a portion of these funds are included in the \$24.0 billion requested for this program.

2011 Program Activity: Oversight activities include direct project involvement activities. Stewardship activities include technical assistance, value-added project involvement activities, and sharing of best practices.

2011 Program Achievements: The NHS program will continue to leverage projects that contribute to the reduction of congestion while continuing to increase the percentage of roads that meet improved pavement performance standards.

2011 Program Outputs: Program outputs for the NHS program include completed highway infrastructure construction projects; the completion of selected joint FHWA and DOT research projects, the creation of pedestrian and bicycle walkways, the completion of mass transit terminals and environmental mitigation efforts.

2011 Program Outcomes: The primary outcome for the National Highway System is the continued reduction of congestion and smoother pavements.

Contribution to DOT Goal: Reduced Congestion.

Outcome: More efficient movement of freight and passengers over the National Highway System network.

PROGRAM NAME: Transportation and ITS Research					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds research, implementation, and deployment of technologies and innovations on pavements and bridges to extend structure durability and improve pavement performance, to service life and reduce need of repairs. Improve intersection performance and signaling to increase traffic flow. Primary recipients are state Departments of Transportation and/or Highway Agencies.	Develop and promote deployment of new technologies, materials, and asset management principles that will improve pavement and bridge performance. Provide technical assistance and training to State officials to encourage implementation of innovations that improve pavement and bridge condition.	Increase adoption of new technologies, construction techniques, and preservation practices by states to achieve more durable and resistant infrastructure that results in less maintenance and fewer traffic restrictions.	Updated Manual on Uniform Traffic Control Devices. Provide guidance materials and tools to decision makers and senior officials	Adoption of innovations and technologies that improve traffic flow, reduce need for maintenance and repairs.	<u>Goal:</u> Reduced Congestion. <u>Outcome:</u> More efficient movement of freight and passengers the NHS network.

Table H. Reduced Congestion Program Logic Model – Transportation and ITS Research Program.

Program Purpose and Customer/Beneficiaries: Program funds research, implementation, and deployment of technologies and innovations on pavements and bridges to extend structure durability and improve pavement performance, to service life and reduce need of repairs. Improve intersection performance and signaling to increase traffic flow. Primary recipients are state Departments of Transportation and/or Highway Agencies.

2011 Program Inputs: (see above)

2011 Program Activity: Develop and promote deployment of new technologies, materials, and asset management principles that will improve pavement and bridge performance. Provide technical assistance and training to State officials to encourage implementation of innovations that improve pavement and bridge condition.

2011 Program Achievements: Increase adoption of new technologies, construction techniques, and preservation practices by states to achieve more durable and resistant infrastructure that results in less maintenance and fewer traffic restrictions.

2011 Program Outputs: Updated Manual on Uniform Traffic Control Devices. Provide guidance materials and tools to decision makers and senior officials

2011 Program Outcomes: The primary outcome is the continued reduction of congestion and smoother pavements.

Contribution to DOT Goal: Reduced Congestion.

Outcome: More efficient movement of freight and passengers over the National Highway System network.

GLOBAL CONNECTIVITY Goal Overview

This funding request contributes to the achievement of the DOT Global Connectivity goal and specifically to the DOT outcome to realize shorter and more reliable/predictable travel times.

In FY 2010, FHWA's program funds, as well as research funds, are being used to:

- Engage State and MPO stakeholders in the development freight professional capacity building through the Freight Professional Development (FPD) Program;
- Advance the usage of the freight data and freight performance measures in local decision-making;
- Advance improved commercial motor vehicle size and weight enforcement opportunities that improve freight throughput;
- Actively promote the adoption of the Electronic Freight Management's information transfer protocols into select supply chains.
- Continue the work of improving our forecasting ability, which is critical to long term planning at the national, State and local level, by advancing our capacity to identify and analyze emerging trends.
- Increase the efficiency of freight movement by working with State and local partners to identify, evaluate, and improve the condition and performance of intermodal connectors. Actively assist States and MPOs to build public or private coalitions, both regional and local, that help integrate freight into transportation planning decision-making.

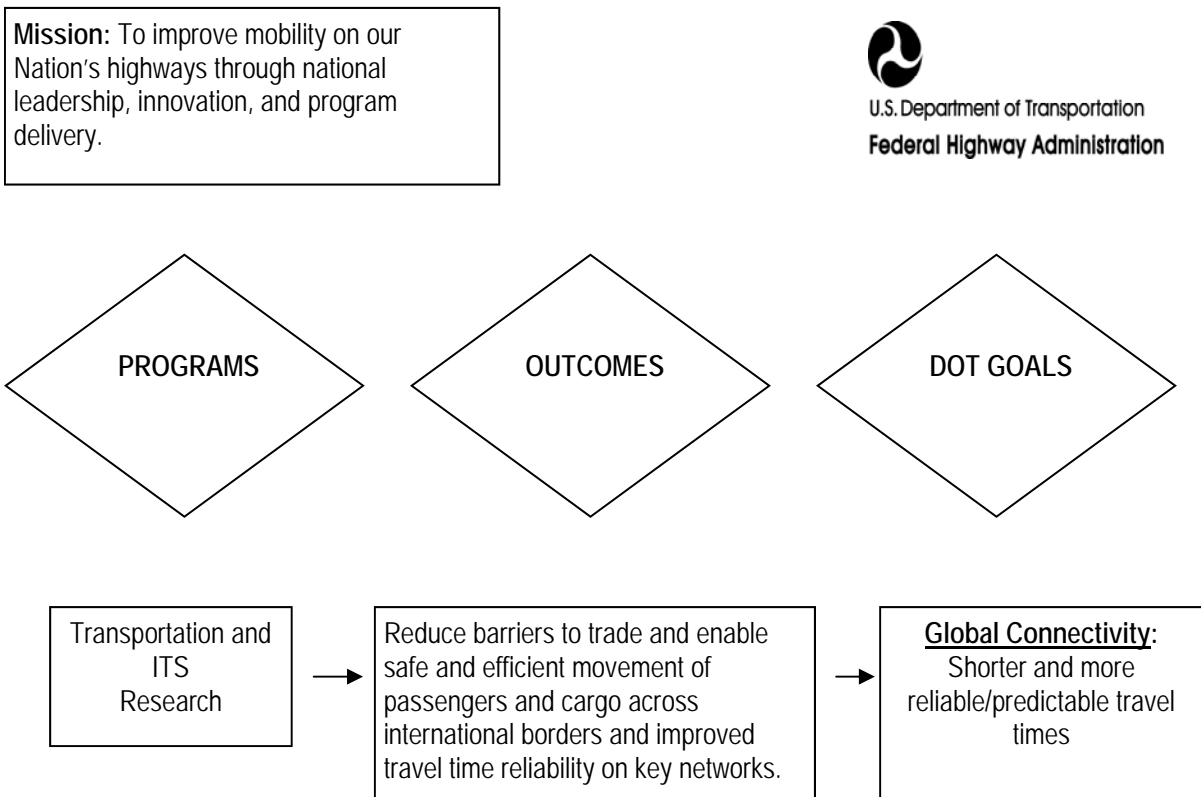
In addition, program funds are being used to improve bi-national transportation planning for the U.S. borders with Mexico and Canada. The FHWA is working to foster better communications and coordination among GSA, the Transportation Security Administration (TSA), U.S. Customs and Border Protection and Border States by continuing the Joint Working Committee with Mexico and the Transportation Border Working Group with Canada. The FHWA is also encouraging States and MPOs at or near international land borders to use funds for highway and multi-modal planning or environmental studies; cross-border port of entry and safety inspection improvements, including operational enhancements as well as technology applications, transfer and information exchange activities, and right-of-way acquisition, design, and construction projects.

The FHWA Surface Transportation Environment and Planning Cooperative Research Program (STEP) is advancing transportation environment and planning research to improve knowledge and understanding of cross-cutting, complex transportation topics including: bi-national border planning initiatives with Canada and Mexico; improving the state of the practice of GIS and travel modeling; freight planning, safety planning, national systems and address other emerging critical issues.

The FY 2011 budget for the Global Connectivity strategic goal is \$1.3 billion. FHWA will work with transportation investment decision makers to ensure they have the needed

information, analytic capability and professional capacity to advance transportation projects that improve freight mobility. In FY 2011, the FHWA's programs will continue support for bi-national border forums to identify solutions that reduce delay and congestion in and around our Nation's borders and land ports-of-entry and the successful implementation of Transportation Border Congestion Relief (TBCR) projects. In addition, FHWA programs will result in an improved freight professional capacity in States and Metropolitan areas in order to advance the use of the freight data and freight performance measures in local decision-making; superior data, analysis and metrics that enable the efficient movement of people and goods on the US transportation network and across international land borders; the deployment of tools that enable the measurement of freight system performance and support the identification and delivery of solutions that improve performance; and an increased use of Smart Roadside Technologies.

**FIGURE 4. PERFORMANCE PLANNING LOGIC MODEL – GLOBAL CONNECTIVITY GOAL
FEDERAL HIGHWAY ADMINISTRATION**



GLOBAL CONNECTIVITY					
FY 2011 Inputs: \$1.3 billion and 73 FTE					
PROGRAM NAME: Transportation and ITS Research					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
<p>Program funds technical assistance to implement performance monitoring solutions (e.g. automated border wait time and delay measurement systems). Primary recipients are other state Departments of Transportation and/or Highway Agencies, Metropolitan Planning Organizations, and other federal and regional agencies operating at U.S. land borders. Secondary recipients are System Users, Commercial Vehicle Operators, and Commercial Vehicle Enforcement Agencies.</p>	<p>FHWA and partner agencies will use data and information gathered from performance monitoring systems to inform operations and planning; and to develop and implement effective transportation improvement projects.</p> <p>Advance commercial motor vehicle size and weight enforcement technologies and methods that improve freight throughput.</p>	<p>More improvement projects that promote efficient movement of people and goods across international land borders.</p> <p>Superior data, analysis and metrics that enable the efficient movement of people and goods on the U.S. network and across international land borders.</p> <p>Increased usage of Smart Roadside Technologies (e.g., weigh-in-motion, virtual weigh stations, and electronic permitting of oversize and overweight permits.)</p>	<p>Improved national freight data and analysis; freight performance metrics, technology and operations solutions, and professional capacity building.</p> <p>Deployment of tools that enable the measurement of freight system performance and support the identification and delivery of solutions that improve performance.</p> <p>Bi-national border forums to identify solutions that reduce delay and congestion in and around our Nation's borders and land ports-of-entry.</p> <p>Successful implementation of Transportation Border Congestion Relief (TBCR) projects.</p> <p>Smart Roadside Technology Deployments</p>	<p>FHWA efforts reduce barriers to trade and enable safe and efficient movement of passengers and cargo across international borders.</p> <p>Improved travel time and travel time reliability on key nodes of networks.</p>	<p><u>Goal:</u> Global Connectivity.</p> <p><u>Outcome:</u> Shorter and more reliable/predictable travel times.</p>

Table I. Global Connectivity Program Logic Model – Transportation and ITS Research Program.

Program Purpose and Customer Beneficiaries: The Research and Intelligent Transportation System program funds technical assistance to implement system performance monitoring solutions (e.g. automated border wait time and delay measurement systems). Primary recipients are other state Departments of Transportation and/or Highway Agencies, Metropolitan Planning Organizations, and other federal and regional agencies operating at U.S. land borders. Secondary recipients are System Users, Commercial Vehicle Operators, and Commercial Vehicle Enforcement Agencies.

2011 Program Inputs: FHWA is requesting \$0.4 billion for the Transportation and ITS Research program. As these funds can be targeted across all of the DOT goal areas only a portion of them are included in the \$1.3 billion requested for this program.

2011 Program Activity: FHWA and partner agencies will use data and information gathered from performance monitoring systems to inform operations and planning; and to develop and implement effective transportation improvement projects. Advance commercial motor vehicle size and weight enforcement technologies and methods that improve freight throughput.

2011 Program Achievements: More improvement projects that promote efficient movement of people and goods across international land borders; superior data, analysis and metrics that enable the efficient movement of people and goods on the U.S. network and across international land borders; improved travel time and travel time reliability on key nodes of networks; and increased usage of Smart Roadside Technologies (e.g., weigh-in-motion, virtual weigh stations, and electronic permitting of oversize and overweight permits.)

2011 Program Outputs: Improved national freight data and analysis; freight performance metrics, technology and operations solutions, and professional capacity building; deployment of tools that enable the measurement of freight system performance and support the identification and delivery of solutions that improve performance; bi-national border forums to identify solutions that reduce delay and congestion in and around our Nation's borders and land ports-of-entry; successful implementation of Transportation Border Congestion Relief (TBCR) projects; and Smart Roadside Technology Deployments.

2011 Program Outcomes: FHWA efforts reduce barriers to trade and enable safe and efficient movement of passengers and cargo across international borders, and improve travel time and travel time reliability on key nodes of networks.

Contribution to DOT Goal: Global Connectivity.

Outcome: Shorter and more reliable/predictable travel times.

ENVIRONMENTAL STEWARDSHIP Goal Overview

This funding request contributes to the achievement of the DOT Environmental Stewardship goal and specifically to the DOT outcomes to realize improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation industry, as well as improvements in global warming as attributed to the transportation community.

In FY 2010, the FHWA continues to implement assessment and tracking methods to identify trends in environmental stewardship and streamlining. FHWA continues to measure progress toward increasing the number of Context Sensitive Solutions (CSS) case studies via the CSS Clearinghouse. The FHWA Surface Transportation Environment and Planning Cooperative Research Program (STEP) is funding research to advance transportation environment and planning research in order to improve knowledge and understanding of cross-cutting, complex transportation-environment topics including: environmental stewardship, environmental streamlining and context sensitive solutions. States with nonattainment and maintenance areas are using CMAQ funds to implement specific initiatives for reducing transportation-related emissions. States are using apportioned funds to support various programs, including wetland and natural habitat mitigation, and to reduce the environmental impacts to the larger watershed areas of transportation projects. FHWA continues to work with its program partners, resource and regulatory agencies to promote collaboration and a broader landscape approach to program management and project delivery.

Transportation and ITS Research funds support research on particulates, air toxics, the health effects of transportation emissions, energy and global climate change, CMAQ effectiveness, and evaluation of emissions models. Surface Transportation Environment and Planning Cooperative Research Program (STEP) funds are being used as seed money to advance transportation environment and planning research on long-term, systems issues.

The FY 2011 budget for the Environmental Stewardship strategic goal is \$6.5 billion and 360 FTE. FHWA will engage staff-level personnel in understanding and implementing Context Sensitive Solutions (CSS) approaches. The strategy will help strengthen the opportunities to use CSS as a delivery mechanism for achieving livability outcomes. Working with State DOTs, the FHWA will strive to establish schedules for completion of all EISs and advance them on schedule. In the longer-term, these targets will be maintained and efforts will be made to remove projects with no action from the list of projects with an active EIS.

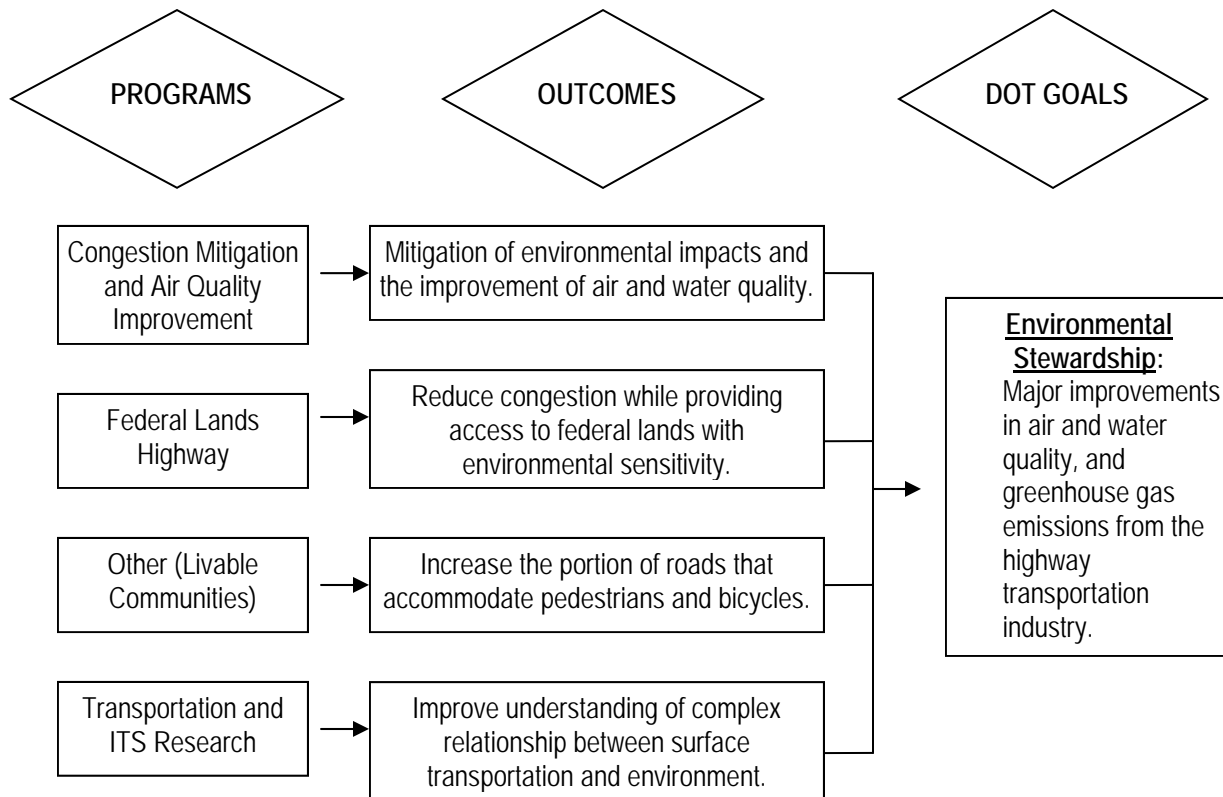
In FY 2011, the FHWA's programs will result in:

- More States reinforce the Context Sensitive Solutions (CSS) policy and put it in context of emerging initiatives such as livability and sustainability, facilitate saturation training in CSS, and promote visibility for State CSS projects.

- Advancing a strategy to address adaptation issues, including a framework to conduct assessments and determine data gaps of transportation infrastructure most vulnerable to the effects of climate change.
- Greater use of time-sensitive and cost-effective techniques to redesign, integrate, and balance environmental and transportation decision-making so that the environmental review process is completed in less time.
- National models and strategies for livable communities that integrate transportation and land use in urban and rural communities.

**FIGURE 5. PERFORMANCE PLANNING LOGIC MODEL – ENVIRONMENTAL STEWARDSHIP GOAL
FEDERAL HIGHWAY ADMINISTRATION**

Mission: To improve mobility on our Nation’s highways through national leadership, innovation, and program delivery.



ENVIRONMENTAL STEWARDSHIP					
FY 2011 Inputs: \$6.5 billion and 360 FTE					
PROGRAM NAME: Congestion Mitigation and Air Quality Improvement					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
State Departments of Transportation/ Highway Agencies and/or Metropolitan Planning Organizations	Oversight activities include direct project involvement activities. Stewardship activities include technical assistance, value-added project involvement activities, and sharing of best practices.	Reduction in emissions, urban traffic congestion, and traffic fatalities.	Outputs for the CMAQ program include measurement processes that monitor the vehicle emissions and other air quality criteria.	The primary outcome of the CMAQ program in conjunction with the other five core FHWA program funding categories in the mitigation of environmental impacts and the improvement of air and water quality.	Improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation industry.

Table J. Environmental Stewardship Program Logic Model –Congestion Mitigation and Air Quality Improvement Program.

Program Purpose and Customer Beneficiaries: Congestion Mitigation and Air Quality Improvement Program (CMAQ) supports transportation projects that assist in meeting and maintaining national ambient air quality standards. This program is one of six core funding categories included in the Federal-aid Highway Program. The Federal Highway Administration provides stewardship and oversight to State Departments of Transportation as they administer this program across their network of highways.

2011 Program Inputs: FHWA requests \$2.1 billion to implement the CMAQ program. The additional \$4.4 billion listed in the Environmental Stewardship request comes from the other five core Federal-Aid Highway programs.

2011 Program Activity: During FY 2011, FHWA will work with State DOTs using CMAQ program funds to establish or operate advanced truck stop electrification systems; improve transportation systems management and operations that mitigate congestion and improve air quality; purchase integrated, interoperable emergency communications equipment; purchase diesel retrofits that are for motor vehicles or non-road vehicles and non-road engines used in construction projects located in ozone or particulate matter non-attainment or maintenance areas, and conduct outreach activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and installation of diesel retrofits.

2011 Program Achievements: Major program achievements are expected in the environmental program areas which include exemplary ecosystem initiatives, exemplary human environment initiatives, metropolitan areas in conformity with air quality standards and the coordination time to complete environmental impact statements.

2011 Program Outputs: Outputs for the CMAQ program include measurement processes that monitor the vehicle emissions and other air quality criteria.

2011 Program Outcomes: The primary outcome of the CMAQ program in conjunction with the other five core FHWA program funding categories is in the mitigation of environmental impacts and the improvement of air and water quality.

Contribution to DOT Goal: Environmental Stewardship

Outcomes: Improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation industry. Improvements in global warming as attributed to the transportation community.

PROGRAM NAME: OTHER (Livable Communities Program)					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
<p>The Livable Communities Program is a new initiative that provides resources to further enhance the relationship between transportation and land use while protecting the environment and promoting multi-modal choices in urban and rural communities.</p> <p>Primary recipients are State Departments of Transportation/Highway Agencies, Metropolitan Planning Organizations, local and tribal governments.</p>	<p>States, MPOs, local or tribal governments will invest program funds in projects that support and advance livable community concepts and principles.</p>	<p>Implement national livable community models and strategies to integrate transportation and land use in urban and rural communities.</p>	<p>Number of projects selected that promote advances in livability.</p>	<p>Increase the portion of roads that accommodate pedestrians and bicycles.</p>	<p><u>Goal:</u> Environmental Stewardship</p> <p><u>Outcome:</u> Improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation improvements (also supports the new DOT Livability goal).</p>

Table K. Environmental Stewardship Program Logic Model – Livable Communities Program.

Program Purpose and Customer Beneficiaries: The Livable Communities Program is a new initiative that provides resources to further enhance the relationship between transportation and land use while protecting the environment and promoting multi-modal

choices in urban and rural communities. Primary recipients are State Departments of Transportation/Highway Agencies, Metropolitan Planning Organizations, local and tribal governments.

2011 Program Inputs: FHWA requests \$200 million (Proposed Takedown from Ob Lim).

2011 Program Activity: States, MPOs, local or tribal governments will invest program funds in projects that support and advance livable community concepts and principles.

2011 Program Achievements: Implement national livable community models and strategies to integrate transportation and land use in urban and rural communities.

2011 Program Outputs: Number of projects selected that promote advances in livability.

2011 Program Outcomes: Increase the portion of roads that accommodate pedestrians and bicycles.

Contribution to DOT Goal: Environmental Stewardship.

Outcomes: Improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation improvements (also supports the new DOT Livability goal).

PROGRAM NAME: Federal Lands Highways					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds projects that improve access to and within national forests, National parks, Indian reservations, and other public lands. This includes enhancement of ecosystems, improvement of outdoor opportunities, improved infrastructure, and greater accountability. Primary recipients are the Forest Service, the Bureau of Indian Affairs, the National Park Service, the US Fish and Wildlife Service and several other Federal land Management Agencies.	During 2011 FHWA will use the FLHP funding to provide transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that proved access to or within public lands, national parks, wildlife refuges and Indian reservations.	The FHWA continues to use the FLHP program to meet the strategic DOT goals while working with the Federal Land Management Agencies to deliver a transportation system consistent with their own federal strategic plans.	Program outputs for the FLHP include completed construction and engineering projects that reduce congestion while preserving the environment on scenic federal lands.	The primary outcome of the FLHP is to reduce congestion while providing access to federal lands with environmental sensitivity.	<u>Goal:</u> Environmental Stewardship. <u>Outcome:</u> Major improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation improvements on federal lands.

Table L. Environmental Stewardship Program Logic Model – Federal Lands Highway Program.

Program Purpose and Customer Beneficiaries: The Federal Lands Highway Program funds projects that improve access to and within national forests, National parks, Indian reservations, and other public lands. This includes enhancement of ecosystems, improvement of outdoor opportunities, improved infrastructure, and greater accountability. Primary recipients are the Forest Service, the Bureau of Indian Affairs, the National Park Service, the US Fish and Wildlife Service and several other Federal land Management Agencies.

2011 Program Inputs: FHWA requests \$1.0 billion to implement the Federal Lands Highway Program. Like the six core funding programs in the Federal-aid Highway Program, the FLHP program eligibilities allow spending across the entire DOT goal areas. The additional \$5.5 billion listed in the Environmental Stewardship request comes from the other six core Federal-aid Highway programs.

2011 Program Activity: During FY 2011, FHWA will use the FLHP funding to provide transportation planning, research, engineering, and construction of highways, roads, and parkways and transit facilities that provide access to or within public lands, national parks, wildlife refuges and Indian reservations.

2011 Program Achievements: The FHWA continues to use the FLHP program to meet the strategic DOT goals while working with the Federal Land Management Agencies to deliver a transportation system consistent with their own federal strategic plans.

2011 Program Outputs: Program outputs for the FLHP include completed construction and engineering projects that reduce congestion while preserving the environment on scenic federal lands.

2011 Program Outcomes: The primary outcome of the FLHP is to reduce congestion while providing access to federal lands with environmental sensitivity.

Contribution to DOT Goal: Environmental Stewardship

Outcome: Major improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation improvements on federal lands.

PROGRAM NAME: Transportation and ITS Research					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Programs include the Surface Transportation and Planning (STEP), and the Center for Environmental Excellence. Primary recipients are other state Departments of Transportation and/or Highway Agencies and other federal and regional agencies operating at U.S. land borders.	The STEP program facilitates analysis of environmental performance of transportation systems. The Center for Environmental Excellence assists states in planning and delivering environmentally sound surface transportation projects.	Conduct research to promote environmental streamlining/stewardship and transfer knowledge to environment and transportation professionals. Conduct research to assess the potential impact of climate change on transportation.	Conduct workshops on implementing environmental review process provisions. Document best practices through case studies.	Improve understanding of complex relationship between surface transportation and the environment	<u>Goal:</u> Environmental Stewardship. <u>Outcome:</u> Major improvements in air quality, water quality, and greenhouse gas emissions resulting from adoption of innovative technologies.

Table M. Environmental Stewardship Program Logic Model – Transportation and ITS Research Program.

Program Purpose and Customer/Beneficiaries: Programs include the Surface Transportation and Planning (STEP), and the Center for Environmental Excellence. Primary recipients are other state Departments of Transportation and/or Highway Agencies and other federal and regional agencies operating at U.S. land borders.

2011 Program Activity: The STEP program facilitates analysis of environmental performance of transportation systems. The Center for Environmental Excellence assists states in planning and delivering environmentally sound surface transportation projects.

2011 Program Achievements: Conduct research to promote environmental streamlining/stewardship and transfer knowledge to environment and transportation professionals. Conduct research to assess the potential impact of climate change on transportation.

2011 Program Outputs: Conduct workshops on implementing environmental review process provisions. Document best practices through case studies.

2011 Program Outcomes: Improve understanding of complex relationship between surface transportation and the environment.

Contribution to DOT Goal: Environmental Stewardship.

Outcomes: Major improvements in air quality, water quality, and greenhouse gas emissions resulting from the highway transportation industry. Improvements in global warming as attributed to the transportation community.

ORGANIZATIONAL EXCELLENCE Goal

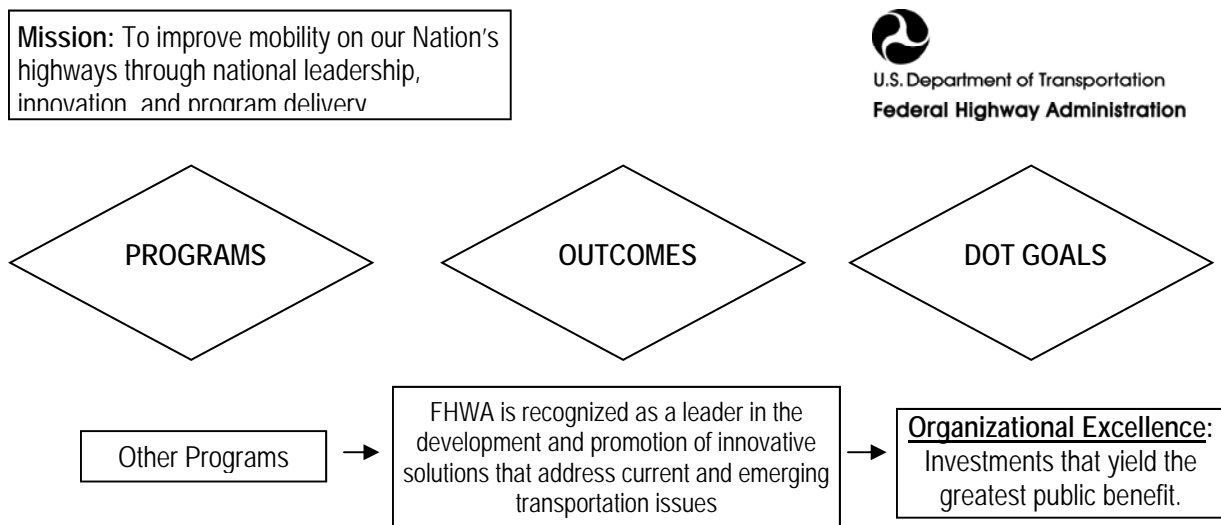
Overview

This funding request contributes to the achievement of the DOT Organizational Excellence goal and specifically to the DOT outcomes to realize investments that yield the greatest public benefit.

In FY 2010, FHWA's program includes meeting stewardship and oversight responsibilities through direct and value-added project involvement activities, process reviews, technical assistance, project management training, and the sharing of best practices between recipients particularly for Major Projects. Training will help ensure that the project management plans required for Major Projects are consistent with Agency guidance. In addition, the FHWA continues to provide technical assistance to parties involved in applying innovative transportation delivery strategies such as 1) Public Private Partnerships and congestion pricing from both a programmatic and project level; 2) share information with State government and private industry and financial representatives about the advantages of using these tools by developing and disseminating technical materials; 3) Transfer analytical tools that will be of value to those interested in evaluating innovative options; and 4) Present best practices and highlighting successful examples through the country at meetings and conferences during the year as well as on the office's official website.

The FY 2011 budget for the Organizational Excellence strategic goal is \$0.5 billion. With the funding, the FHWA's programs will result in continued management of Major Projects within their original cost estimates and established schedules.

FIGURE 6. PERFORMANCE PLANNING LOGIC MODEL – ORGANIZATIONAL EXCELLENCE GOAL FEDERAL HIGHWAY ADMINISTRATION



ORGANIZATIONAL EXCELLENCE					
FY 2011 Inputs: \$0.5 billion and 29 FTE					
PROGRAM NAME: Other Programs					
Program Purpose and Customer/Beneficiaries	2011 Activity	2011 Achievements	2011 Outputs	2011 Outcomes	Contributions to DOT Goal
Program funds help stimulate private capital investment in transportation Primary recipients are state Departments of Transportation and/or Highway Agencies and their private investment partners.	1) Develop benefit-cost framework for TIFIA in cooperation with several offices: OST Policy, FHWA Operations, and FHWA Policy. 2) Develop analytical tools that State and local transportation officials can use to consider application of innovative funding, procurement and revenue generation options for project and program delivery. 3) Technical assistance is provided to advance projects with innovative finance, procurement or funding elements.	1) Using the tools of benefit-cost analysis, apply scarce budget resources for TIFIA credit instruments toward projects that yield the highest public benefit. 2) States and MPOs use analytical tools to evaluate innovative strategies to advance major projects. 3) Major, sustainable transportation projects are put in place to provide reliable travel trips for commuter and freight movements.	Credit assistance that attracts substantial non-Federal investment to transportation infrastructure projects of national or regional significance.	FHWA is recognized as a leader in the development and promotion of innovative solutions that address current and emerging transportation issues.	<u>Goal:</u> Organizational Excellence <u>Outcome:</u> Investments that yield the greatest public benefit.

Table N. Organizational Excellence Program Logic Model – Other Programs.

Program Purpose and Customer Beneficiaries: Various minor transportation programs contribute to the Organizational Excellence Goal. These include the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program whereby FHWA, on behalf of the Department of Transportation, uses funding to help stimulate private capital investment in transportation Primary recipients are state Departments of Transportation and/or Highway Agencies and their private investment partners stimulate private capital

investment in transportation infrastructure. Approved applicants receive credit assistance in the form of direct loans, loan guarantees, and lines of credit for up to one-third of the cost of large infrastructure construction projects of national or regional significance.

2011 Program Inputs: \$0.5 billion and 29 FTE.

2011 Program Activity: 1) Using the tools of benefit-cost analysis, apply scarce budget resources for TIFIA credit instruments toward projects that yield the highest public benefit. 2) States and MPOs use analytical tools to evaluate innovative strategies to advance major projects. 3) Major, sustainable transportation projects are put in place to provide reliable travel trips for commuter and freight movements.

2011 Program Achievements: 1) Develop benefit-cost framework for TIFIA in cooperation with several offices: OST Policy, FHWA Operations, and FHWA Policy. 2) Develop analytical tools that State and local transportation officials can use to consider application of innovative funding, procurement and revenue generation options for project and program delivery. 3) Technical assistance is provided to advance projects with innovative finance, procurement or funding elements.

2011 Program Outputs: Credit assistance that attracts substantial non-Federal investment to transportation infrastructure projects of national or regional significance.

2011 Program Outcomes: FHWA is recognized as a leader in the development and promotion of innovative solutions that address current and emerging transportation issues.

Contribution to DOT Goal: Organizational Excellence.

Outcome: Investments that yield the greatest public benefit.

EXHIBIT IV-5

**KEY PROGRAM REVIEWS, ASSESSMENTS OR EVALUATIONS
FEDERAL HIGHWAY ADMINISTRATION**

Table A. Recent Reviews, Assessments, and Evaluations

Name/Result	Type	Result
Quality Assurance in Materials and Construction	Review	Marginal
Indian Reservation Roads Program	Review	Effective
Emergency Relief for Federally Owned Programs	Review	Effective
FHWA Emergency Relief Program	Assessment	Marginal
Value Engineering in the Federal-aid Highway Program	Assessment	Marginal
DOT Programs for Bridge Inspection, Repair and Rehabilitation, and Construction	Assessment	Marginal
Highway Safety Improvement Program	Assessment	Effective
FHWA National Bridge Inspection Program	Assessment	Marginal
The Federal Investment in Highway Research 2006-2009: Strengths and Weaknesses	Assessment	Effective
Strategic Highway Research Program II – Report on Implementation of Results	Assessment	Effective
Definition of Results: Effective – Program was found to be effective and efficient, but could still be improved further; Marginal – Some aspects of program are ineffective or inefficient and need immediate attention; Deficient – Program is deemed unsatisfactory and needs immediate monitoring and possibilities redesign.		

Title – Quality Assurance in Materials and Construction
 Organization Requiring the Examination – FHWA Leadership Team
 Organization Conducting the Examination – FHWA
 Start Date - 5/31/2006
 End Date - 6/1/2007

Title – Indian Reservation Roads Program
 Organization Requiring the Examination – FHWA Federal Lands Highway
 Organization Conducting the Examination – FHWA Federal Lands Highway
 Start Date – 6/1/2007
 End Date - 12/8/2008

Title – Emergency Relief for Federally Owned Programs
 Organization Requiring the Examination – FHWA Federal Lands Highway
 Organization Conducting the Examination – FHWA Federal Lands Highway
 Start Date – 6/1/2007
 End Date – 9/8/2008

Title – FHWA Emergency Relief Program
Organization Requiring the Examination – Congress
Organization Conducting the Examination – GAO
Start Date – 3/6/2006
End Date – 2/23/2007

Title – Value Engineering in the Federal-aid Highway Program
Organization Requiring the Examination – Congress
Organization Conducting the Examination – OIG
Start Date – 10/4/2004
End Date – 3/28/2007

Title – DOT Programs for Bridge Inspection, Repair and Rehabilitation, and Construction
Organization Requiring the Examination – Congress
Organization Conducting the Examination – GAO
Start Date – 8/7/2007
End Date – 9/10/2008

Title – Highway Safety Improvement Program
Organization Requiring the Examination – Congress
Organization Conducting the Examination – GAO
Start Date – 6/7/2007
End Date – 11/21/2008

Title – FHWA National Bridge Inspection Program
Organization Requiring the Examination – Congress
Organization Conducting the Examination – OIG
Start Date – 8/7/2007
End Date – 1/12/2009

Title – The Federal Investment in Highway Research 2006-2009: Strengths and Weaknesses
Organization Requiring the Examination – TRB-Research & Technology Coordinating Committee
Organization Conducting the Examination – TRB-Research & Technology Coordinating Committee
Start Date – 11/12/2005
End Date – 11/8/2008

Title – Strategic Highway Research Program II – Report on Implementation of Results
Organization Requiring the Examination – Congress
Organization Conducting the Examination – Transportation Research Board
Start Date – 12/12/2007
End Date – 1/18/2009

Table B. Planned Reviews, Assessments, and Evaluations

Name/Result	Type
American Recovery and Reinvestment Act Project Review	Review
Bureau of Indian Affairs Review	Review
Strategic Highway Research Program II—Programmatic Review	Review

Title – American Recovery and Reinvestment Act Project Review
 Organization Requiring the Examination – FHWA Federal Lands Highway
 Organization Conducting the Examination – FHWA Federal Lands Highway
 Start Date – 9/30/2009
 End Date– 9/30/2011

Title – Bureau of Indian Affairs Review
 Organization Requiring the Examination – FHWA Federal Lands Highway
 Organization Conducting the Examination – FHWA Federal Lands Highway
 Start Date – 9/30/2009
 End Date– 9/30/2010

Title – Strategic Highway Research Program II—Programmatic Review
 Organization Requiring the Examination – Congress
 Organization Conducting the Examination – Comptroller General
 Start Date – 2/28/2010
 End Date– To Be Determined

DOT High Priority Performance Goal (Attachment A)

Reduce the Highway Fatality Rate

Reducing highway fatalities continues to be a priority at the Department of Transportation. Tragically, highway crashes remain the leading cause of death for Americans age 4 through 34. We are committing to reduce the rate of fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT) by the end of FY 2011. This is an aggressive goal, and will reflect significant progress from the historic low rate of 1.25 fatalities per 100 million VMT in FY 2008.

DOT is taking specific steps to reduce highway fatalities and achieve our FY 2011 goal. For example, in addition to setting standards, funding infrastructure improvements, and enforcing requirements, in the next two years DOT will assist states with higher fatality rates implement proven safety measures, rigorously review applications from new motor carrier companies to ensure they meet all safety requirements, and test methods to reduce distracted driving.

DOT is further researching the effects of the recession and depressed VMT levels on the fatality rate. In addition, we are evaluating the effect of new technology, safety standards and changing demographic trends on passenger survival in a crash. DOT may revise its goal in the future based on findings from this the new research.

Priority Performance Goal - Reduce the Highway Fatality Rate

Reduce the rate of highway fatalities to 1.13 – 1.16 fatalities per 100 million vehicle miles traveled (VMT) by the end of FY 2011, through a variety of initiatives aimed at drivers, improved road design, and the use of technology to improve safety.

1. Problem being addressed

Problem statement: Motor vehicle travel is the primary means of transportation in the U.S. and has the highest fatality rate per capita of all modes of transportation – making it one of our Nation’s most pressing public health problems. When ranked by specific ages, motor vehicle crashes are the leading cause of death for people of every age from 4 through 34 (based on the 2006 National Center for Health Statistics mortality data).

Importance: Traffic fatalities account for nearly 90 percent of transportation-related fatalities and drain more than \$230 billion from the economy each year.

2. Contributing programs within the agency/outside the agency

Three operating administrations within the DOT have responsibility for addressing highway safety. The National Highway Traffic Safety Administration (NHTSA) has

responsibility for overseeing vehicle safety standards and administering driver behavior programs. The Federal Highway Administration (FHWA) focuses on roadway infrastructure safety design and operations. The Federal Motor Carrier Safety Administration (FMCSA) has the lead to reduce crashes, injuries, and fatalities involving large trucks and buses.

Contributing Programs			
Mode	Program	Focus	Proposed effect
NHTSA	State Highway Safety Grant Programs	Driver behavior	Promote occupant protection (increase seat belt and child safety seat use), motorcycle safety, alcohol impaired driving countermeasures, high visibility enforcement, and state traffic safety information system improvements.
NHTSA	Rulemaking	Motor vehicle and equipment safety standards	Improve the crashworthiness and crashavoidance of vehicles, Provide consumer information - Government 5 Star Safety Ratings Program
NHTSA	Enforcement	Industry compliance with motor vehicle safety standards Identification of safety-related defects. Enforce Federal odometer law.	Remove and ensure manufacturers remedy, as necessary, unsafe motor vehicles and equipment from the highways.
NHTSA	Research and Analysis	Advance vehicle safety technologies – crashworthiness and crashavoidance	Decrease alcohol involvement in crashes Decrease the number of rollover crashes Improve vehicle-to-vehicle crash compatibility Improve data systems
NHTSA	Highway Safety Programs	Behavioral research Technical assistance National leadership	Identify safety trends Develop alternative solutions Assess costs, benefits, and effectiveness of programs
NHTSA	National Driver Register	Problem Driver Pointer System	Identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.
FHWA	Highway Safety Improvement Program	Highway infrastructure	States will continue to use their Strategic Highway Safety Plans (SHSP) to develop future transportation plans and select projects for funding. In addition, states will address safety issues using proven safety countermeasures (e.g., roundabouts) to reduce

			roadway departure, intersection, or pedestrian-related fatal and injury-related crashes. As a result, fewer traffic fatalities and injuries will occur within each state and nationally.
Contributing Programs continue			
Mode	Program	Focus	Proposed effect
FHWA	Transportation and ITS Research Program	Highway safety technologies	Make available new transportation safety techniques and innovations (e.g., vehicle-infrastructure ITS applications) as well as provide training and technical assistance to states and other partners on innovative uses of these technologies.
FMCSA	Enforcement & Intervention	Driver Compliance	Ensure Commercial Motor Vehicle (CMV) drivers operate safely and are properly trained, medically fit, and licensed.
FMCSA	Enforcement & Intervention	Roadside Compliance	Ensure detection and correction of CMV safety defects, CMV driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes.
FMCSA	Enforcement & Intervention	Carrier Compliance	Ensure, through an examination or intervention of a motor carrier's operations, carriers are in compliance with US Federal Motor Carrier Safety Regulations (FMCSRs) and US Hazardous Materials Regulations (HMRs).
FMCSA	Regulatory and Standards Deployment	Safe Operations	Create a safe CMV operating environment.
FMCSA	Information and Data Management	Analytically sound and safety-conscious decision making data	Ensure that motor carrier and CMV driver safety data, state and national crash statistics, current analysis results, and detailed motor carrier safety performance data is accurate which allows Federal and State enforcement officials to target high risk motor carriers, CMVs, and drivers for inspections and investigations.
FMCSA	Training, Education, & Outreach:	To educate and improve safety awareness	Ensure enforcement personnel are highly trained and educated and the motor carrier industry is informed and aware of safe CMV operations.
FMCSA	Research, Development, & Technology:	New and emerging safety technologies	To gain fundamental and applied knowledge in order to develop new methods and technologies to enhance CMV and CMV driver safety and security.

Quarterly Performance Measure:

DOT has selected NHTSA's FastFARS program as the Department's quarterly performance measure. The FastFARS program is designed as an Early Fatality Notification System to capture fatality counts from States more rapidly and in real-time. It aims to provide near real-time notification of fatality counts from all jurisdictions reporting to FARS by electronically transmitting the data. FastFARS provides month-to-month changes, reported quarterly, in fatalities and vehicle-miles-

traveled (VMT). Its latest release was in January 2010 and included the first three quarters (January to September) of 2009. FastFARS results enable DOT to look at anomalies (Leap Year in 2008 – estimated that 95 fatalities occurred during this extra day in February 2008), changes in the environment (gas prices), and other possible external factors that may impact both fatalities and VMT. It can serve as a leading indicator to whether the Department may or may not achieve or exceed its current Safety goal – the overall highway fatality rate – supported by NHTSA, FHWA, and FMCSA.

3. Implementation strategy overview

DOT, through NHTSA, FHWA, and FMCSA focuses on strategies to impact the people or human element, vehicles and equipment, and the transportation system/infrastructure. DOT is making significant strides in each respective mode, emphasizing the importance of risk-based, data, and technology driven approaches that recognize the diversity of safety challenges and complexity of this segment of the transportation industry.

People/Human Element = Issues involving the vehicle driver, pedestrian, bicyclist, motorcycle operator, truck or motorcoach driver.

Vehicle/Equipment = Issues involving the car, SUV, motorcycle, large truck, and/or motorcoach.

System/Infrastructure = Issues involving roads, highways, and bridges.

Strategies employed address: **PREVENTION** – Prevent or reduce the occurrence of highway safety-related crashes/incidents; **MITIGATION** – Mitigate the consequences when a crash/incident occurs by reducing the severity and increasing the survivability of the crash/incident; and **RESPONSE** – After an crash/incident occurs, employ rapid and appropriate emergency medical and other necessary responses and assess the situation for future prevention and mitigation solutions.

Tracking Success

The highway fatality rate is officially reported once a year. NHTSA, FHWA, and FMCSA have identified the following outputs and milestones that will lead to a further reduction in highway fatality rates and numbers.

- Quarterly assessment of progress on NHTSA’s distracted driving demonstration projects (NY and CT):
- Quarterly report on estimated penetration rates for electronic stability control;
- Utilization of Highway Safety Improvement Program obligated funds, FHWA (target is a 1 percent increase in utilization of funds by October 1, 2010)

- Safety Countermeasure Implementation Index, FHWA (target is an increase from a baseline of 66 to 70 by October 1, 2010, based on a 0-100 scale index).
- Milestones for implementing Comprehensive Safety Analysis (CSA) 2010
- The effect of the New Entrant Safety Assurance Rule, as demonstrated by:
 - Number of new carriers registered
 - Number of safety audits completed
 - Number of safety audits failures
 - Based on failures, number of, and monitoring of corrective action plans and carriers progress
 - Number of revocations of authority

4. Resources Required

The modal FY2011 budgets' to support DOT's Safety Strategic Objective are:

- FHWA - \$9.8 billion
- NHTSA - \$860.6 million
- FMCSA - \$527.5 million

For specific and detailed information on modal funding and strategies, please refer to each mode's Exhibit IV – Safety Strategic Goal.

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Federal Highway Administration
Research, Development, Technology, & Education, and ITS Overview
Budget for FY 2011

RESEARCH, DEVELOPMENT, TECHNOLOGY, & EDUCATION (RDT&E)

The Administration is developing a comprehensive approach for surface transportation reauthorization, which includes RDT&E. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including Federal-aid highways. Instead, the Budget displays baseline funding levels for all surface programs.

Future authorizations for RDT&E with the Federal-aid highway program may include activities associated with deployment of safety initiatives, a restructured infrastructure program, and a variety of activities associated with environmental improvement and streamlining, security improvements, and outreach and dissemination.

EXHIBIT V-1

**RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
Budget Authority
(in thousands of dollars)**

FEDERAL HIGHWAY ADMINISTRATION	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST	FY 2011 APPLIED	FY 2011 DEVELOPMENTAL
A. Surface Transportation Research, Development, and Deployment Program	183,830	195,353	196,400	156,587	20,879
1. Safety	5,529	7,789	7,789	7,539	250
2. Safety (T)	8,021	7,402	7,836		
3. Pavements	27,255	35,289	35,289	32,531	2,758
4. Pavements (T)	2,009	1,404	1,486		
5. Structures	23,004	28,106	28,106	26,333	1,773
6. Structures (T)	1,120	1,151	1,219		
7. Planning, Environment, and Realty	16,468	19,858	19,858	6,155	13,703
8. Planning, Environment, and Realty (T)	4,104	2,378	2,517		
9. Highway Operations	7,737	6,300	6,300	6,300	0
10. Highway Operations (T)	2,249	2,551	2,700		
11. Long-Term Pavement Performance	6,910	9,412	9,412	9,108	304
12. Long-Term Pavement Performance (T)	520	669	708		
13. International Outreach	3,206	1,300	1,300	1,000	300
14. Exploratory Advanced Research	31,043	13,020	13,020	12,600	420
15. Exploratory Advanced Research (T)	2,337	926	980		
16. OST, RITA, FMCSA, NHTSA & PHMSA	39,356	36,625	36,625	35,892	733
17. OST, RITA, FMCSA, NHTSA & PHMSA (T)	2,962	0	0		
18. Corporate R&T	0	19,767	19,767	19,129	638
19. Corporate R&T (T)	0	1,406	1,488		
B. Future Strategic Highway Research Program-SHRP II	49,148	51,686	51,686	33,596	0
1. Future Strategic Highway Research Program-SHRP II	46,690	33,596	33,596	33,596	0
2. Future Strategic Highway Research Program-SHRP II (T)	2,458	18,090	18,090		
C. Training and Education	24,991	25,222	26,700	0	0
1. National Highway Institute (T)	8,677	8,757	9,270		
2. Local Technical Assistance Program (T)	10,032	10,126	10,719		
3. Eisenhower Transportation Fellowship Program (T)	1,989	2,006	2,124		
4. Garret Morgan Program (T)	1,130	1,140	1,207		
5. Transportation Education Development Pilot (T)	1,695	1,711	1,811		
6. Freight Planning Capacity Building (T)	791	798	845		
7. Surface Transportation Relief Assistance Program (T)	677	684	724		
D. Intelligent Transportation Systems	102,960	107,690	110,000	68,268	0
1. IntelliDrive (SM)	23,500	20,000	20,000	20,000	
2. Integrated Vehicle Based Safety Systems	3,200	0	0	0	
3. Cooperative Intersection Collision Avoidance Systems	0	0	0	0	
4. Integrated Corridor Management	8,400	9,000	9,000	9,000	
5. Emergency Management and Operations	1,866	0	0	0	
6. Mobility Services for All Americans	4,100	0	0	0	
7. Clarus	3,610	3,500	3,500	3,500	
8. Road Weather Research and Development	5,870	1,500	1,500	1,500	
9. I-95 Corridor Coalition (T)	13,334	11,485	12,158		
10. ITS Architecture and Standards (T)	7,100	9,312	9,858		
11. Professional Capacity Building (PCB) (T)	7,500	8,651	9,158		
12. ITS Program Assessment (T)	8,964	5,290	5,600		
13. ITS Outreach and Policy (T)	4,000	4,684	4,958		
14. ITS Program Support	6,896	7,000	7,000	7,000	
15. Rural Communications Corridor Study	4,620	0	0	0	
16. Optimized Multi-Modal Transportation	0	10,000	10,000	10,000	
17. Environment	0	5,000	5,000	5,000	
18. Next Generation E-Payment	0	9,000	9,000	9,000	
19. Modal Specific Research	0	3,268	3,268	3,268	

EXHIBIT V-1

**RESEARCH, DEVELOPMENT & TECHNOLOGY
DEPARTMENT OF TRANSPORTATION
Budget Authority
(in thousands of dollars)**

FEDERAL HIGHWAY ADMINISTRATION	FY 2009	FY 2010	FY 2011	FY 2011	FY 2011
	<u>ACTUAL</u>	<u>ENACTED</u>	<u>REQUEST</u>	<u>APPLIED</u>	<u>DEVELOPMENTAL</u>
E. University Transportation Research	73,850	74,535	78,900 ^{3/}	0	0
1. University Transportation Research (T)	73,850	74,535	78,900		
F. Other	170,401	170,401	170,401	134,821	11,724
1. State Planning and Research (SPR) 1/	146,545	146,545	146,545	134,821	11,724
2. State Planning and Research (SPR) 1/ (T)	23,856	23,856	23,856		
G. Administrative Expenses	18,373	18,740	18,740	14,827	1,289
1. Administrative Expenses	15,801	16,116	16,116	14,827	1,289
2. Administrative Expenses (T)	2,573	2,624	2,624		
Subtotal, Research and Development	431,606	441,991	441,991	408,099	33,892
Subtotal, Technology Investment (T)	191,948	201,636	210,836		
Subtotal RD&T Programs	<u>623,554</u>	<u>643,627</u>	<u>652,827</u>		
Add: Bureau of Transportation Statistics	27,000	28,000	30,000		
Less: Adjustment of BTS Obligation Authority to Contract Authority	0	-1,000	-3,000		
Less: Adjustment of Contract Authority to Obligation Authority	0	0	-9,200		
Less: Administrative Expenses	-18,373	-18,740	-18,740		
Less: State Planning and Research (SPR)	-170,401	-170,401	-170,401		
Less: Future Strategic Highway Research Program-SHRP II	-49,148	-51,686	-51,686		
Total Title V Programs 2/	<u>412,632</u>	<u>429,800</u>	<u>429,800</u>		

Footnotes:

1/ Title 23 USC 505(b) requires State DOT's to expend no less than 25 percent of their annual SPR funds on RD&T activities.

Total SPR funding represents 2 percent of apportioned programs e.g. Interstate Maintenance, National Highway System, Surface Transportation, etc. and other allocations to the States.

2/ In the absence of authorizing legislation for the Federal-aid Highway Program in FY 2010-11, the amounts in the exhibit are only estimates.

SAFETEA-LU Technical Corrections Act. Contract authority for all technology investment programs will be proportionally reduced to remain within overall funding levels.

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