



U.S. Department of Transportation

Office of the Secretary of Transportation
Assistant Secretary for Budget & Program Performance

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**U.S. Department
of Transportation**

BUDGET HIGHLIGHTS




FISCAL YEAR 2015

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In today's global economy, first-class jobs gravitate to first-class infrastructure. We'll need Congress to protect more than three million jobs by finishing transportation and waterways bills this summer. But I will act on my own to slash bureaucracy and streamline the permitting process for key projects, so we can get more construction workers on the job as fast as possible.

PRESIDENT BARACK OBAMA



The cover of the FY 2015 *Budget Highlights* depicts the replacement of U.S. Highway 6 over Keg Creek Bridge, in Iowa. This project received a Highways for LIFE grant, it included an "Every Day Counts" innovation by using prefabricated superstructure and substructure elements, and it was also selected as a pilot project for one of the major elements of the Second Strategic Highway Research Program effort: Innovative Bridge Designs for Rapid Renewal.

TABLE OF CONTENTS

| | |
|----|---|
| 2 | SECRETARY FOXX'S PRIORITIES |
| 3 | PRESIDENT'S REQUEST FOR THE DEPARTMENT OF TRANSPORTATION |
| 4 | THE ADMINISTRATION'S SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL |
| 8 | OPERATING ADMINISTRATION BUDGET REQUEST DETAILS |
| 9 | FEDERAL TRANSIT ADMINISTRATION |
| 14 | FEDERAL HIGHWAY ADMINISTRATION |
| 19 | FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION |
| 23 | NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION |
| 28 | FEDERAL RAILROAD ADMINISTRATION |
| 32 | FEDERAL AVIATION ADMINISTRATION |
| 39 | PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION |
| 42 | MARITIME ADMINISTRATION |
| 45 | SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION |
| 48 | OFFICE OF THE SECRETARY |
| 51 | OFFICE OF THE INSPECTOR GENERAL |
| 53 | SURFACE TRANSPORTATION BOARD |
| 55 | BUDGETARY RESOURCES |
| 56 | BUDGET AUTHORITY |
| 57 | OUTLAYS |
| 58 | FULL TIME EQUIVALENT EMPLOYMENT |

TECHNICAL NOTES:

¹ Tables presented in this document may not add due to differences in rounding.

² The use of brackets in tables indicates a "non-add" entry.

³ Time frames in this document represent fiscal years (FY).

⁴ Full time equivalent employment is identified as FTE throughout this document.

⁵ Supplemental funding provided in the Disaster Relief Appropriations Act of 2013 is not included in the FY 2013 funding tables.

⁶ The President's Budget proposes to rename the "Highway Trust Fund" to the "Transportation Trust Fund" beginning in FY 2015.

SECRETARY FOXX'S PRIORITIES

Keeping Safety Our Number One Priority

- ▶ Continue our improvements in transportation safety to address current needs
- ▶ Target growing areas requiring safety improvements including distracted driving and pedestrian and bicycle safety
- ▶ Address emerging issues surrounding the safe transportation of energy products

Creating Ladders of Opportunity for All Americans

- ▶ Advance transportation accessibility for all Americans that results in new opportunities for better jobs, enhanced educational choices, and more options to improve the quality of life
- ▶ Focus on the impact of transportation decisions on strengthening communities

Providing a Strong Surface Transportation Reauthorization Plan

- ▶ Address both current and future needs by providing predictability and sustainability
- ▶ Create system efficiencies and improvements
- ▶ Encourage innovation and new strategies for addressing today's transportation needs as well as planning for the future

Developing a 30-Year National Transportation Plan

- ▶ Establish a national transportation vision
- ▶ Set both a medium and a long-term transportation vision to guide future decisions

Increasing Efficiency

- ▶ Make every dollar count by encouraging the use of creative and innovative strategies to cut costs within the Department and involving State and local project sponsors in similar efforts
- ▶ Expand the use of technology to create efficiencies
- ▶ Streamline our administrative processes
- ▶ Make our programs more responsive to our stakeholders

Encouraging Public Private Partnerships

- ▶ Leverage private sector involvement in transportation projects
- ▶ Expand the use of modern financing strategies
- ▶ Improve the permitting process through the establishment of a new center to cut through "red tape"

Advancing NextGen and Its Benefits

- ▶ Continue solid investment and implementation of NextGen technologies
- ▶ Ensure that NextGen benefits are realized throughout the National Airspace System

PRESIDENT'S REQUEST FOR THE DEPARTMENT OF TRANSPORTATION

The President's FY 2015 request for the Department of Transportation is \$90.9 billion. It includes the President's plan for a four-year \$302 billion surface transportation reauthorization proposal. The following pages detail this proposal and provide additional information on the President's budget request for each of the Department's Operating Administrations.



SURFACE TRANSPORTATION REAUTHORIZATION ACCOUNT TOTALS FY 2015–2018 BUDGETARY RESOURCES

Dollars in Millions

| | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2015– FY 2018 |
|---|-----------------|-----------------|-----------------|-----------------|---------------------|
| Federal Highway Administration | | | | | |
| Federal-Aid Highways: | | | | | |
| Administrative Expenses (GOE + ARC) | \$ 442 | \$ 451 | \$ 460 | \$ 469 | \$ 1,823 |
| Apportioned Programs: | | | | | |
| National Highway Program | 22,335 | 22,783 | 23,240 | 23,705 | 92,063 |
| Highway Safety Improvement Program | 2,460 | 2,509 | 2,560 | 2,611 | 10,140 |
| Surface Transportation Program | 10,272 | 10,478 | 10,688 | 10,902 | 42,340 |
| Congestion Mitigation & Air Quality Improvement Program | 2,317 | 2,364 | 2,411 | 2,459 | 9,551 |
| Metropolitan Transportation Planning | 320 | 327 | 333 | 340 | 1,320 |
| Transportation Alternatives Programs | 836 | 853 | 870 | 887 | 3,445 |
| Critical Immediate Investments | 4,850 | 3,850 | 2,850 | 1,850 | 13,400 |
| Federal Lands and Tribal Transportation Programs | 1,277 | 1,299 | 1,322 | 1,346 | 5,244 |
| Research, Technology and Education Programs | 451 | 460 | 469 | 479 | 1,859 |
| Federal Allocation Program | 502 | 507 | 513 | 520 | 2,042 |
| Freight | 1,000 | 2,000 | 3,000 | 4,000 | 10,000 |
| TIFIA ¹ | 1,000 | 1,000 | 1,000 | 1,000 | 4,000 |
| Fixing and Accelerating Surface Transportation (FAST) | 500 | 500 | 500 | 500 | 2,000 |
| Total, FHWA | 48,562 | 49,380 | 50,216 | 51,068 | 199,227 |
| Federal Transit Administration | | | | | |
| Transit Formula Grants (Incl. Administrative Expenses) | 13,914 | 14,140 | 14,372 | 14,610 | 57,036 |
| Capital Investment Grants | 2,500 | 2,625 | 2,756 | 2,894 | 10,775 |
| Rapid Growth Area Transit Program | 500 | 525 | 550 | 600 | 2,175 |
| Public Transportation Emergency Relief | 25 | 25 | 25 | 25 | 100 |
| Transit Research and Training | 60 | 61 | 63 | 67 | 251 |
| Fixing and Accelerating Surface Transportation (FAST) | 500 | 500 | 500 | 500 | 2,000 |
| Total, FTA | 17,499 | 17,876 | 18,266 | 18,696 | 72,338 |
| Federal Motor Carrier Safety Administration | | | | | |
| Motor Carrier Safety Operations & Programs | 316 | 373 | 399 | 378 | 1,466 |
| Motor Carrier Safety Grants | 353 | 375 | 398 | 421 | 1,546 |
| Total, FMCSA | 669 | 748 | 797 | 799 | 3,012 |
| National Highway Traffic Safety Administration | | | | | |
| Operations & Research | 274 | 288 | 302 | 317 | 1,181 |
| Highway Traffic Safety Grants | 577 | 606 | 636 | 668 | 2,487 |
| Total, NHTSA | 851 | 894 | 938 | 985 | 3,668 |
| Federal Railroad Administration | | | | | |
| Current Passenger Rail Service | 2,450 | 2,400 | 2,350 | 2,300 | 9,500 |
| Rail Service Improvement Program | 2,325 | 2,405 | 2,370 | 2,450 | 9,550 |
| Total, FRA | 4,775 | 4,805 | 4,720 | 4,750 | 19,050 |
| Office of the Secretary | | | | | |
| National Infrastructure Investments (TIGER) | 1,250 | 1,250 | 1,250 | 1,250 | 5,000 |
| Total, OST | 1,250 | 1,250 | 1,250 | 1,250 | 5,000 |
| Total, Budgetary Resources | \$73,606 | \$74,953 | \$76,187 | \$77,548 | \$302,294 |

¹ TIFIA will be administered by the Office of the Secretary under the FY 2015–FY 2018 reauthorization proposal.

THE ADMINISTRATION'S SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

The FY 2015 President's Budget request includes a \$302 billion four-year surface transportation reauthorization proposal that will improve the operation and condition of the Nation's surface transportation systems. By targeting funding and implementing innovative reforms, this proposal will improve the way government operates, will ensure resources reach areas of need, and will create opportunities for all Americans.

At the same time, this proposal advances the President's goals of supporting job creation, streamlining the permitting process to create efficiencies, creating Ladders of Opportunity, and improving the overall safety and condition of our highway and transit systems.

KEY ELEMENTS OF THE PROPOSAL INCLUDE:

- ▶ **Investing in Freight Networks and Improved Goods Movement:** A dedicated freight funding program will foster economic growth and improve the efficiency and reliability of freight movement in the United States. This proposal includes \$10 billion over 4 years for a new multimodal freight grant program—including rail, highways and ports—for projects that address the greatest needs for the efficient movement of goods across the country. The proposal includes significant incentives to encourage coordinated investment in freight infrastructure and will give shippers, truck and rail industry representatives and associated labor organizations a meaningful role in crafting investment decisions in partnership with state and local officials. The proposal will help advance the President's export initiative.
- ▶ **Improved Project Delivery:** In May 2013, the President signed a memorandum to modernize

the Federal infrastructure permitting process while creating incentives to improve outcomes for communities and the environment. The Administration is expediting review timelines by increasing transparency and accountability measures and improving interagency coordination through concurrent (rather than consecutive) project review. The proposal will further advance and institutionalize reforms to the project delivery system through a range of measures, including establishing a new Center that will be administratively housed within the Department of Transportation.

- ▶ **Improved Investment Decision-Making at the Regional/Local Level:** The Department of Transportation will continue to incentivize Metropolitan Planning Organizations (MPOs) to strengthen their ability to address Regional needs.

► **Creating Ladders of Opportunity for our citizens that will:**

- **Improve Access to Jobs and Education:** The Administration is dedicated to enhancing opportunities for all Americans by investing in transportation projects that better connect communities to centers of employment, education, and services. The Administration's comprehensive surface transportation proposal will advance this priority in a variety of ways. It will greatly expand existing transit programs that help to create ladders of opportunity for all populations. It includes \$2.2 billion for a new bus rapid transit program that will link people to job and educational opportunities in fast growing areas. It will remove barriers to local workforce training and hiring efforts. And it will implement a new performance element in the Federal-aid Highway program to ensure future investments connect communities to jobs, training, and education.
- **Workforce Development:** The proposal includes a \$400 million workforce development program over four years to support

and enhance the size, diversity, and skills of our Nation's construction workforce through partnerships with the U.S. Department of Labor, States, and other key stakeholders. It also creates an incentive grant program for States that use their on-the-job training funds effectively.

- **Emphasizing a "Fix-it-First" Approach for Highway and Transit Grants:** The Administration's reauthorization proposal not only focuses on expanding transportation capacity but also underscores the importance of preserving and improving today's transportation assets. The "Fix-it-First" approach focuses on three elements: encouraging government and industry partners to make optimal use of system capacity, implementing sound asset management principles, and focusing on achieving and maintaining a state of good repair.
- **Improved Safety for Pedestrians and Bicyclists:** This proposal builds additional safeguards into our transportation systems that will increase driver awareness of bicyclists and pedestrians, and provide a safer environment for all road users.

FUNDING OVERVIEW

The \$302 billion requested provides an \$87 billion increase over the current authorization's spending levels in the Highway Trust Fund to support four years of investments in our Nation's transit systems, highways, and rail systems. It will also expand the competitive, multi-modal grant program that builds on the successful TIGER program, and provide credit assistance through an enhanced

Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which leverages infrastructure investment and supports public private partnerships. In addition, this proposal provides sufficient funds to ensure the solvency of the Trust Fund during the proposed reauthorization period to prevent the cash shortfall that is projected to occur in the summer of 2014.

- ▶ **Transit:** The proposal provides \$72 billion over four years for transit to focus on the transportation needs of growing suburbs and the deferred maintenance of cities. Included within the proposal is \$11 billion for Capital Investment Grants and \$5 billion per year in additional funds to bring our Nation's bus and rail transit infrastructure into a state of good repair.
- ▶ **Highways:** The proposal provides \$199 billion over four years to continue critical investments in highways and includes the creation of a new freight program as well as a new "Fix-it-First" program, which is aimed at repairing structurally deficient bridges.
- ▶ **Rail:** The proposal provides \$19 billion over four years for rail programs. It includes \$7 billion to initiate new passenger rail services and substantially upgrade existing corridors, and approximately \$5 billion for Fix-it-First projects to improve performance of existing rail.
- ▶ **Safety:** The proposal provides \$6.7 billion over four years for highway safety programs to continue ongoing efforts. Funds will invest in initiatives that will reduce traffic crashes and related injuries, invest in safe motor carrier and commercial motor vehicle operations, and to reduce large truck and bus crashes, injuries and fatalities.
- ▶ **Competitive:** The TIGER grant program provides competitively awarded grants to advance key projects and has allowed the Department of Transportation to support multimodal projects such as ports that are difficult to address through formula programs. TIGER facilitates integrating multiple modes of transportation in ways that magnify economic impact and make it possible to reward sponsors who bring additional funds to the table. The proposal includes \$5 billion over four years for an expanded program. In addition to TIGER, the reauthorization envisions a \$4 billion Fixing and Accelerating Surface Transportation (FAST) competitive program to incentivize transformative programmatic reforms that improve transportation outcomes.
- ▶ **Credit Assistance:** The President's budget provides \$4 billion over four years for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. These resources will be used to fund grant loan subsidies and administrative costs to assist with funding nationally or regionally significant transportation projects. The TIFIA program leverages Federal dollars in a time of limited budgetary resources by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly.

PAYING FOR THE PROPOSAL

The President's budget proposes to devote \$150 billion from transition revenue generated from pro-growth tax reform to supplement current revenues

from the gas tax and help finance long-term, critical investments in our Nation's infrastructure.

OPERATING ADMINISTRATION BUDGET REQUEST DETAILS



FEDERAL TRANSIT ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|---|-------------------|-------------------|----------------------------|
| Transit Formula Grants (TF) ¹ | \$ 8,461.0 | \$ 8,595.0 | \$13,914.4 |
| Administrative Expenses (TF) ² | 0 | 0 | [114.4] |
| Capital Investment Grants (TF) | 1,855.0 | 1,942.9 | 2,500.0 |
| Bus Rapid Transit (TF) | 0 | 0 | 500.0 |
| Washington Metropolitan Area Transit Authority (WMATA) (GF) | 142.2 | 150.0 | 150.0 |
| Administrative Expenses (GF) | 97.5 | 105.9 | 0 |
| Fixing and Accelerating Surface Transportation (TF) | 0 | 0 | 500.0 |
| Transit Research and Training (TF) | 41.7 | 43.0 | 60.0 |
| Technical Assistance and Standards Development (GF) | 0 | 5.0 | 0 |
| Public Transportation Emergency Relief (TF) | 0 | 0 | 25.0 |
| Total | \$10,597.4 | \$10,841.8 | \$17,649.4 |
| Direct FTE | 522 | 566 | 625 |

¹ Does not include flexible funding from FHWA of approximately \$1.4 billion in FY 2013 and an estimated \$1.3 in FY 2014 and in FY 2015.

² Administrative Expenses are requested in the FY 2015 President's Budget in Transit Formula Grants.

OVERVIEW

The Federal Transit Administration (FTA) provides grant funding to State, local, and Tribal governments, public and private transit operators, and other recipients to support public transit infrastructure and operations. The FY 2015 President's Budget request of \$17.6 billion will be used for grants to construct new

public transit systems; purchase and maintain transit vehicles and equipment; oversee transit safety; support regional transportation planning efforts; and, improve the technology and service methods used in the delivery of public transportation services.

SUMMARY OF REQUEST

The President is requesting **\$17.6 billion in FY 2015 to strengthen transit safety oversight, bring our nation's bus and rail transit infrastructure into a state of good repair, and provide new and expanded transit systems in many communities.**

This is an increase of \$6.8 billion above the FY 2014 enacted level. The President's Budget request demonstrates a strong commitment to continue and strengthen the surface transportation authorization programs established under MAP-21 by proposing a new four-year authorization. The next phase of Federal transit programs will continue the emphasis on making transit safer for all riders, improving the condition of transit assets for better performance and efficiency, and enabling new transit systems and system extensions. The President's Budget request supports the following programs:

- ▶ **CAPITAL INVESTMENT GRANTS:** The FY 2015 President's Budget requests **\$2.5 billion to support the construction of major capital projects** that provide new and expanded transit service, important economic benefits to communities, and help address existing fixed-guideway transit corridors that are at or near capacity.
- ▶ **RAPID GROWTH AREA TRANSIT PROGRAM:** The FY 2015 President's Budget requests **\$500 million for a new Bus Rapid Transit discretionary grant program** to help communities experiencing fast-growing populations. While population growth spurs economic development, it can also stress and strain existing infrastructure, cause congestion, and result in poor air quality. This program will help ease

the stress and strain of rapid growth in communities and encourage multi-modal development along corridors which will be aided by allowing Federal-Aid Highway funding to be used as part of the local funding match.

- ▶ **FORMULA GRANTS:** The FY 2015 President's Budget requests **\$13.9 billion to provide grants** that support transit capital investment, state of good repair, safety, planning, bus and railcar purchases and maintenance, transit operations in small and rural areas, and agency operations.
 - Included in this account is an increase of **\$5.1 billion above FTA's current funding level to support strategic "Fix-it-First" investments.** These funds will help bring our Nation's rail **transit infrastructure into a state of good repair (a \$3.6 billion increase)** as well as **provide new buses and related facilities (a \$1.5 billion increase) to transit systems across the country.**
- ▶ **TRANSIT RESEARCH AND TRAINING:** The 2015 President's Budget requests **\$60 million** to support **research activities** that improve the safety, reliability, efficiency, and sustainability of public transportation systems by investing in the development, testing, and deployment of innovative technologies, materials, and processes. These activities will help to create "**Ladders of Opportunity**" for transit-dependent populations that will help **improve access to jobs and educational opportunities.**

- ▶ **PUBLIC TRANSPORTATION EMERGENCY RELIEF**: The FY 2015 President's Budget requests **\$25 million** to provide capital and operating assistance to help transit agencies **restore needed transportation services** immediately following disasters.
- ▶ **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**: The FY 2015 President's Budget requests a total of **\$150 million to address WMATA's reinvestment and maintenance backlog** to improve the safety and reliability of service and to expand existing system capacity to meet growing demand. This funding

continues the ten-year \$3 billion capital improvement program in which federal funding is matched dollar-for-dollar by local and state support.

- ▶ **FIXING AND ACCELERATING SURFACE TRANSPORTATION (FAST)**: The FY 2015 President's Budget requests **\$500 million for a new competitive grant program** that will encourage innovative solutions to our most pressing transportation challenges. State and local partners will be evaluated on their willingness to commit to performance improvements in important areas such as safety or congestion management.

PROPOSED FY 2015 SECTION 5309 CAPITAL INVESTMENT GRANTS PROGRAM PROJECTS

Dollars in Millions

FY 2015

Existing New Starts Full Funding Grant Agreements (FFGAs)

| | | | |
|----|--|----------------------|--------|
| CA | Regional Connector Transit Corridor | Los Angeles | \$ 100 |
| CA | Third Street Light Rail-Central Subway Project | San Francisco | 150 |
| CO | Silicon Valley Berryessa Extension | San Jose | 150 |
| CO | RTD Eagle, Denver | Denver | 150 |
| CT | New Britain-Hartford Busway | New Britain | 62 |
| HI | High Capacity Transit Corridor | Honolulu | 250 |
| MN | Central Corridor Light Rail Transit Project | St. Paul-Minneapolis | 109 |
| NC | Blue Line Extension-Northeast Corridor | Charlotte | 100 |
| NY | East Side Access | New York | 47 |
| OR | Milwaukie LRT | Portland | 100 |
| VA | Dulles Wiehle Ave | Northern Virginia | 102 |
| WA | University Link LRT Extension | Seattle | 90 |

Total Existing New Starts Full Funding Grant Agreements **1,410**

Recommended New Starts Projects

| | | | |
|----|--|--------------------------------|-----|
| CA | Westside Subway Extension-Section 1 | Los Angeles | 100 |
| FL | SunRail Phase II South | Orlando | 63 |
| MA | Cambridge to Medford, Green Line Extension | Boston | 100 |
| MD | Red Line | Baltimore | 100 |
| MD | Maryland National Capital Purple Line | Maryland National Capital Area | 100 |
| OR | Columbia River Crossing Project | Portland | 65 |
| TX | TEX Rail | Fort Worth | 50 |

Total Recommended New Starts Projects **578**

Core Capacity Projects

| | | | |
|----|--|--|------------|
| IL | Chicago, Red and Purple Line Modernization Project and Other Eligible Projects | | 275 |
|----|--|--|------------|

Recommended Small Starts Projects

| | | | |
|----|---------------------------------------|-----------------|----|
| CA | East Bay BRT | Oakland | 28 |
| FL | Wave Streetcar | Fort Lauderdale | 50 |
| OR | West Eugene EmX Extension | Eugene | 51 |
| TN | East-West Connector BRT (The Amp) | Nashville | 27 |
| TX | Dyer Corridor BRT | El Paso | 5 |
| WA | C-TRAN Fourth Plain Bus Rapid Transit | Vancouver | 39 |

Total Small Starts **199**

Oversight Activities 38

Grand Total **\$2,500**

FEDERAL TRANSIT ADMINISTRATION AMERICA BENEFITS BY...

- Public transportation ridership continues to grow. Last year, **transit ridership exceeded 10.4 billion trips, the highest ridership level since 1957**. Trends based on census and other demographic data sources indicate that we should expect strong transit ridership growth in the future. The United States will see a population increase of approximately 100 million new residents by 2050, and much of that growth will be concentrated in cities where existing transit service may not be able to handle many additional riders.
- Public transportation systems **provide substantial cost savings to Americans** who use transit. According to the American Public Transportation Association (APTA), an individual who switches to public transportation from driving can save up to nearly \$9,800 annually on fuel, vehicle maintenance, and insurance costs.
- FTA capital investment grants **enable municipalities to invest in major transit infrastructure projects** that yield additional benefits such as promoting more-efficient land-use patterns that connect people with jobs and services. Many investments promote higher density land-use that help municipalities make better use of valuable real estate near urban centers and provide opportunities for transit operators to realize higher revenues from fares and from the sale or rent of agency-owned properties. Streetcar and bus rapid transit systems can benefit smaller cities that do not have ridership to support light or heavy rail service.
- FTA funding supports transit systems that provide **substantial public benefits including—reducing the need for roadway capacity for more automobiles, reducing congestion and pollution levels, and improving mobility and accessibility, particularly for low-income, the elderly, and disabled individuals**. For example, in order to provide more roadway capacity for all of the riders currently using transit in the Washington, DC region, one thousand additional lane miles of arterials and highways would be needed to maintain current travel speeds. To accommodate the extra automobiles, the city would also have to approximately double the number of existing parking spaces.
- Several FTA programs provide funding for transit operators to **improve the condition and performance of their systems and help bring our Nation's infrastructure into a state of good repair**. According to FTA research, the nation's transit systems have amassed an \$86 billion maintenance backlog that continues to grow and must be dealt with in order to bring these systems into a state of good repair and provide the transit service its citizen's demand.

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|--|-------------------|-------------------|----------------------------|
| Federal-Aid Highways Obligation Limitation (TF) ^{1,2} | \$39,619.6 | \$40,256.0 | \$47,323.2 |
| Exempt Mandatory Federal-Aid Highways (TF) | 701.3 | 685.8 | 739.0 |
| Limitation on Admin Expenses | [416.1] | [416.1] | [439.0] |
| Subtotal | 40,320.9 | 40,941.8 | 48,062.2 |
| Payment to the Transportation Trust Fund (GF) | [5,883.8] | [11,692.8] | [37,500.0] |
| Fixing and Accelerating Surface Transportation (TF) | 0 | 0 | 500.0 |
| Total | \$40,320.9 | \$40,941.8 | \$48,562.2 |
| Direct FTE | 2,635 | 2,751 | 2,751 |

¹ Flexible funding transfers to/from FTA were \$1.4 billion in FY 2013 and the Department estimates flexible funding transfers of \$1.3 billion for FY 2014 and FY 2015.

² Does not reflect penalty transfers to NHTSA, which were \$139 million in FY 2013.

OVERVIEW

The Federal Highway Administration (FHWA) promotes the development, operation, and management of an intermodal surface transportation system that is economically efficient, environmentally sound, provides a foundation for the Nation to compete in the global economy, and moves people and goods safely. The FY 2015 President's Budget request of \$49 billion provides FHWA with the resources necessary for State, local

and other Federal transportation agencies to improve the condition and performance of their highway and roadway systems in ways that protect the environment, provide user access and choices, and take advantage of advances in technology and innovation. The FY 2015 President's Budget request reflects the Administration's proposed four-year surface reauthorization proposal.

SUMMARY OF REQUEST

The President is requesting **\$49 billion in FY 2015 to invest in our Nation's highway and bridge infrastructure**. This is a \$7.6 billion increase above FY 2014 funding levels. The Federal Highway Administration's (FHWA) 2015 budget continues the program structure established under MAP-21, but with several key additions that will enhance our Nation's transportation infrastructure. Built on past successes, the structure strives to enhance the safety, performance, condition, and efficiency of the Nation's highway system.

FEDERAL-AID HIGHWAY PROGRAM:

Freight Program: The President's Budget requests **\$1.0 billion for a new program providing a dedicated source of funding to improve the delivery of freight projects**, which will foster economic growth. The program will incentivize regional planning by providing funding for multi-modal, multi-jurisdictional and corridor-based projects, and by requiring the development of statewide freight plans with regional planning participation.

The Critical Immediate Investments Program (CIIP): The President's Budget requests **\$4.9 billion as part of the "Fix-it-First" initiative to focus on the reconstruction, restoration, rehabilitation, preservation or safety improvement of existing highway assets**. The program will reduce the number of structurally deficient Interstate Highway System bridges, target safety investments and support a state of good repair on the National Highway System (NHS).

Highway Safety Improvement Program: The President's Budget requests **\$2.5 billion for the performance-based Highway Safety Improvement**

Program to provide funding to significantly **reduce traffic fatalities and serious injuries on all public roads**, including non-State-owned public roads and roads on Tribal land, directly tied to the Department's safety goal and Roadway Safety Plan principles. FHWA, through National leadership and innovation, focuses on improving the safety of roadway infrastructure on all public roads. The program provides a data- and performance-driven strategic approach to improving traffic safety to reduce fatalities and serious injuries.

National Highway Performance Program: The President's Budget requests **\$22.3 billion for the performance-based National Highway Performance Program** which focuses significant Federal resources for the following purposes: to support the **condition and performance of the National Highway System (NHS)**; to support the construction of new facilities on the NHS; and to ensure that investments of Federal-aid Highway funds in highway construction support progress toward the achievement of performance targets for the NHS. The program includes performance management features, holds States accountable for achieving performance targets, and provides flexibility to States for making transportation investment decisions. The 220,000-mile NHS provides mobility to the vast majority of the Nation's population and almost all of its commerce. It supports national defense and promotes intermodal connectivity. While NHS mileage accounts for a small portion of the Nation's public road mileage, it carries 55 percent of all vehicular traffic and 97 percent of truck-borne freight. While it serves 53 percent of U.S. highway border crossings, it handles 98 percent of the value of total truck trade with Canada and Mexico.

Surface Transportation Program: The President's Budget requests **\$10.3 billion for the Surface Transportation Program (STP)** which provides flexible funding that may be used by States and localities for projects **to preserve and improve the condition and performance** on any Federal-aid highway, bridges on any public road, transit capital projects (including intercity bus terminals), and bicycle and pedestrian facilities. The flexible nature of this program ensures States are able to direct funding to areas of greatest need while also fostering innovation. This program will give transportation agencies the ability to target funding to State and local priorities. States will identify projects for STP funding in consultation with local transportation officials in rural areas and in cooperation with the Metropolitan Planning Organization (MPO) in metropolitan areas.

Congestion Mitigation and Air Quality Improvement Program: The President's Budget requests **\$2.3 billion for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program** to help States, local governments, and private-sector sponsors **reduce highway congestion and harmful emissions**, and assist many areas in reaching attainment of the National Ambient Air Quality Standards (NAAQS), a strong environmental priority. The CMAQ program provides a flexible funding source for State and local governments to fund transportation projects and programs that are designed to help States meet the requirements of the Clean Air Act and its amendments, and help reduce regional congestion on transportation networks.

Metropolitan Transportation Planning Program: The President's Budget requests **\$320 million for the Metropolitan Transportation Planning Program** to provide funds for use by Metropolitan Planning Organizations (MPOs) for multimodal transportation planning and programming in metropolitan areas.

Metropolitan planning activities include: the collection and analysis of data on demographics, trends, and system performance; travel demand and system performance forecasting; identification and prioritization of transportation system improvement needs; and coordination of the planning process and decision-making with the public, elected officials, and stakeholder groups.

Transportation Alternatives Program: The President's Budget requests **\$836 million for the Transportation Alternatives Program** to support the Department of Transportation Quality of Life strategic goal which aims to **foster quality of life** through policies and investments that increase transportation choices and access to transportation services. The program creates safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and engage in recreation. This program provides resources to expand transportation choices and enhance the transportation experience.

Federal Lands and Tribal Programs: The President's Budget requests **\$1.3 billion—including \$150 million in "Fix-it-First" funding**—for an enhanced Federal Lands and Tribal Programs initiative to support construction or reconstruction of large, nationally significant transportation infrastructure assets on **Federal and Tribal lands**. This funding will also be used for construction and engineering projects that will provide multi-modal access to basic community services including safer all-weather access to schools and healthcare facilities for 566 federally-recognized sovereign Tribal governments, improve multi-modal access to recreational areas on public lands/national treasures, and expand economic development in and around Federal and Tribal lands while preserving the environment and reducing congestion.

Transportation Infrastructure Finance and

Innovation Act (TIFIA) Program: The President's Budget requests **\$1 billion** for the TIFIA Program to provide contract authority for **grant loan subsidies and administrative costs to assist with financing nationally or regionally significant transportation projects**. The TIFIA Program leverages Federal funds in a time of scarce budgetary resources, facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects sooner. This program offers flexible repayment terms and attracts private capital to facilitate transportation projects that would otherwise go unfunded. The TIFIA loan portfolio is currently over \$14 billion.

Research, Technology, and Education Program:

The President's Budget requests **\$451 million for the Research, Technology, and Education (RT&E) Program** to provide for a comprehensive, nationally-coordinated research, technology, and education program that will advance the Department of Transportation's organizational goals, while accelerating innovation delivery and technology implementation. The proposal carries forward the MAP-21 restructured FHWA research, development and technology activities, which include: a highway research and

development program, a technology and innovation deployment program, and a training and education activities program. Research supporting innovative finance efforts is also included. The entire innovation lifecycle is covered under the RT&E program umbrella from agenda setting to the deployment of technologies and innovations.

Federal Allocation Programs: The President's Budget requests **\$502 million authorized for nine important programs:** Emergency Relief, Territorial and Puerto Rico Highways Program, Construction of Ferry Boats and Ferry Terminal Facilities, "Ladders of Opportunity, On-the-Job Training, Disadvantaged Business Enterprise, Highway Use Tax Evasion, Other Safety-related Programs, and Performance Management Data Support.

FIXING AND ACCELERATING SURFACE

TRANSPORTATION (FAST): The FY 2015 President's Budget requests **\$500 million for a new competitive grant program** that will encourage innovative solutions to our most pressing transportation challenges. State and local partners will be evaluated on their willingness to commit to performance improvements in important areas such as safety or congestion management.

FEDERAL HIGHWAY ADMINISTRATION AMERICA BENEFITS BY...

- **Making roads safer:** The number of highway-related fatalities has decreased by about 23 percent between 2005 and 2012. The decrease coincides with, and is at least partly attributable to, the establishment of the Highway Safety Improvement Program as a core Federal-aid Highway program and its integration with other safety programs across the Department.
- **Improving highway conditions and performance:** The share of Federal-aid Highway travel occurring on pavements with good ride quality rose significantly from 43 percent in 2000 to 57 percent in 2012. Bringing pavements up to a state of good repair yields benefits to system users in the form of decreased wear and tear on vehicles and resulting repair costs; reduced traveler delays and lower crash rates.
- **Improving bridge condition and performance:** The share of the nation's bridges classified as deficient declined from 29 percent in 2003 to 25 percent in 2012. While deficient bridges are not inherently unsafe, in some cases they cannot accommodate the full range of vehicles that would otherwise use them, requiring heavy or over-size vehicles to take detours that can increase shipping costs and the cost of goods to customers. Addressing deficient bridges can also influence delays for passenger vehicles and crash rates.
- **Moving people and goods more efficiently:** FHWA provides national leadership in the areas of congestion management, Intelligent Transportation Systems, traffic operations, emergency management, and freight management and operations.
- **Creating jobs:** One noteworthy example is the Recovery Act, which infused \$27.5 billion in funds for investments in highway infrastructure projects nationwide. FHWA's successful implementation of the Recovery Act funded nearly 13,000 projects, improved more than 41,500 miles of road and more than 2,700 bridges, and it helped put tens of thousands of Americans back to work.
- **Spurring innovation:** The Every Day Counts (EDC) initiative seeks to increase innovation at every stage of the highway project lifecycle. Launched in 2010 as a partnership with State and local agencies, EDC has now moved into a third phase, with a new batch of innovations undergoing review for promotion and rapid deployment. These innovations have the potential to transform the way we do business by shortening project delivery time, enhancing the safety of our roadways, and protecting the environment.
- **Safeguarding taxpayer funds:** FHWA's risk-based stewardship and oversight program include program reviews, quality assurance reviews, project and process evaluations, and performance management indicators. Additionally, our Financial Integrity Review and Evaluation (FIRE) program helps ensure that Federal funds are properly managed and safeguarded from fraud, waste, and abuse.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|--|----------------|-----------------|----------------------------|
| Motor Carrier Safety Operations and Programs (TF) (Direct only) | \$250.5 | \$259.0 | \$315.8 |
| Motor Carrier Safety Grants (TF) | 309.4 | 313.0 | 352.8 |
| National Motor Carrier Safety for Border Facilities ¹ | 0 | 13.0 | 0 |
| Total | \$559.9 | \$585.0 | \$668.5 |
| Direct FTE | 1,042 | 1,088 | 1,191 |

¹ The FY 2014 Omnibus Appropriations Act made available \$13 million in expired authority from this account to fund renovation and maintenance of border facilities.

OVERVIEW

The Federal Motor Carrier Safety Administration (FMCSA) promotes safety and provides resources to support State efforts to reduce severe and fatal commercial motor vehicles crashes. FMCSA accomplishes its mission by raising the bar to enter into the commercial motor vehicle industry, by requiring operators to maintain standards to remain in the industry, and by removing high-risk carriers, vehicles, drivers and service providers from operation. The FY 2015 President's Budget

request of \$669 million provides the resources necessary to support nationwide motor carrier safety and consumer enforcement efforts, including the continuation of the Compliance, Safety and Accountability (CSA) Program; household goods regulation and enforcement; and, Federal safety enforcement activities at the borders to ensure that foreign-domiciled carriers entering the United States are in compliance with FMSCA Regulations.

SUMMARY OF REQUEST

The President is requesting \$669 million in FY 2015 to invest in safe motor carrier, and commercial motor vehicle (CMV) operations and to reduce large truck and bus crashes, injuries, and fatalities. The Budget also requests an increase of 77 FTEs primarily to support Safety Intervention Programs, and Border Crossing programs.

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS: The President's Budget requests \$316 million in FY 2015 to fund research, technology, and programs that reduce serious injuries and deaths resulting from commercial motor vehicle crashes. Funds will also be used for administrative expenses in support of FMCSA's efforts to develop, implement, and enforce safety programs. The following programs are funded accordingly:

- ▶ **Research: \$10 million** is requested for multi-year Research and Technology programs focused on producing safer drivers and carriers.
- ▶ **Information Technology (IT) Development and Sustainment: \$41 million** is requested for the operations, maintenance and logistical support of the safety mission critical systems, and to continue building out the modernized IT architecture.
 - **Enforcement and Intervention: \$184 million** is requested for Compliance, Safety, and Accountability (CSA) to sustain increased interventions and resulting enforcement actions, including \$9 million for the Motorcoach Safety Oversight Program as well as a request of \$29 million for the maintenance of the Border Facilities.

MOTOR CARRIER SAFETY GRANTS: The FY 2015 President's Budget requests \$353 million for the Motor Carrier Safety Grants program. The Agency's proposed reauthorization reengineers our existing programs to reduce the application and compliance burden on our grantees and to reduce the federal cost of administering Agency grant programs, allowing savings to be redirected to FMCSA's safety mission. This request bolsters the resources available to award grants that are used to support investigations and interventions in States, identify and apprehend traffic violators, and conduct roadside inspections.

- ▶ **Motor Carrier Safety Assistance Program (MCSAP): \$288 million** is requested for both formula and discretionary funding to support programs that improve motor carrier compliance and safety through State and local law enforcement programs. Formula grants fund roadside inspections, interventions, compliance reviews, and targeted enforcement, while discretionary funds support FMCSA's High Priority program which encourages best practices and innovative enforcement of safety initiatives at the State and local level. FMCSA's reauthorization proposal combines our existing Basic and Incentive MCSAP grants with legacy grant programs. Condensing these programs reduces administrative burdens on our State partner agencies.
- ▶ **Commercial Driver's License (CDL) Program Improvement: \$39 million** is requested to provide funding for grants to States that focus on the operator's role in commercial vehicle safety and CDL improvement programs. The requested increase will assist states to create uniform CDL compliance plans.

- ▶ **Innovative Technology Deployment (ITD):** As part of the proposed reauthorization, FMCSA intends to alter the existing Commercial Vehicle Information Systems and Networks (CVISN) program **into the Innovative Technology Deployment** program. With CVISN type systems deployed in 47 states, the program can shift to fund the most innovative proposals to enhance the safety and productivity of America's motor carriers.

NOTE**Safe Transportation of Energy Products**

Fund: The Department of Transportation is requesting the creation of a new fund to support the multimodal prevention and response activities associated with the increased safety issues currently surrounding the transport of crude oil. The funds would be available for initiatives within the Federal Railroad Administration, the Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration. The Administrators of those Operating Administrations along with representatives of designated offices within the Office of the Secretary would jointly serve as a decision-making board for the use of the funds and would be responsible for their effective administration.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION AMERICA BENEFITS BY...

The FMCSA **regulates approximately 500,000 active interstate motor carriers**, including 12,000 passenger carriers, and 3.6 million active CDL holders. In 2012, the Department estimates that:

- These companies operated **11 million large trucks and buses, traveling over 280 billion vehicle miles**. Total miles traveled by all vehicles **grew 4% over the past 10 years**.
- **Large truck- and bus-related mileage grew 30% from 2002-2012**.
- Over this period, registrations for **large trucks and intercity buses increased 27%**.

Despite this growth in commercial vehicle traffic, there was a **24% reduction in fatalities in crashes involving large trucks and intercity buses, from 5,539 in 2005 to 4,183 in 2012**. This reflects a 41% reduction from 1979, the year with the most fatalities involving large trucks and buses. The rate of injuries in crashes involving large trucks and buses has also declined over the last two decades. The decline in injuries and fatalities is due in part to the safety efforts of FMCSA and its partners:

- **In 2013, FMCSA conducted approximately 3.5 million truck and bus roadside inspections. 21% of trucks inspected were put out of service, 7% of buses inspected were put out of service, and 5% of drivers inspected were put out of service.**
- Safety Investigators conducted over 18,000 safety carrier reviews in 2013. As a result

of these investigations, 5,984 Notice of Claims (NOC), 770 Unsatisfactory/Unfit Out-of-Service (OOS) Orders and 37 Imminent Hazard OOS Orders were issued.

- Inspectors also conducted 32,878 new entrant safety audits.

FMCSA's roadside inspection and traffic enforcement programs are premised on the notion that correcting serious driver and vehicle violations at the roadside prevents future crashes, and hence, saves lives. Based on models that assess the number and type of violations found each year at the roadside, the agency estimates that it prevents roughly 17,000 crashes per year as a result of these programs, and saves 500 to 600 lives per year. External factors such as demographics, economic conditions, gas prices, and the increased use of public transportation have also had an impact on the reduction of injuries and fatalities.

More than **3 million inspections** are done **annually**. If its grant programs were not in place, it is estimated that less than **600,000 inspections could be conducted each year**, which could result in 80% more unsafe vehicles on the roadway; based on state inspection behavior prior to 1985.

In 2011, 4,018 people were killed in large truck and bus crashes and approximately 112,000 individuals were injured. **The estimated costs of commercial motor vehicle crashes resulting in fatalities and injuries exceeded \$70 billion in 2011.**

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|--|----------------|-----------------|----------------------------|
| Operations and Research—Vehicle Safety (GF) | \$132.8 | \$134.0 | \$ 0 |
| Operations and Research—Highway Safety Research and Development (TF) | 115.3 | 123.5 | 274.0 |
| Highway Traffic Safety Grants (TF) ¹ | 553.4 | 561.5 | 577.0 |
| Total | \$801.4 | \$819.0 | \$851.0 |
| Direct FTE | 575 | 621 | 648 |

¹ Does not reflect penalty transfers from FHWA, which were \$139 million in FY 2013.

OVERVIEW

The National Highway Traffic Safety Administration (NHTSA) is charged with reducing traffic crashes, and related deaths and injuries resulting from traffic crashes. The FY 2015 President's Budget request is \$851 million to enable NHTSA to continue to establish safety standards for motor vehicles and

motor vehicle equipment; conduct research and development on vehicle safety and driver behavior; set and enforce fuel economy standards; operate the National Driver Register; and, administer a comprehensive program of safety grants to the States.

SUMMARY OF REQUEST

The President is requesting **\$851 million** for the National Highway Traffic Safety Administration (NHTSA) **to invest in initiatives that reduce traffic crashes and related deaths and injuries resulting from traffic crashes.** The President's Budget request proposes this increased level to address emerging traffic and vehicle safety issues, research new technologies, and target the hard-to-reach populations and constituents that are at the greatest risk.

The FY 2015 President's Budget request will support NHTSA's on-going effort to improve traffic safety issues. **Pedestrian safety** will continue to be a priority area. NHTSA plans to work with the States to implement education and enforcement components of the Pedestrian Safety Action Plans.

NHTSA also recognizes the enormous **role technology can play** in vehicle safety. The President's Budget request will support NHTSA's plans to expand the Agency's focus on technology, specifically on crash avoidance technologies and distracted driving issues.

The President's Budget request reflects the Agency's program consistent with the Administration's multi-year reauthorization proposal. This includes streamlining State grant application processes; establishing a robust data-driven traffic safety enforcement program; funding Distracted Driving grants to promote enactment and enforcement of State distracted-driving laws; and, clarifying a number of vehicle-related provisions to strengthen the oversight and enforcement of safety regulations.

OPERATIONS AND RESEARCH: The FY 2015 President's Budget requests **\$274.0 million in Operations and Research activities.** Specific initiatives include:

- ▶ **Highway Safety Research and Analysis: \$122.0 million is requested to support** NHTSA's safety goals through behavioral research, demonstrations, and technical **assistance to States.** NHTSA activities emphasize national leadership relating to alcohol and drug countermeasures; occupant protection; distraction; traffic law enforcement; motorcycle riders; pedestrian and bicycle safety; and, young and older driver safety programs. NHTSA coordinates these efforts with numerous Federal partners, State and local governments and other organizations and safety associations.
- ▶ **Crash Data Collection: \$31.2 million** is requested to support NHTSA's **crash data collection activities,** including the Fatality Analysis Reporting System (FARS), National Automotive Sampling System (NASS), State Data Systems (SDS), and Special Crash Investigations (SCI), to increase data reliability and expand data sampling as well as support the initial implementation of the modernized NASS system.
- ▶ **New Car Assessment Program (NCAP): \$14 million** is requested to maintain test coverage at **85 percent of the new model year fleet** and for the new Vehicle-Child Restraint System (CRS) "Fit" program.
- ▶ **Corporate Average Fuel Economy (CAFE): \$7.9 million** is requested to **support future rulemaking programs,** including the 2019 and beyond Medium- and Heavy- Duty Commercial Vehicles and Work Truck Fuel Efficiency program, and comprehensive rulemaking activity for the CAFE program for FY 2022 and beyond.

- ▶ **Alternative Fuels, Electronics, and Emerging Technologies:** \$5 million is requested to conduct **research on advanced and emerging technologies** and alternative fuel vehicles that require thorough testing to ensure their level of safety, and the safety of vehicle occupants is comparable to that of other vehicles.
- ▶ **Vehicle Research and Test Center (VRTC):** \$2.5 million is requested to enable NHTSA to fund **emerging research and testing requirements**, and to include the acquisition of additional testing equipment for test center facilities.

Additional Safety-Related Personnel: 27 additional FTEs are requested—14 FTEs are requested for Vehicle Safety, 7 FTEs for Highway Safety and 6 FTEs for the Highway Safety Grants program. This request includes electrical and systems engineers to conduct research on emerging issues including battery and hybrid technologies and new vehicle propulsion systems. This FTE level will also support of the identification of unsafe vehicles to be recalled, developing safety and fuel economy standards, addressing emerging safety issues, such as distraction, electronic control, and developing and implementing behavioral countermeasures to encourage safe driving. This includes 6 regional program managers for the Highway Safety Grants program.

HIGHWAY TRAFFIC SAFETY GRANTS: The FY 2015 President's Budget requests **\$577 million for Highway Traffic Safety Grants**. The request is consistent with the proposed multi-year reauthorization legislation, which authorizes Section 402 Formula Grants, the consolidated Section 405 National

Priority Safety Programs that now include additional programs such as distracted driving grants and state graduated driver licensing laws.

- ▶ **State and Community Highway Safety Grants (Section 402):** \$241.1 million is requested for the State and Community Highway Safety grants program that is the **backbone of NHTSA's State highway safety initiatives**. These formula grants directly support the Department's safety goals by providing flexibility to States to address highway safety problems. This program also provides funding for a comprehensive State traffic safety enforcement program critical to maintaining State traffic safety improvements.
- ▶ **National Priority Safety Programs (Section 405):** **\$278.7 million** is requested to continue NHTSA's focus on **occupant protection and impaired driving**, oversee authorized grant programs aimed at incentivizing Graduated Driver Licensing Laws and the Distracted Driving laws. This request will also allow the States to increase the deployment of ignition interlocks, establish driving while intoxicated (DWI) Courts, expand the use of Traffic Safety Resource Prosecutors, and expand Advanced Roadside Interdiction and Detection training and drug recognition expert (DRE) training for law enforcement.
- ▶ **High Visibility Enforcement:** **\$29 million** is requested to continue to promote and administer the highly successful annual **Click It or Ticket** mobilizations in an effort to increase seatbelt use, and the Labor Day and December anti-distracted driving campaigns, including the **Drive Sober or Get Pulled Over** initiative.

FY 2015 HIGHWAY TRAFFIC SAFETY GRANTS

Dollars in Millions

| Grant Programs | | FY 2015 Request |
|-----------------------|---|------------------------|
| Section 402 | Formula Grants | \$241.15 |
| Section 405 | Occupant Protection | 44.59 |
| Section 405 | State Traffic Safety Information Systems Grants | 40.41 |
| Section 405 | Impaired Driving Countermeasures Grants | 146.32 |
| Section 405 | Distracted Driving Grants | 23.69 |
| Section 405 | Motorcyclist Safety Grants | 4.18 |
| Section 405 | State Graduated Driver Licensing Laws | 13.94 |
| Section 403h | In-Vehicle Alcohol Detection Device Research | 5.57 |
| Section 2009 | High Visibility Enforcement | 29.00 |
| | Administrative Expenses | 28.15 |
| Total | | \$577.00 |

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION AMERICA BENEFITS BY...

- **Reducing Fatality Rates:** NHTSA is responsible for **reducing deaths, injuries, and economic losses resulting from motor vehicle crashes.** This is accomplished by setting and enforcing safety performance standards for motor vehicles and motor vehicle equipment and through grants to state and local governments to enable them to conduct effective local highway safety programs.
- **Rear Visibility:** Developed a proposed rule to mandate the **use of cameras on motor vehicles** to reduce the incidence of back-over injuries and deaths.
- **Corporate Average Fuel Economy (CAFE):** Finalized **groundbreaking fuel economy standards in conjunction with the EPA to increase fuel economy** to the equivalent of 54.5 mpg for cars and light-duty trucks by Model Year 2025, saving consumers \$1.7 trillion at the gas pump, and reducing U.S. oil consumption by 12 billion barrels.
- **New Car Assessment Program (NCAP):** Enhanced the **5-Star crash test/rating program** to make the test criteria more stringent and to include identification of new vehicle safety technologies and best-fit information on child safety seats. As a point of reference, the average cost of purchasing a vehicle for NCAP testing in 1995 was \$19,000; today the average cost is \$27,000. The average cost of an NCAP frontal test per vehicle in 1995 was \$22,000 and today is \$24,000.
- **Vehicle Safety Recalls:** Increased attention to the identification of **potential motor vehicle defects** that would pose an imminent safety risk to the public resulting in 586 recalls of 16.2 million vehicles in 2012. There were also 78 recalls for a total of 1.6 million pieces of equipment, including tires and child seats.
- **Implementation of Safety Grant Programs:** Issued **regulatory guidance and implemented the streamlined and consolidated application** from States and Territories to award grant funds, including new programs for distracted driving and graduated driver licenses. Also, implemented additional criteria to measure program performance.
- **Data Modernization:** Initiated the **revision of our statistical methodology** to collect future crash data due to shifting populations and the need to collect different and more data, e.g. crash avoidance data, and initiated the development of a more streamlined data collection system including a modern database and enhanced data analytical techniques.

FEDERAL RAILROAD ADMINISTRATION

FEDERAL RAILROAD ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|---|-------------------|--------------------|----------------------------------|
| Safety and Operations (GF) | \$ 169.3 | \$ 184.5 | \$ 185.3 |
| Railroad Research and Development (GF) | 33.2 | 35.3 | 35.1 |
| Operating Grants to the National Railroad Passenger Corporation (GF) | 441.6 | 340.0 | 0 |
| Capital and Debt Service Grants to the National Railroad Passenger Corporation (GF) | 902.2 | 1,050.0 | 0 |
| Next Generation High Speed Rail | 0 | - 2.0 | 0 |
| Northeast Corridor Improvement Program | 0 | - 4.4 | 0 |
| Subtotal-General Fund | 1,546.3 | 1,603.4 | 220.4 |
| National High-Performance Rail System | | | |
| Current Passenger Rail Service (TF) | 0 | 0 | 2,450.0 |
| Rail Service Improvement Program (TF) | 0 | 0 | 2,325.0 |
| Subtotal-Trust Fund | 0 | 0 | 4,775.0 |
| Total | \$1,546.3 | \$1,603.4 | \$4,995.4 |
| Direct FTE | 884 | 903 | 922 |

OVERVIEW

The Federal Railroad Administration's (FRA) mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. The FY 2015 President's Budget requests \$5 billion as the first year of a proposed four-year \$19 billion rail reauthorization included in the Administration's \$302 billion surface transportation legislative proposal. The Budget proposes a dedicated and predictable source of funding

for rail activities and supports the Administration's rail reauthorization priorities to improve rail safety and invest in a National High-Performance Rail System. This investment will increase access to opportunities for American workers and companies, and will provide a strong foundation to support our 21st century economy. Moreover, it will ensure that rail is a cost-effective, environmentally friendly, and safe mode to move people and freight.

SUMMARY OF REQUEST

The President is requesting **\$5 billion in FY 2015 to invest in rail safety, passenger, and rail investment programs**, an increase of \$3.4 billion above FY 2014 enacted levels. The President's Budget request proposes \$4.8 billion to establish a National High-Performance Rail System (NHPRS) to support current operations and to improve the rail system for the future.

NATIONAL HIGH-PERFORMANCE RAIL SYSTEM:

The FY 2015 President's Budget requests **\$4.8 billion to support the National High-Performance Rail System. FY 2015 is the first year of a proposed four-year \$19 billion rail reauthorization proposal** which includes two major activities: **Current Passenger Rail Service, and a Rail Service Improvement Program**. These activities will be funded from a proposed new Rail Account included in the Transportation Trust Fund.

CURRENT PASSENGER RAIL SERVICE: The Budget requests **\$2.5 billion to return public rail assets to a state of good repair** and to make other critical investments needed to maintain current rail services.

- ▶ This includes **\$1 billion in support of the Department's "Fix-it-First" initiative**.

FRA proposes providing grant assistance according to existing lines of business to improve transparency and cost management. These lines of business include:

- ▶ **Northeast Corridor: \$550 million** to bring Amtrak's Northeast Corridor infrastructure and equipment into a **state of good repair** to enable future growth and service improvements.

- ▶ **State Corridors: \$225 million** to replace obsolete equipment on State-supported routes and to help States pay for projected increases in capital expenses that will come online in FY 2015 as required by the existing statute. This funding will phase out by FY 2018.
- ▶ **Long-Distance Routes: \$850 million** will be used to continue operations of **Amtrak long-distance routes**.
- ▶ **National Assets, Legacy Debt, and Amtrak PTC: \$475 million** to improve the efficiency of Amtrak's "backbone" rail facilities and operations, make payments on Amtrak's legacy debt, and implement PTC on Amtrak routes.
- ▶ **Stations—Americans with Disabilities Act Compliance: \$350 million** to bring stations into compliance with requirements of the **Americans with Disabilities Act**. The program will be fully obligated by FY 2018.

RAIL SERVICE IMPROVEMENT PROGRAM:

The President's Budget requests **\$2.3 billion to develop high-performance passenger rail networks throughout the United States**. The program will also fund PTC for commuter railroads and support network development planning.

- ▶ **Passenger Corridors: \$1.3 billion** to develop **high-performance passenger rail networks** through construction of new corridors, substantial improvements to existing corridors, and mitigation of passenger train congestion at critical chokepoints.

- ▶ **Commuter Railroads—PTC Compliance:** \$825 million to implement **positive train control systems** on commuter railroads. This funding will phase out by FY 2018 as these activities are completed.
- ▶ **Local Rail Facilities and Safety:** \$125 million to **reduce the impact of rail** in local communities through rail line relocation projects, grade crossing enhancements, and investments in short line railroad infrastructure.
- ▶ **Planning and Workforce:** \$75 million to plan for **future investments** and to develop the **workforce and technology** necessary for advancing America's rail industry.

SAFETY AND OPERATIONS: The President's Budget requests **\$185 million** to support FRA's **portfolio of rail safety and development programs**. This request will fund **FRA's operating expenses**, such as personnel, information technology costs, and safety inspector travel.

RESEARCH AND DEVELOPMENT: The President's Budget requests **\$35 million** for safety-related research and development activities.

NOTE

Safe Transportation of Energy Products

Fund: The Department of Transportation is requesting the creation of a new fund to support the multimodal prevention and response activities associated with the increased safety issues currently surrounding the transport of crude oil. The funds would be available for initiatives within the Federal Railroad Administration, the Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration. The Administrators of those Operating Administrations along with representatives of designated offices within the Office of the Secretary would jointly serve as a decision-making board for the use of the funds and would be responsible for their effective administration.

FEDERAL RAILROAD ADMINISTRATION AMERICA BENEFITS BY...

FRA provides value to the public by:

- **Making rail safer:** Safety is the FRA's top priority. Since FY 2004, total train accidents have **declined by 47 percent, total derailments have declined by 47 percent, and total highway-rail grade crossing accidents have declined by 35 percent.** This is due in large part to FRA's multidimensional safety strategy, which is intended to foster a railroad safety culture and continuous safety improvement.
- **Improving passenger rail service:** Because of FRA's recent investments, **6,000 rail corridor miles are being improved, 30 stations are being upgraded, and hundreds of new passenger cars and locomotives** are being procured. These projects will improve the customer experience by reducing trip times, improving reliability, adding additional frequencies, and making stations and equipment more comfortable and accessible.
- **Supporting freight rail:** As the U.S. population expands, the U.S. freight system will be called upon to meet the demands of a larger population. Between 2010 and 2035, the U.S. freight system will **experience a 22 percent increase in the total amount of tonnage it moves.** FRA works to implement innovative programs that provide for community mitigation, research and development, policy analysis and guidance for the freight rail industry and its stakeholders.

FEDERAL AVIATION ADMINISTRATION

FEDERAL AVIATION ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|--|-------------------|--------------------|----------------------------------|
| Operations | \$ 9,148.5 | \$ 9,651.4 | \$ 9,750.0 |
| General Fund | 4,352.5 | 3,156.2 | 709.0 |
| Trust Fund | 4,796.0 | 6,495.2 | 9,041.0 |
| Facilities & Equipment (TF) | 2,585.1 | 2,600.0 | 2,603.7 |
| Research, Engineering & Development (TF) | 158.8 | 158.8 | 156.8 |
| Grants-in-Aid for Airports (TF) | 3,343.3 | 3,350.0 | 2,900.0 |
| Total | \$15,235.7 | \$15,760.2 | \$15,410.5 |
| Direct FTE | 44,591 | 43,995 | 44,515 |

OVERVIEW

The Federal Aviation Administration (FAA) maintains and operates the Nation's airspace system and regulates its safety. The FY 2015 President's Budget request of \$15.4 billion supports FAA's current programs in the areas of air traffic controller and safety staffing, research and development, and capital investment. The budget also advances the modernization of our air traffic system through

"NextGen"—the next generation of air traffic control technology. NextGen will enable the FAA to build upon current capabilities and lay the groundwork for future technologies that will improve the safety, capacity, and efficiency of air travel by replacing ground-based radar surveillance with a modern satellite-based system. NextGen also capitalizes on the latest in aircraft technology.

SUMMARY OF REQUEST

The President is requesting **\$15.4 billion** in FY 2015 to invest in the safest, most efficient aerospace system in the world. This is a decrease of \$350 million from the FY 2014 enacted funding level. This overall reduction is attributable to the proposal to lower the funding level for the Grants-in-Aid for Airports program. This proposal would focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital and give larger airports more flexibility to raise capital. Major program highlights of the FAA's budget request include:

OPERATIONS: The President's Budget requests **\$9.75 billion for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems.** This represents an increase of 1 percent above the FY 2014 enacted level.

- ▶ Included in the Operations request is an additional **\$17 million** to transition the operation and maintenance costs for **new En Route Automation Modernization (ERAM) and Terminal Automation Modernization and Replacement (TAMR) systems** that became operational during FY 2013. The ERAM system is replacing the forty-year old main computer software (known as HOST) used by air traffic controllers to guide airplanes flying at high altitudes at 20 en route control centers across the country.

FACILITIES AND EQUIPMENT (F&E): The President's Budget requests **\$2.6 billion** to enable FAA to meet the challenge of both **maintaining the capacity and safety of the current National Airspace while keeping a comprehensive modernization and transformation effort on track.**

- ▶ Within these funds, the FY 2015 President's Budget requests **\$774 million for NextGen**, a decrease of \$54 million below FY 2014 enacted levels. The requested funding will enable FAA to continue its ongoing modernization efforts. Examples of specific projects include:

- *Performance Based Navigation:* \$26 million is requested to fund the consolidation of databases used to improve and develop new arrival and departure procedures at airports and to optimize the use of airspace and procedures in the metroplex areas.
- *Automatic Dependent Surveillance Broadcast:* \$247 million is requested for the continued implementation of satellite-based surveillance capabilities. This will provide a more complete picture of airspace conditions and more accurate position data.
- *Air-to-Ground Data Communications:* \$147 million is requested for data communications, to deploy a text-based data communication system.
- *System-Wide Information Management (SWIM):* \$60 million is requested to continue the implementation of an information management and data sharing system for improved data sharing for FAA's internal and external stakeholders. This program will provide policies and standards to support data management, secure its integrity, and control its access and use.
- *NextGen Portfolios:* As NextGen capabilities are developed and deployed into the operational environment and the size and importance of implementation activities grow, it is

important to align the pre-implementation activities more closely with their end products and with operational improvements. This will more easily integrate capabilities and functionalities for the user community. As a response to this natural evolution and the RTCA Task Force 5 report, the facilities and equipment budget has been realigned to make the line-of-sight clearer across all NextGen communications and plans. This moves the budget into the same structure as the publicly published NextGen implementation plan, so stakeholders can transparently track the funding while also seeing when certain capabilities will be deployed and operational. It also eliminates duplicative structures within FAA that were created to continually cross-walk budget categories to implementation categories.

- ▶ The remainder of the investment, **\$1.8 billion, will be in legacy areas to sustain current systems**, including maintaining aging infrastructure, power systems, information technology, navigational aids, communications, surveillance, and weather systems. Examples of specific projects include:

- NAS Sustainment Strategy: **\$370 million** is requested for an effort that will advance the **state of good repair for FAA infrastructure facilities**. This undertaking will target funding toward a portfolio of programs that include FAA Air Route Traffic Control Centers (ARTCCs), Air Traffic Control Facilities (ATCTs), and Terminal Radar Approach

Control Facilities (TRACONs). Electrical Power Systems, Unmanned Infrastructure Facilities, Employee Protection, Environmental Programs at FAA Facilities, and temporary facilities used for responses to emergency and heavy air traffic situations are also included. The funding under the NAS Sustainment Strategy Portfolio of Programs will improve and maintain the facility condition index ratings at FAA facilities that provide the backbone for the National Airspace (NAS) systems and functionality.

- Terminal Automation Modernization/Replacement: **\$136 million** is requested to modernize and **standardize the automation systems** at the FAA's Terminal Radar Approach Control (TRACON) facilities and their associated Airport Traffic Control Towers (ATCT) throughout the NAS.

RESEARCH, ENGINEERING AND DEVELOPMENT:

The President's Budget requests **\$157 million for Research, Engineering, & Development** in FY 2015 to support the continuation of work in both NextGen and other research areas such as environmental research, safety research in areas such as fire research, propulsion and fuel systems, unmanned aircraft, advanced materials research, and weather research.

- ▶ NextGen Alternative Fuels for General Aviation: Supports continued efforts and industry partnerships to transition from current aviation 100 low lead fuel to an unleaded replacement fuel that will have the least impact on the General Aviation Fleet.

- Unmanned Aircraft System Research: The UAS program supports research on UAS technologies which directly impact the safety of the NAS. As detailed in the UAS Roadmap for Integration and the interagency UAS Integration Comprehensive Plan, FAA's 2015 research will be focused on sense and avoid, control and communications, systems safety criteria, modeling and simulation requirements and research that will support the safe, efficient and timely integration of UAS in the NAS.
 - NextGen—Environmental Research—Aircraft Technologies, Fuels, and Metrics: This program will help achieve NextGen goals to increase mobility by reducing environmental impacts of aviation in absolute terms, including those relating to community noise, air quality and global climate change. The program is focused on maturing aircraft technologies that can reduce aircraft noise, emissions that degrade air quality, greenhouse gas emissions, and energy use and advancing alternative jet fuels.
- GRANTS-IN-AID FOR AIRPORTS (AIP)**: The President's Budget requests a **\$2.9 billion obligation limitation for AIP**, a decrease of \$450 million from the FY 2014 enacted level.
- ▶ To assist those airports that need the most help, the **budget proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital.**
 - ▶ At the same time, the budget proposes to **increase the Passenger Facility Charge (PFC) limit from \$4.50 to \$8.00 for all commercial service airports** and eliminates guaranteed AIP funding for large hub airports, giving them greater flexibility to generate their own revenue.
 - ▶ The combination of these changes to the AIP and PFC programs will allow airports to effectively transition to a reduced AIP level without hindering their ability to meet existing capital needs of the national airport system.

FACILITIES & EQUIPMENT PROGRAMS

Dollars in Millions

| | FY 2013 Actual With Sequester | FY 2014 Enacted | FY 2015 President's Budget |
|--|--|--------------------|----------------------------------|
| Activity 1—Engineering, Development, Test and Evaluation | \$ 413 | \$ 347 | \$ 171 |
| Data Communications for NextGen (Moved to Activity 2 in FY15) | 135 | 115 | — |
| Performance Based Navigation/RNAV/RNP | 39 | 32 | — |
| Performance Based Navigation & Metroplex Portfolio | — | — | 26 |
| Other NextGen Portfolios | 189 | 151 | 90 |
| Advanced Technology Development and Prototyping | 30 | 32 | 30 |
| Other | 19 | 17 | 25 |
| Activity 2—Air Traffic Control Facilities and Equipment | 1,338 | 1,437 | 1,586 |
| En Route Automation | 151 | 102 | 56 |
| System-Wide Information Management | 47 | 67 | 60 |
| ADS-B NAS Wide Implementation | 257 | 282 | 247 |
| Oceanic Automation System | 4 | 5 | 4 |
| Infrastructure Improvements | 179 | 219 | 237 |
| Terminal Automation | 178 | 202 | 187 |
| Air Traffic Management (ATM) | 21 | 14 | 6 |
| Improve Voice Communications | 59 | 69 | 79 |
| Data Communications for NextGen (Moved from Activity 1 in FY15) | — | — | 147 |
| Runway Status Lights | 29 | 35 | 42 |
| National Airspace System Voice System (NVS) | 10 | 16 | 21 |
| Wide Area Augmentation System (WAAS) | 90 | 84 | 104 |
| Runway Safety Areas—Navigational Mitigation | 28 | 38 | 35 |
| Electrical Power Systems—Sustain/Support | 69 | 68 | 102 |
| Collaborative Air Traffic Management | 33 | 28 | 13 |
| Time Based Flow Management Portfolio | 12 | 11 | 21 |
| Improve Weather Systems | 5 | 27 | 40 |
| Improve Surveillance Systems | 20 | 53 | 50 |
| Landing and Navigation | 60 | 47 | 67 |
| Other | 87 | 72 | 69 |
| Activity 3—Non-Air Traffic Control Facilities and Equipment | 159 | 147 | 158 |
| Hazardous Materials Management | 20 | 19 | 22 |
| National Air Space (NAS) Recovery Communications (RCOM) | 12 | 12 | 12 |
| Safety Database and Computer Systems | 77 | 66 | 74 |
| Facility Security Risk Management | 14 | 15 | 14 |
| Information Security | 14 | 13 | 12 |
| Aeronautical Center Infrastructure Modernization | 13 | 9 | 13 |
| Other | 10 | 13 | 11 |
| Activity 4—Facilities and Equipment Mission Support | 228 | 219 | 226 |
| Center for Advanced Aviation System Development (CAASD) | 71 | 60 | 60 |
| Facility Leases | 58 | 60 | 62 |
| Technical Support Contracts | 79 | 74 | 74 |
| Logistics | 12 | 12 | 12 |
| Other | 8 | 13 | 19 |
| Activity 5—Personnel and Related Expenses | 450 | 450 | 463 |
| Total | \$2,588 | \$2,600 | \$2,604 |

NEXTGEN PROGRAMS

Dollars in Millions

| | FY 2013 Actual With Sequester | FY 2014 Enacted | FY 2015 President's Budget |
|---|--|--------------------|----------------------------------|
| Facilities and Equipment | | | |
| NextGen - Separation Management Portfolio | \$ — | \$ — | \$ 13 |
| NextGen - Improved Surface/TFDM Portfolio | — | — | 39 |
| NextGen - On Demand NAS Portfolio | — | — | 6 |
| NextGen - Environment Portfolio | — | — | 3 |
| NextGen - Improved Multiple Runway Operations Portfolio | — | — | 4 |
| NextGen - NAS Infrastructure Portfolio | — | — | 13 |
| NextGen - Support (NIAC, TestBed) Portfolio | — | — | 13 |
| NextGen - System Safety Management Portfolio | — | — | 19 |
| Performance Based Navigation and Metroplex Portfolio | — | — | 26 |
| NextGen - Communications in Support of NextGen | 135 | 115 | 147 |
| NextGen - Demonstration and Infrastructure Development | 21 | 20 | — |
| NextGen - System Development | 48 | 58 | — |
| NextGen - Trajectory Based Operations | 13 | 16 | — |
| NextGen - Reduce Weather Impact | 15 | 3 | — |
| NextGen - High Density Arrivals/Departures | 9 | 5 | — |
| NextGen - Collaborative ATM | 20 | 20 | — |
| NextGen - Flexible Terminals and Airports | 23 | 13 | — |
| NextGen - System Network Facilities | 9 | 5 | — |
| NextGen - Future Facilities | 31 | 10 | — |
| Performance Based Nav - Optimization of Airspace & Procedures for Metroplex | 39 | 32 | — |
| En Route Automation Mod (ERAM) - System Enhancements and Tech Refresh | 9 | 35 | 45 |
| System - Wide Information Management (SWIM) | 47 | 67 | 60 |
| ADS - B NAS Wide Implementation | 257 | 282 | 247 |
| Collaborative Air Traffic Management Technology (CATMT) | 33 | 28 | 13 |
| Colorado ADS - B WAM Cost Share | 1 | 3 | — |
| Tactical Flow Time Based Flow Management (TBFM) | 12 | 11 | 21 |
| Next Generation Weather Processor (NWP) | — | 11 | 23 |
| NAS Voice System (NVS) | 10 | 16 | 21 |
| Terminal Flight Data Manger (TFDM) | 32 | 19 | — |
| Aviation Safety Information Analysis and Sharing (ASIAS) | 15 | 15 | — |
| Aeronautical Information Management Program (AIM Segment 2) | 2 | 9 | 13 |
| Cross Agency NextGen Management | — | — | 2 |
| Activity 5 Personnel and Related Expenses | 33 | 33 | 47 |
| Total NextGen Facilities & Equipment | 814 | 828 | 774 |
| Research Engineering and Development (RE&D) | | | |
| NextGen - Alternative Fuels for General Aviation | 2 | 6 | 6 |
| NextGen - Advanced Systems and Software Validation | — | 1 | — |
| Joint Planning and Development Office | 8 | — | — |
| NextGen - Wake Turbulence | 10 | 9 | 9 |
| NextGen - Air Ground Integration | 6 | 11 | 10 |
| NextGen - Self Separation | 3 | — | — |
| NextGen - Weather in the Cockpit | 5 | 4 | 4 |
| NextGen - Environmental Research, Aircraft Technologies, Fuels and Metrics | 22 | 27 | 20 |
| Total NextGen Research, Engineering & Development | 57 | 58 | 48 |
| Operations | | | |
| Integrate Environmental Performance into NextGen | 1 | 1 | 1 |
| NextGen Environmental/Noise Studies | 2 | 2 | 2 |
| NextGen Staffing | 10 | 12 | 12 |
| Total Operations | 12 | 15 | 14 |
| Total NextGen Programs | \$883 | \$901 | \$836 |

FEDERAL AVIATION ADMINISTRATION AMERICA BENEFITS BY...

The FAA serves the flying public by operating a system that:

- Operates **24 hours a day, 7 days a week, 365 days a year.**
- Manages more than **65,000 facilities and pieces of equipment.**
- Maintains FAA-operated or -contracted towers at **more than 500 airports.**
- Inspects and certifies approximately **228,000 aircraft and 608,000 pilots.**
- Facilitates nearly **5,700 takeoffs and landings per hour.**
- Transports more than **736 million passengers annually.**
- Safely guides approximately **25 million flights** every year.
- Generates more than **10 million jobs, with earnings of \$394 billion.**
- Contributes **\$1.3 trillion annually to the national economy** and constitutes 5.2 percent of the gross domestic product.

The FAA provides:

- A workforce of more than **46,000 professionals to operate and maintain the busiest, most complex air traffic control system in the world.**
- Almost **14,500 controllers** who manage and ensure ever-increasing levels of safety in the busiest air traffic system in the world.
- Almost **6,000 system specialists** who maintain the equipment in the national airspace system to extremely high levels of operability.
- Research to improve **aviation safety** and efficiency.
- Grants to improve **3,330 eligible public-use airports** in the United States.
- Protection of the public, property, and the national security and foreign policy interests of the United States during **commercial space launch and reentry activities.**

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATOR

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATOR

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|------------------------------------|----------------|-----------------|----------------------------|
| Pipeline Safety (GF/TF) | \$104.5 | \$118.6 | \$159.5 |
| Hazardous Materials Safety (GF) | 40.1 | 45.0 | 52.0 |
| Emergency Preparedness Grants (TF) | 26.9 | 26.3 | 28.3 |
| Operational Expenses (GF) | 19.3 | 20.2 | 20.7 |
| Total | \$190.8 | \$210.0 | \$260.5 |
| Direct FTE | 430 | 481 | 544 |

OVERVIEW

The Pipeline and Hazardous Materials Safety Administration (PHMSA) oversees the safe transportation of hazardous materials. This includes liquids and natural gas traveling through the network of 2.6 million miles of pipelines, serving over 69 million residential and commercial customers. PHMSA also oversees the safe and secure shipment of approximately one million daily movements of explosive, poisonous, corrosive, flammable,

and radioactive hazardous materials carried by rail, air, and other forms of transportation. On any given day, more than 6 million tons of hazardous materials safely move millions of miles across the Nation's land, water, and air transportation corridors. The FY 2015 President's Budget requests \$261 million to support PHMSA's mission to ensure safe movement of these materials.

SUMMARY OF REQUEST

The President is requesting **\$261 million** in FY 2015 to invest in the **safe transportation of energy and hazardous materials** through the oversight of the Pipeline and Hazardous Materials Safety Administration (PHMSA). This is an increase of \$51 million and 63.5 FTEs above the FY 2014 enacted funding level.

PIPELINE SAFETY: The FY 2015 President's Budget overall pipeline safety request of **\$160 million** would carry out a host of activities to **reduce pipeline failures and their consequences**. This includes an additional:

- ▶ **\$11 million** to **increase the number of inspection and enforcement** and other staff needed to oversee an aging national pipeline system as part of PHMSA's Pipeline Safety Reform (PSR) initiative. The President's Budget request also includes an additional:
- ▶ **\$12 million** for IT Modernization for the **National Pipeline Information Exchange (NPIX)** initiative to improve the mapping of pipelines across the country and integrate inspection data into PHMSA's maps;
- ▶ **\$10 million** for State grants to help with **inspection and enforcement of intrastate pipelines**;
- ▶ **\$1 million** for **inspectors** focused on preparing better responses to incidents at onshore oil facilities; and,
- ▶ **\$2 million** in funds to **increase public knowledge about pipelines** through the Emergency and Preparedness Information to Communities (EPIC) initiative.

HAZARDOUS MATERIALS SAFETY: The President's Budget requests **\$52 million** to sustain the essential safe and efficient **movement of hazardous materials across the country**. The request includes an additional \$5 million to support research efforts

focused on building a workforce with subject matter expertise in technical aspects related to chemical compound analysis and safe packaging and container storage for transport. It also seeks an additional \$2 million for public outreach to grantees through the EPIC initiative.

EMERGENCY PREPAREDNESS GRANTS: The President's Budget requests **\$28 million for Emergency Preparedness Grants** for first responders engaged in gaining and disseminating know-how to reduce the risks posed by hazardous materials.

OPERATIONAL EXPENSES: The President's Budget requests **\$21 million for operational expenses** to support the administrative functions that assist both the pipeline safety and hazardous materials safety programs in their day-to-day activities.

NOTE

Safe Transportation of Energy Products Fund: The Department of Transportation is requesting the creation of a new fund to support the multimodal prevention and response activities associated with the increased safety issues currently surrounding the transport of crude oil. The funds would be available for initiatives within the Federal Railroad Administration, the Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration. The Administrators of those Operating Administrations along with representatives of designated offices within the Office of the Secretary would jointly serve as a decision-making board for the use of the funds and would be responsible for their effective administration.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION AMERICA BENEFITS BY...

- In FY 2013, the Pipeline Safety program **conducted 1,300 pipeline inspections, issued 260 enforcement actions**, including proposing a total of \$7.4 million in civil penalties, **awarded 136 grants to 50 states** and other entities, **provided training to students in pipeline inspection**, and funded **15 research and development projects**.
- In FY 2013, the Hazardous Materials Safety program focused on high risk safety issues and **conducted 1,655 hazmat inspections**, educated over 490 state and local partners through Multi-modal seminars, awarded 76 grants to 50 states and other entities including tribes, and funded 3 research and development projects. The program **opened 224 enforcement cases, issued 462 tickets**—including some with penalties of nearly \$1.6 million.

MARITIME ADMINISTRATION

MARITIME ADMINISTRATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|---------------------------------------|-------------------|--------------------|----------------------------------|
| Operations and Training (GF) | \$148.1 | \$148.0 | \$148.4 |
| Assistance to Small Shipyards (GF) | 9.5 | 0 | 0 |
| Ship Disposal Program (GF) | 5.2 | 4.8 | 4.8 |
| Maritime Security Program (GF) | 160.3 | 186.0 | 186.0 |
| Food Aid Reform | 0 | 0 | 25.0 |
| Maritime Guaranteed Loan Program (GF) | 3.5 | 38.5 | 3.1 |
| Ready Reserve Force ¹ | [302.9] | [299.0] | 291.0 |
| Total | \$326.6 | \$377.3 | \$658.3 |
| Direct FTE | 481 | 507 | 840 |

¹ Reflects a transfer from the Department of Defense beginning in FY 2015.

OVERVIEW

The Maritime Administration (MARAD) implements programs that promote the viability of the U.S. Merchant Marine and strengthen the U.S. maritime transportation system to support the national security needs of the Nation. The FY 2015 President's Budget requests \$658.3 million to support MARAD activities in ships and shipping, port operations, vessel operations, national security and strategic mobility, ship disposal, the environ-

ment, and education. Through the United States Merchant Marine Academy and support for six state maritime schools, MARAD educates most of the new skilled merchant marine officers committed to national service in both peace and war. Funding for the Ready Reserve Fleet and National Defense Reserve Fleet administered by MARAD is provided separately by the Department of Defense through a transfer of funding.

SUMMARY OF REQUEST

The President is requesting **\$658 million in FY 2015 to invest in continued support for the MARAD's** coordinated program of activities and initiatives as described below:

OPERATIONS AND TRAINING: The FY 2015 President's Budget requests **\$148 million to support the United States Merchant Marine Academy (USMMA), the State Maritime Academies (SMAs), and MARAD Operations and Programs.**

- ▶ **United States Merchant Marine Academy:** **\$79.4 million** is requested to continue to support the highest standards of **excellence in education** for the Midshipmen and to make critical capital improvements to the Academy's physical campus.
- ▶ **State Maritime Academies (SMAs): \$17.7 million** is requested to **support the SMAs**, including \$3.6 million for direct support payments to each of the six schools, \$2.4 million for student tuition support, \$11.3 million for maintenance and repair of the school ships and \$350 thousand for Mariner Service Compliance System.
- ▶ **MARAD Operations and Programs: \$51.0 million** is requested to provide **operational support** for the agency's programs. This request includes \$3.0 million to maintain environmental program activities.

SHIP DISPOSAL PROGRAM: The FY 2015 President's Budget requests **\$4.8 million to support continued obsolete vessel disposal actions**, with priority emphasis on the worst condition non-retention vessels in MARAD's three reserve fleet sites.

MARITIME SECURITY PROGRAM: The FY 2015 President's Budget requests **\$186 million** for the Maritime Security Program (MSP) to ensure the **maintenance of a commercial fleet** capable of supporting a U.S. presence in foreign commerce, while also ensuring the military's ability to obtain assured access to these commercial vessels, intermodal facilities and mariners. **The \$186 million authorized level will fund \$3.1 million for each of the 60 ships enrolled in the program.**

- ▶ **Food Aid Reform:** **\$25 million is also included as a component of reforms proposed for P.L. 480 Title II Food Assistance to mitigate the impact these reforms could have on sealift capacity and mariner jobs.** If enacted, this new initiative would provide funds to preserve mariner employment on U.S.-flag vessels and identify other innovative means to encourage retention of U.S. mariners and vessels, separate from the Maritime Security Program.

MARITIME GUARANTEED LOAN PROGRAM (TITLE XI): The FY 2015 President's Budget requests **\$3 million to maintain** staff salaries and benefits for **administration of the Title XI loan portfolio.**

READY RESERVE FORCE TRANSFER: The FY 2015 President's Budget reflects a direct **transfer of \$291 million** from the Department of Defense to support the Ready Reserve Force government owned merchant ships that provide surge sealift capacity and transport Department of Defense cargo in the event of war or national emergency.

MARITIME ADMINISTRATION AMERICA BENEFITS BY...

- The Maritime Security Program (MSP) is a cost effective way to provide assured access to sealift capability during times of war, national emergencies and other national requirements. The \$186 million program cost provides over \$20 billion of assets that would be required to replicate the sealift capability. Additionally, the MSP fleet provides employment for 2,700 merchant mariners.
- MARAD's U.S. Merchant Marine Academy (USMMA) and the six State Maritime Academies (SMA) provide a pool of U.S. Coast Guard licensed merchant marine officers to serve the national security needs of the Nation. All of the Department of Defense's sealift cargo is carried on U.S. flagged vessels when available, which are crewed by civilian mariners. Additionally, approximately 25 percent USMMA graduates and 4 percent of SMA graduates serve on active duty in the U.S. Armed Forces.
- MARAD Ship Disposal program provides the timely disposition of government-owned obsolete ships. Timely disposal of deteriorating ships lessens public environmental risk and reduces costly environmental cleanup.
- Maritime Guarantee Loan Program (Title XI) helps in advancing and modernizing the U.S. maritime industry through long-term financing that may be otherwise unavailable to ship owners. The Title XI program supports shipyards and shipbuilders by lowering the cost of investment capital. The program allows borrowers to secure a loan at a lower interest rate and over a longer term than they could otherwise obtain and also encourages commercial lenders to offer loans to borrowers to whom they might not otherwise extend credit.
- MARAD maintains a fleet of cargo ships in reserve to provide surge sealift for the Department of Defense during war and national emergencies.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|---|-------------------|--------------------|----------------------------------|
| Operations and Maintenance (<i>Harbor Maintenance Trust Fund</i>) | \$30.6 | \$31.0 | \$31.5 |
| Total | \$30.6 | \$31.0 | \$31.5 |
| Direct FTE | 126 | 144 | 144 |

OVERVIEW

The Saint Lawrence Seaway Development Corporation (SLSDC) is responsible for operating and maintaining the U.S. portion of the binational St. Lawrence Seaway, including two U.S. Seaway locks, while also performing environmental management activities and promoting regional economic development. The St. Lawrence Seaway, connecting the Great Lakes to the Atlantic Ocean for commercial

trade, is jointly operated by the United States (SLSDC) and Canada (St. Lawrence Seaway Management Corporation). The President's Budget request of \$31.5 million will provide funds necessary for the SLSDC to perform its core mission of serving the U.S. intermodal and international transportation system while providing a safe, reliable, efficient, and environmentally responsible deep-draft waterway.

SUMMARY OF REQUEST

The President is requesting **\$31.5 million in FY 2015 to support the continued safe and efficient operation of the U.S. portion of the St. Lawrence Seaway**, including the two U.S. Seaway locks in Massena, New York. This request provides an increase of \$500,000 above the FY 2014 enacted level.

- ▶ The FY 2015 President's Budget request will **continue the SLSDC's multi-year Asset Renewal Program (ARP) at a level of \$14.5 million** and fund expenses associated with operating and maintaining the U.S. portion of the binational St. Lawrence Seaway at \$17 million.
- ▶ Major ARP projects proposed include the installation of a new **hands-free vessel vacuum mooring system** that will use similar technology to what is currently being installed at the Canadian Seaway locks (\$8 million), continued **upgrade of miter gate machinery** at the Seaway locks (\$1.8 million), **structural rehabilitation of the miter gates** (\$800,000); and the start of a **multi-year project to replace the SLSDC's operational tugs, *Robinson Bay* and *Performance*** (\$750,000).

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION AMERICA BENEFITS BY...

- The Saint Lawrence Seaway Development Corporation programs impact **227,000 U.S. and Canadian jobs**, **\$35 billion in transportation-related business revenue**, **\$14 billion in personal income**, and **\$5 billion in federal, state, provincial, and local taxes each year**.
- The Saint Lawrence Seaway directly serves an **eight-state region** that accounts for 28 percent of the U.S. gross domestic product (GDP), 50 percent of North America's manufacturing and service industries, and is home to nearly one-quarter of the continent's population.
- Annual commerce on the St. Lawrence Seaway exceeds **180 million metric tons** and serves U.S. miners, farmers, factory workers, and commercial interests from the Great Lakes region. Virtually every type of bulk and general cargo commodity moves on the Great Lakes Seaway System, including: **iron ore** for the U.S. steel industry; **limestone** for construction and steel industries; **coal** for power generation and steel production; **grain** exports from U.S. farms; general cargo, such as **iron and steel products** and **heavy machinery**; and **cement, salt, and stone aggregates** for agriculture and industry.
- The Great Lakes Seaway System is America's green transportation corridor. With superior fuel efficiency and fewer greenhouse gas emissions per metric ton than trucking or rail, Seaway shipping leads the way in environmentally smart transportation. The **Great Lakes/Seaway fleet** is nearly **7 times more fuel-efficient than trucks** and **1.14 times more fuel-efficient than rail**. Moreover, it would take 3 million train trips or 7.1 million truck trips to carry the total cargo transported by the Great Lakes/Seaway fleet in 2010.

OFFICE OF THE SECRETARY

OFFICE OF THE SECRETARY

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|--|----------------|------------------|----------------------------|
| Salaries and Expenses (GF) | \$ 97.1 | \$ 107.0 | \$ 109.9 |
| Office of Civil Rights (GF) | 8.9 | 9.6 | 9.6 |
| Transportation, Planning, Research and Development (GF) | 8.5 | 7.0 | 8.0 |
| Minority Business Research Center (GF) | 0.9 | 0.9 | 1.0 |
| Minority Business Outreach (GF) | 2.9 | 3.1 | 3.1 |
| Payments to Air Carriers/ Essential Air Service (estimated obligations) (GF/TF) | 233.2 | 269.6 | 261.0 |
| Financial Management Capital (GF) | 4.7 | 7.0 | 5.0 |
| Cyber Security (GF) | 9.5 | 4.5 | 5.0 |
| Research and Development (GF) | 15.1 | 14.8 | 14.6 |
| Safe Transportation of Energy Products Fund (GF) | 0 | 0 | 40.0 |
| Infrastructure Permitting Unit (GF) | 0 | 0 | 8.0 |
| TIGER Grants (GF/TF) | 473.8 | 600.0 | 1,250.0 |
| Total | \$854.7 | \$1,023.4 | \$1,715.3 |
| Transportation Planning, Research and Development (Cancellation of Budget Authority) | 0 | [2.8] | 0 |
| Direct FTE | 589 | 761 | 775 |

OVERVIEW

The Office of the Secretary (OST) provides policy development, oversight and coordination for the overall planning, research, and direction of the Department. The FY 2015

President's Budget request of \$1.5 billion includes \$1.25 billion for the TIGER Grants program.

SUMMARY OF REQUEST

The FY 2015 President's Budget requests **\$1.7 billion for the programs and activities of the Office of the Secretary (OST)**. This is an increase of \$691 million above the FY 2014 enacted funding level. A total of \$359 million of discretionary funding is requested for OST programs, including **funds to improve cyber security and to update the Department's financial system**. In the FY 2014 enacted appropriations, the Research and Innovative Technology Administration (RITA) became the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary. This budget proposes to **continue to strengthen research functions across the Department by providing a prominent centralized focus on research and technology**, which will improve collaboration and coordination among operating administrations.

TIGER GRANTS: The President's Budget includes **\$1.25 billion** of mandatory funding to continue the TIGER program to fund **infrastructure projects of national and regional significance**, planning grants, and award and oversight expenses.

OFFICE OF THE ASSISTANT SECRETARY FOR RESEARCH AND TECHNOLOGY: **\$14.6 million** is requested to continue to **elevate the vital role research plays** in transportation decision-making.

- ▶ **Bureau of Transportation Statistics:** The President's Budget includes **\$29 million for the Bureau of Transportation Statistics**.

SAFE TRANSPORTATION OF ENERGY PRODUCTS FUND: The President's Budget includes **\$40 million** in the Office of the Secretary for a new fund to support the multimodal prevention and response activities associated with the increased safety issues currently surrounding the transport of energy products. The funds would be available for initiatives

within the Federal Railroad Administration, the Pipeline and Hazardous Materials Safety Administration, and the Federal Motor Carrier Safety Administration. The Administrators of those Operating Administrations along with representatives of designated offices within the Office of the Secretary would jointly serve as a decision-making board for the use of the funds and would be responsible for their effective administration. Because this effort is a partnership with industry, the Budget proposes to give the Secretary additional authority to share costs associated with ensuring that these cargos move safely.

INTERAGENCY PERMITTING IMPROVEMENT CENTER: The President's Budget requests **\$8 million for a new Infrastructure Permitting Center** to focus on improving the efficiency of the Federal permitting process for major infrastructure investments.

SALARIES AND EXPENSES: The President's Budget requests **\$110 million** for the salaries and expenses in the Office of the Secretary.

ESSENTIAL AIR SERVICE: The President's Budget requests **\$261 million** for the Essential Air Service program that ensures rural and isolated communities have access to the national air transportation system.

FINANCIAL MANAGEMENT CAPITAL: The President's Budget requests **\$5 million** to complete the **final phase of its modernization** initiative through the deployment of a new reporting solution.

CYBER SECURITY: The President's Budget requests **\$5 million** to continue to **improve the compliance of DOT's cyber security posture**; expand infrastructure elements; continue configuration and training requested for an effective Continuous Monitoring solution; and, expand the Wide Area Network.

OFFICE OF THE SECRETARY AMERICA BENEFITS BY...

Transportation Investments Generating Economic Recovery (TIGER)

- In 2013, DOT awarded the **fifth round of funding** from our TIGER program. In all, 52 projects from 32 states were selected for a total of \$474 million in grants. These TIGER grants will help get innovative, multimodal projects off the ground that would otherwise struggle to find support from traditional funding sources. Awardees faced stiff competition; for this one round of funding, DOT received 585 applications requesting more than \$9 billion.
- Overall DOT has awarded approximately \$3.6 billion in grants to 270 projects in all 50 states, the District of Columbia, and Puerto Rico. Each project is **multi-modal, multi-jurisdictional or otherwise challenging to fund through existing programs.**

Essential Air Service

- The Essential Air Service (EAS) provides **subsidized commercial air service** to over 150 small and rural communities in the United States.

Aviation Enforcement Protection

- The Department of Transportation enforces aviation consumer protection and civil rights requirements by monitoring air carrier and ticket agent compliance and investigating and taking appropriate enforcement action for violations. For example, in 2013, the Aviation Enforcement Office took action resulting in over 45 enforcement orders assessing civil penalties of over \$7 million.

In the Research Arena...

- **Championing research** and performing research coordination and collaboration that spans all modes of transportation, covering improvements to the Nation's transportation system, maximizing research investments, and supporting data-driven decision making through research and statistics that addresses national priorities.
- Enabling **increased access to research knowledge and data** through technology solutions, technology transfer, and intellectual property activities.
- **Preparing the next generation** of transportation workers through **university transportation and research programs.**

OFFICE OF THE INSPECTOR GENERAL

OFFICE OF THE INSPECTOR GENERAL

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Appropriated | FY 2015 President's Budget |
|-----------------------|----------------|----------------------|----------------------------|
| Salaries and Expenses | \$75.5 | \$85.6 | \$86.2 |
| Total | \$75.5 | \$85.6 | \$86.2 |
| Direct FTE | 400 | 422 | 422 |

OVERVIEW

The Office of Inspector General (OIG) operates as an independent organization within the Department of Transportation (the Department) under the authority of The Inspector General Act of 1978, as amended. The FY 2015 President's budget request of \$86.2 million supports the OIG's commitment to fully inform Congress, the Department, and the public of pressing transportation concerns and to aggressively pursue individuals who defraud the Government. The OIG's

independent and objective oversight of the Department's programs and activities provides the Secretary, Congress and the public with relevant analyses necessary to improve the efficiency and effectiveness of the Department's operations. OIG's work yields valuable recommendations and findings that lead to better uses of limited budgetary resources and supports the Department in its objectives to achieve and maintain a safe, efficient and effective transportation system.

SUMMARY OF REQUEST

The President is requesting **\$86.2 million in FY 2015 to support the Office of Inspector General**. This is \$618 thousand above the enacted level for FY 2014. These additional funds will be used to cover anticipated inflation and mandated pay adjustments.

The amount requested for FY 2015 will support 407 base-funded FTEs, with carryover balances from the Disaster Relief Appropriations Act of 2013 estimated to fund an additional 15 personnel.

OFFICE OF THE INSPECTOR GENERAL AMERICA BENEFITS BY...

- In fiscal year FY 2013, the Office of the Inspector General's audit work resulted in **143 reports, 385 recommendations**, and financial recommendations valued at more than **\$3 billion in savings**. The OIG's investigative work resulted in **82 indictments, 73 convictions, and more than \$98 million in fines, restitution, and recoveries**. In total, OIG achieved a return on investment of **\$41 for every dollar appropriated** to our office in FY 2013.
- In addition to these monetary recoveries, many of the OIG's audits and investigations are **aimed at achieving nonfinancial benefits—including improved transportation**

safety, the Department of Transportation's number one priority. For example, the OIG's audit work in the area of aviation transportation includes the **assessment of key aviation safety areas**, ranging from the Federal Aviation Administration's oversight of foreign aircraft repair stations, runway incursions, air traffic controller productivity, and industry compliance with key safety directives. **Typical investigations include criminal evasion of commercial trucking out-of-service orders, substandard aviation parts, and transport of hazardous materials.**

SURFACE TRANSPORTATION BOARD

SURFACE TRANSPORTATION BOARD

Dollars in Millions

| Account | FY 2013 Actual | FY 2014 Enacted | FY 2015 President's Budget |
|----------------------------|-------------------|--------------------|----------------------------------|
| Salaries and Expenses (GF) | \$26.6 | \$29.8 | \$30.3 |
| Fees | 1.2 | 1.2 | 1.2 |
| Total | \$27.8 | \$31.0 | \$31.5 |
| Direct FTE | 131 | 151 | 144 |

OVERVIEW

The Surface Transportation Board (STB) is charged with promoting substantive and procedural regulatory reform in the economic regulation of surface transportation, providing an efficient and effective forum for the resolution of disputes, and the facilitation of appropriate business transactions.

The FY 2015 President's Budget request of \$31.5 million will enable the STB to continue its economic oversight of the rail industry and the transportation of commodities by pipeline other than oil and gas. The STB is also responsible for certain non-licensing regulation of motor and water carriers.

SUMMARY OF REQUEST

The President is **requesting \$31.5 million in FY 2015 for the Surface Transportation Board**, to be financed by appropriations and the offsetting collection

of user fees. Of this amount \$1.25 million are user fees credited to the appropriation.

SURFACE TRANSPORTATION BOARD AMERICA BENEFITS BY...

- Helps the **public receive reliable service on Amtrak** and helps the **customers of the freight railroads** receive reasonable rates and services.
- Enables the public to **influence changes in the rail industry** by offering an opportunity for their comments in its proceedings.
- Adjudicates complaints about railroad rates and practices, reviews mergers and acquisitions, licenses the construction of new lines, and has regulatory oversight on the abandonment of old lines.
- Provides the public with a forum for **informal resolution of disputes**, including mediation, arbitration, and a robust rail customer assistance program.
- **Protects the public interest** in its regulation of certain non-rail matters: mergers and acquisitions in the intercity bus industry; rates charged by pipelines (except oil pipelines); household goods carrier tariffs; and rates and practices of ocean carriers hauling freight between the continental United States, and Alaska, Puerto Rico and other U.S. territories and possessions.

BUDGETARY RESOURCES

APPROPRIATIONS, OBLIGATION LIMITATIONS, USER FEES, ASSET SALES, AND FHWA EXEMPT OBLIGATIONS

Dollars in Millions

| Administration | FY 2013 Actual | FY 2014 Estimate | FY 2015 Request |
|--|------------------------|---------------------|---------------------|
| Federal Aviation Administration | \$15,236 | \$15,760 | \$15,411 |
| Federal Highway Administration | 40,321 ^{1, 2} | 40,942 ¹ | 48,562 ¹ |
| Federal Motor Carrier Safety Administration | 560 | 585 | 669 |
| National Highway Traffic Safety Administration | 801 ² | 819 | 851 |
| Federal Transit Administration | 10,597 ¹ | 10,842 ¹ | 17,649 ¹ |
| Federal Railroad Administration | 1,546 | 1,610 | 4,995 |
| Pipeline and Hazardous Materials Safety Administration | 191 | 210 | 261 |
| Maritime Administration | 327 | 377 | 658 |
| Saint Lawrence Seaway Development Corporation | 31 | 31 | 32 |
| Office of the Secretary | 855 ³ | 1,023 | 1,715 |
| Inspector General | 76 | 86 | 86 |
| Surface Transportation Board | 28 | 31 | 32 |
| Total DOT Budgetary Resources | \$70,568 | \$72,316 | \$90,920 |

Totals may not add due to rounding.

¹ Does not include net flex funding transfers from the Federal Highway Administration to the Federal Transit Administration.

² Does not include funding transfers from the Federal Highway Administration to the National Traffic Highway Safety Administration.

³ The FY 2014 Omnibus converted the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA budgetary resources are included under OST in FY 2013.

BUDGET AUTHORITY

Dollars in Millions

| Administration | FY 2013 Actual | FY 2014 Estimate | FY 2015 Request |
|--|------------------------|---------------------|---------------------|
| Federal Aviation Administration | \$15,236 | \$15,864 | \$15,280 |
| Federal Highway Administration | 40,395 ^{1, 2} | 41,359 ¹ | 48,591 ¹ |
| Federal Motor Carrier Safety Administration | 560 | 572 | 669 |
| National Highway Traffic Safety Administration | 801 ² | 819 | 851 |
| Federal Transit Administration | 10,597 ¹ | 10,745 ¹ | 17,649 ¹ |
| Federal Railroad Administration | 1,580 | 1,647 | 4,995 |
| Pipeline and Hazardous Materials Safety Administration | 191 | 210 | 261 |
| Maritime Administration | 385 | 505 | 659 |
| Saint Lawrence Seaway Development Corporation | 31 | 31 | 32 |
| Office of the Secretary | 855 ³ | 1,021 | 1,715 |
| Inspector General | 76 | 86 | 86 |
| Surface Transportation Board | 27 | 30 | 30 |
| Subtotal | 70,733 | 72,890 | 90,819 |
| Offsetting Collections | - 578 | - 719 | - 470 |
| Total DOT Budgetary Authority | \$70,155 | \$72,171 | \$90,349 |

Totals may not add due to rounding.

¹ Does not include net flex funding transfers from the Federal Highway Administration to the Federal Transit Administration.

² Does not include funding transfers from the Federal Highway Administration to the National Traffic Highway Safety Administration.

³ The FY 2014 Omnibus converted the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA budget authority is included under OST in FY 2013.

OUTLAYS

Dollars in Millions

| Administration | FY 2013 Actual | FY 2014 Estimate | FY 2015 Request |
|--|--------------------|---------------------|---------------------|
| Federal Aviation Administration | \$15,512 | \$16,349 | \$16,453 |
| Federal Highway Administration | 43,932 | 44,536 | 45,628 ¹ |
| Federal Motor Carrier Safety Administration | 545 | 571 | 659 |
| National Highway Traffic Safety Administration | 752 | 967 | 947 |
| Federal Transit Administration | 11,654 | 12,867 | 14,316 ¹ |
| Federal Railroad Administration | 2,467 | 3,198 | 4,337 |
| Pipeline and Hazardous Materials Safety Administration | 185 | 216 | 244 |
| Maritime Administration | 433 | 756 | 744 |
| Saint Lawrence Seaway Development Corporation | 38 | 37 | 38 |
| Office of the Secretary | 1,033 ¹ | 1,381 | 976 |
| Inspector General | 78 | 87 | 89 |
| Surface Transportation Board | 28 | 30 | 29 |
| Subtotal | 76,659 | 80,995 | 84,462 |
| Offsetting Collections | - 578 | - 719 | - 470 |
| Total DOT Outlays | \$76,081 | \$80,276 | \$83,992 |

Totals may not add due to rounding.

¹ The FY 2014 Omnibus converted the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA outlays are included under OST in FY 2013.

FULL TIME EQUIVALENT EMPLOYMENT

TOTAL

| Administration | FY 2013 Actual | FY 2014 Estimate | FY 2015 Request |
|--|-------------------|---------------------|--------------------|
| Federal Aviation Administration | 46,626 | 46,064 | 46,877 |
| Federal Highway Administration | 2,858 | 2,974 | 2,974 |
| Federal Motor Carrier Safety Administration | 1,099 | 1,149 | 1,252 |
| National Highway Traffic Safety Administration | 578 | 625 | 652 |
| Federal Transit Administration | 522 | 566 | 625 |
| Federal Railroad Administration | 884 | 903 | 922 |
| Pipeline and Hazardous Materials Safety Administration | 438 | 492 | 544 |
| Maritime Administration | 811 | 842 | 842 |
| Saint Lawrence Seaway Development Corporation | 126 | 144 | 144 |
| Office of the Secretary ¹ | 1,181 | 1,263 | 1,288 |
| Working Capital Fund | 224 | 248 | 252 |
| Inspector General | 400 | 422 | 422 |
| Surface Transportation Board | 136 | 156 | 149 |
| Total DOT Full Time Equivalent Employment | 55,883 | 55,848 | 56,943 |

DIRECT

| Administration | FY 2013 Actual | FY 2014 Estimate | FY 2015 Request |
|--|-------------------|---------------------|--------------------|
| Federal Aviation Administration | 44,591 | 43,995 | 44,515 |
| Federal Highway Administration | 2,635 | 2,751 | 2,751 |
| Federal Motor Carrier Safety Administration | 1,042 | 1,088 | 1,191 |
| National Highway Traffic Safety Administration | 575 | 621 | 648 |
| Federal Transit Administration | 522 | 566 | 625 |
| Federal Railroad Administration | 884 | 903 | 922 |
| Pipeline and Hazardous Materials Safety Administration | 430 | 481 | 544 |
| Maritime Administration | 481 | 507 | 840 |
| Saint Lawrence Seaway Development Corporation | 0 | 0 | 0 |
| Office of the Secretary ¹ | 589 | 665 | 679 |
| Working Capital Fund | 0 | 0 | 0 |
| Surface Transportation Board | 131 | 151 | 144 |
| Inspector General | 400 | 422 | 422 |
| Total DOT Full Time Equivalent Employment | 52,280 | 52,150 | 53,281 |

¹ The FY 2014 Omnibus converted the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA FTE is included under OST in FY 2013.