

**WRITTEN STATEMENT OF
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NOMINEE TO BE ADMINISTRATOR,
FEDERAL HIGHWAY ADMINISTRATION,
U.S. DEPARTMENT OF TRANSPORTATION**

**BEFORE THE
COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS,
UNITED STATES SENATE**

January 29, 2019

Chairman Barrasso, Ranking Member Carper, Members of the Committee, thank you for the opportunity to appear before you today to be considered for the position of Administrator of the Federal Highway Administration (FHWA) at the Department of Transportation (Department). I am grateful to President Trump and Secretary Chao for the opportunity to serve in this position. If confirmed, I look forward to working with you to enable and empower the strengthening of a world-class highway system.

The programs FHWA delivers are key contributors to the economic and social well-being of all Americans. If confirmed, I will work to ensure that FHWA remains focused on the Secretary's priorities of safety, infrastructure investment, and innovation and fulfills its mission with accountability.

Of all the Department's priorities, none is higher than safety. If confirmed as FHWA Administrator, safety will be my number one priority as well. Previously, as Administrator of the National Highway Traffic Safety Administration (NHTSA), I saw firsthand the sobering impacts of highway fatalities, and I look forward to the opportunity to bring the knowledge I gained in that position to a new role focused on the safety of the American people on our highways. In 2017, 37,133 people lost their lives in highway crashes in our Nation. That equates to an astounding average of 102 people dying each day in motor vehicle crashes. This is not acceptable. The *only* acceptable number is zero. If confirmed, I will tirelessly support FHWA's leadership role in providing safety-related assistance and resources to our stakeholders as we work towards a common goal of zero deaths on our Nation's roads.

Rural communities are disproportionately affected by road safety issues. Only 19 percent of the U.S. population lives in rural areas; however, in 2017, there were 17,216 fatalities on rural roads, representing 47 percent of total fatalities that year. FHWA takes a coordinated, national approach with its partners and stakeholders to address local and rural crashes, including through its local and rural road safety program, which encompasses training, technical assistance, guidance, tools, reports and programs on these issues. My priority is safety on *all* roads, but we must recognize and address some of the unique safety challenges faced by rural communities.

One of the key elements of ensuring safety is highway infrastructure investment. The United States faces an ongoing challenge of preserving and improving over four million miles of public roads and over 600,000 bridges and tunnels. Ensuring sufficient investment in these

infrastructure assets is important not only because it enhances safety, but because it further benefits all Americans by increasing mobility and stimulating our Nation's productivity and economic growth. The Highway Trust Fund is projected to have enough cash to cover highway expenditures through the end of fiscal year 2020, but we must find a sustainable, long-term funding solution. If confirmed, I look forward to working with Congress to find a solution.

In addition, I recognize the important role that FHWA will play in reauthorization of surface transportation authorization legislation, as the Fixing America's Surface Transportation (FAST) Act will expire at the end of fiscal year 2020. I was proud to play a part in helping shape SAFETEA-LU when I previously served at the Department and I look forward to the prospect of working together on any infrastructure or reauthorization efforts. I recognize that there are challenges to be addressed, but I am ready to work with the Secretary and the Congress to address these important issues as there is not a one-size fits all solution.

Innovative technologies and practices offer another means to further enhance safety and the performance of our highways. This is an exciting time of rapidly evolving innovation, and I am eager to support FHWA's role in maximizing innovation to improve transportation. Secretary Chao has adopted a technology neutral approach, with a goal of encouraging the widest possible development of safe new transportation technologies. Automated technology has the potential to revolutionize the way we travel, transport goods, and connect with one another and could reduce highway fatalities and injuries by addressing human error. I look forward to continuing the good work that the Department has already undertaken in this area.

If confirmed, I intend to perform my role with accountability to FHWA's stakeholders, including the American public. The Federal-aid Highway Program is a federally funded, State administered program. If confirmed, I will work collaboratively with our stakeholder partners to accelerate project delivery, increase efficiency, and eliminate any unnecessary or overly burdensome requirements in an open and transparent manner.

Thank you for your consideration. I would be happy to answer any questions.