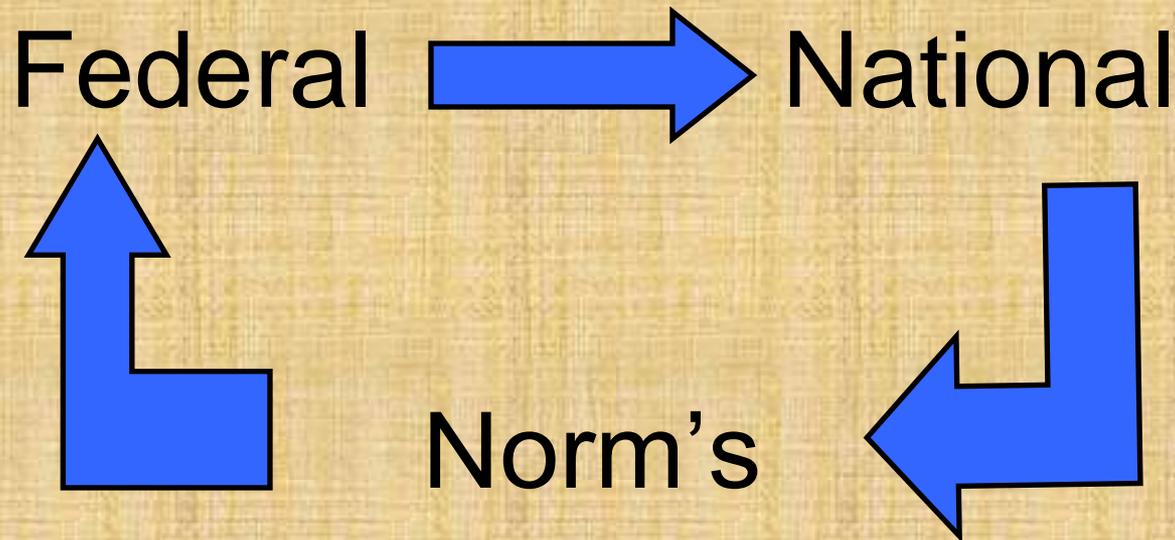




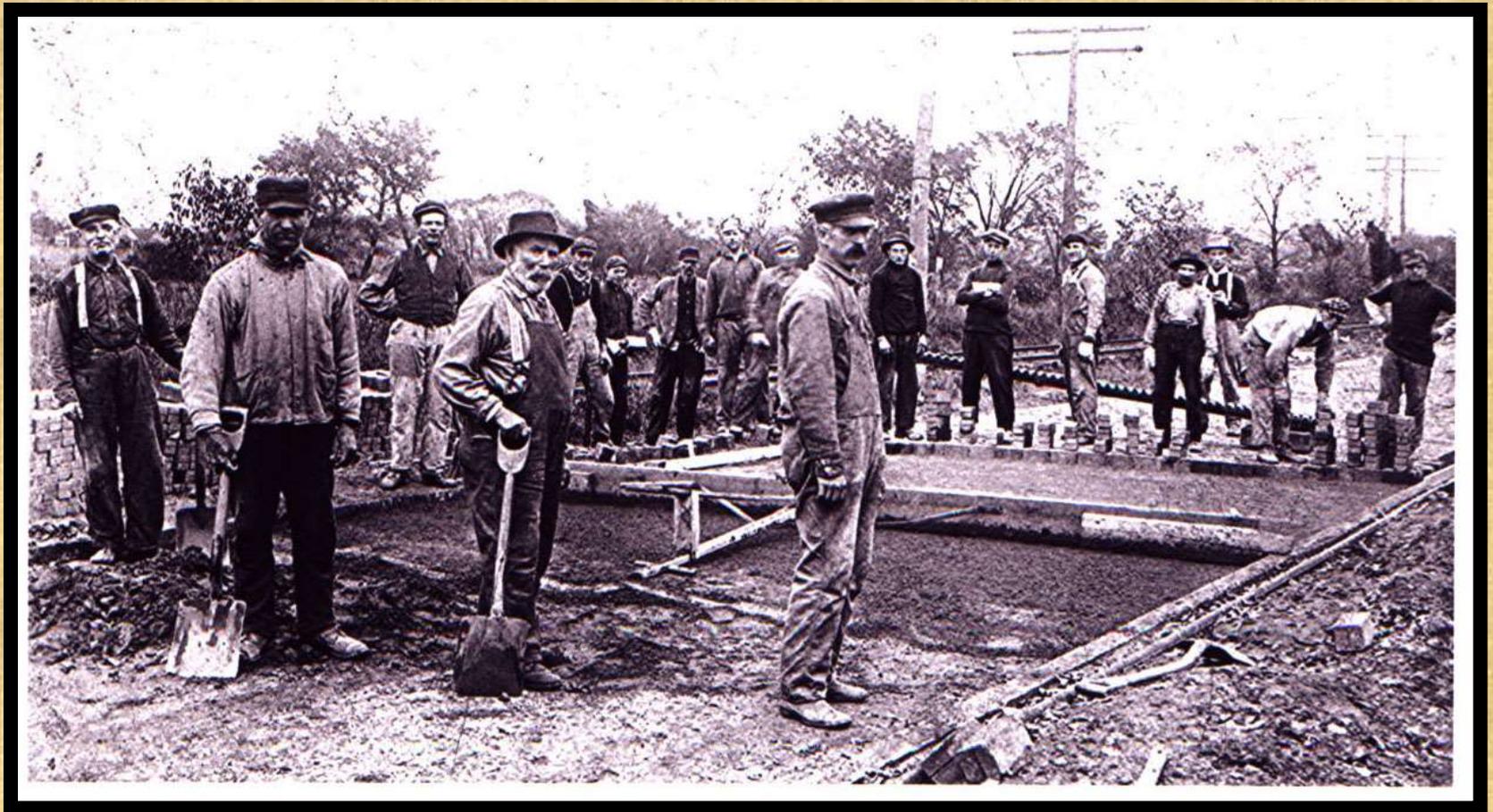
# Perspectives



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March 10, 2009

# Critical Cornerstones for a National Transportation Policy

## #1: National Vision



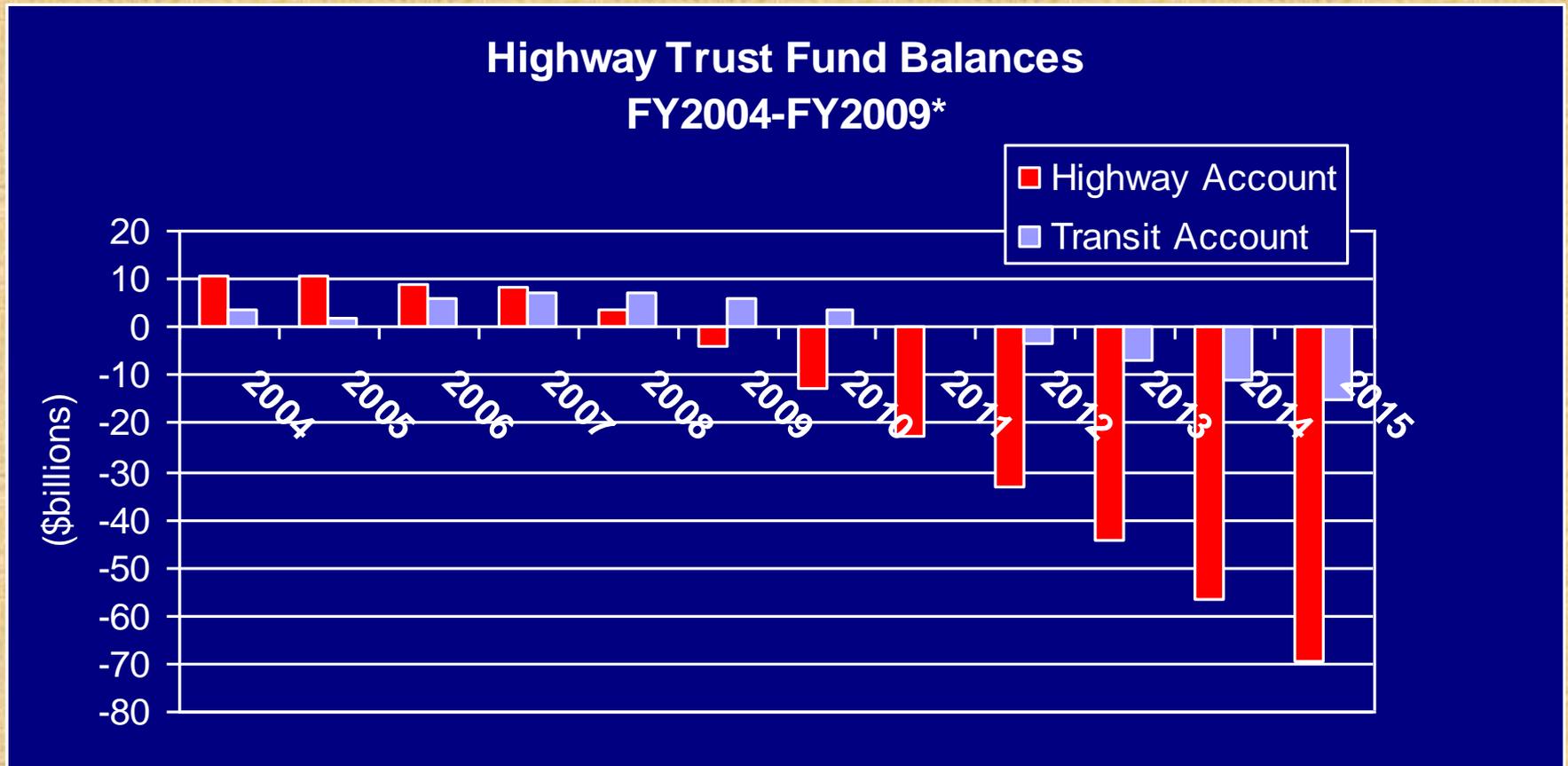
# Critical Cornerstones for a National Transportation Policy

## #2: Smarter Investment Decisions



# Critical Cornerstones for a National Transportation Policy

## #3: Linkage to the Users



# American Recovery and Reinvestment Act (ARRA) Main Objectives

- **Job preservation and creation**
- **Infrastructure investment**
- **Energy efficiency and science**
- **Assistance to unemployed, and**
- **State and local fiscal stabilization**

# ARRA Highlights

- **Provides \$48.1 billion for transportation, including:**
  - **\$27.5 billion for highways**
  - **\$8.4 billion for transit**
  - **\$8.0 billion for high speed rail**
  - **\$1.3 billion for Amtrak**
  - **\$1.5 billion for National Surface Transportation Discretionary Grants**
- **Significant accountability, transparency and reporting requirements**

# ARRA Use It or Lose It Provisions

- **First Redistribution**
  - **Fifty percent** of funds apportioned to the State – excluding funds suballocated – **must be obligated within 120 days** or the remainder will be redistributed.
- **Second Redistribution**
  - **After 1 year all unobligated balances** of apportioned funds, included funds suballocated, will be redistributed. Recipients of redistributed funds will have until Sept. 30, 2010 to obligate.

# Accountability and Transparency

***“Every American will be able to hold Washington accountable for these decisions by going online to see how and where their tax dollars are being spent.”***

*- President Barack Obama*

# ARRA Accountability

- FHWA developing ARRA Risk Management Plans.
- FHWA will focus use a variety of techniques to conduct in-process examination of areas identified as high risk.
- Financial management and State oversight of local projects will be areas of particular attention.
- A higher level of accountability and increased attention by GAO and OIG is expected.
- OIG given additional resources to guard against perceived high risk for fraud scenario = More Money + Pressure to Rush Delivery

# Fraud Awareness

- Product Substitution
- Bid Rigging & Collusion
- DBE Fraud
- Materials Overcharging
- Quality Control Testing
- Kickbacks
- Conflict of Interests
- Time Overcharging
- Bribery

# Critical Cornerstones for a National Transportation Policy

**Public Trust**

**Linkage to  
Users**

**National  
Vision**

**Smarter  
Investment  
Decisions**

# **My Perspectives**

***Thanks for your Attention***

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