

FY 2021

BUDGET HIGHLIGHTS



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U.S. Department
of Transportation

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TECHNICAL NOTES

- › Tables presented in this document may not add due to differences in rounding.
- › The use of brackets in tables indicates a “non-add” entry.
- › Time frames in this document represent fiscal years (FY).
- › Full time equivalent employment (40 hours of work for 52 weeks a year) is identified as FTE throughout this document.
- › The Department of Transportation has General Funds (GF), Trust Funds (TF), and Special Funds (SF). Tables in this document use GF, TF, and SF indicators to specify the source of funds in each appropriation account.

ACRONYMS

FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
NHTSA	National Highway Traffic Safety Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
MARAD	Maritime Administration
PHMSA	Pipeline and Hazardous Materials Safety Administration
SLSDC	Saint Lawrence Seaway Development Corporation
OIG	Office of the Inspector General
OST	Office of the Secretary
BA	Budget Authority
BUILD	Better Utilizing Investments to Leverage Development
CA	Contract Authority
CR	Continuing Resolution
FAST Act	Fixing America’s Surface Transportation Act of 2015 (Public Law 114-94)
FTE	Full Time Equivalent
GF	General Fund
INFRA	Infrastructure for Rebuilding America
Oblim	Limitation on Obligations
SF	Special Fund
TF	Trust Fund

EXECUTIVE SUMMARY

The President's Fiscal Year (FY) 2021 Budget underscores the Administration's commitment to making transportation systems safer and to improving the state of transportation infrastructure. Towards that end, the Budget requests **\$89 billion** for the Department of Transportation (DOT).

A key highlight of the FY 2021 Budget is the presentation of the Administration's proposed **10-year funding and program authorization proposal** for DOT's surface transportation programs that will provide States and other entities with dependable and predictable funding for an entire decade. With the current five-year surface transportation law (the Fixing America's Surface Transportation Act or "FAST Act") expiring at the end of FY 2020, the Administration seeks **\$810 billion** to support DOT's highways, transit, safety, rail, and hazardous materials safety programs. This sum includes nearly **\$69 billion** in the FY 2021 budget request, of which \$64 billion is funded through the Highway Trust Fund. Building on the foundation provided in the FAST Act, the Administration's funding proposal would largely grow by almost 4 percent annually through FY 2030. The FY 2021 Budget also identifies the need to make important program and policy updates through the reauthorization process. These proposals are previewed in the FY 2021 Budget Request. Full details of the Administration's proposal will be provided in a forthcoming legislative transmittal to Congress. In addition, the FY 2021 Budget requests **\$20 billion** for Transportation programs that are not subject to reauthorization, including resources for important safety initiatives.

Highlights of the Budget include:

› FAA:

- Critical funding for improving the safety oversight work of the Federal Aviation Administration (FAA), including \$36.7 million for targeted investments that would improve FAA's ability to respond to industry innovation, safety, and accountability. Of this, \$35.5 million is to improve aviation oversight, following recommendations from the Boeing 737 MAX investigations to make investments in the systems that support FAA's ongoing safety oversight.
- Nearly \$1 billion for FAA's NextGen Program for modernizing America's air transportation system.

› Investments in transportation projects throughout rural and urban America, including:

- \$1 billion in General Funds for Infrastructure for Rebuilding America Grants (INFRA).
- \$1 billion for the Better Utilizing Investments to Leverage Development Transportation Discretionary Grants program (BUILD).
- \$1.9 billion for the transit Capital Investment Grant Program.

› Other Highlights:

- \$300 Million to continue the recapitalization of aging school ships in the National Security Multi-Mission Vessel (NSMMV) program.

**DEPARTMENT OF
TRANSPORTATION
BUDGET REQUEST**

DEPARTMENT OF TRANSPORTATION

BUDGET REQUEST

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
FEDERAL AVIATION ADMINISTRATION:	17,451.9	17,617.7	17,521.5
OPERATIONS (GF/TF)	10,410.8	10,630.0	11,001.5
FACILITIES & EQUIPMENT (TF)	3,000.0	3,045.0	3,000.0
RESEARCH, ENGINEERING & DEVELOPMENT (TF)	191.1	192.7	170.0
GRANTS-IN-AID FOR AIRPORTS (Oblim) (TF)	3,350.0	3,350.0	3,350.0
GRANTS-IN-AID FOR AIRPORTS (GF)	500.0	400.0	0.0
FEDERAL HIGHWAY ADMINISTRATION:	49,211.8	49,226.6	50,721.0
FEDERAL-AID HIGHWAYS (Oblim) (TF)	45,268.6	46,365.1	49,982.0
EXEMPT OBLIGATIONS (TF)	599.4	601.3	639.0
EMERGENCY RELIEF (TF)	93.8	94.1	100.0
HIGHWAY INFRASTRUCTURE PROGRAMS (GF)	3,250.0	2,166.1	0.0
<i>LIMITATION ON ADMINISTRATIVE EXPENSES (Non-add)</i>	<i>[449.7]</i>	<i>[456.8]</i>	<i>[478.9]</i>
<i>CANCELLATIONS (Non-add)</i>	<i>[0.0]</i>	<i>[-19.9]</i>	<i>[-137.2]</i>
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION:	666.8	679.1	702.0
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS (Oblim) (TF)	284.0	288.0	299.0
MOTOR CARRIER SAFETY GRANTS (Oblim) (TF)	382.8	391.1	403.0
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:	966.3	989.3	964.5
OPERATIONS AND RESEARCH (GF)	204.0	211.0	156.1
OPERATIONS AND RESEARCH (Oblim) (TF)	152.1	155.3	161.2
HIGHWAY TRAFFIC SAFETY GRANTS (Oblim) (TF)	610.2	623.0	647.2
FEDERAL TRANSIT ADMINISTRATION:	13,460.2	12,910.3	13,213.7
TRANSIT FORMULA GRANTS (Oblim) (TF)	9,939.4	10,150.3	11,046.0
CAPITAL INVESTMENT GRANTS (GF)	2,552.7	1,978.0	1,888.7
WASHINGTON METRO (GF)	150.0	150.0	150.0
ADMINISTRATIVE EXPENSES (GF)	113.2	117.0	121.1
TRANSIT RESEARCH (GF)	0.0	0.0	8.0
TECHNICAL ASSISTANCE & TRAINING (GF)	5.0	5.0	0.0
TRANSIT INFRASTRUCTURE GRANTS (GF)	700.0	510.0	0.0
<i>CANCELLATION (Non-add)</i>	<i>[-46.6]</i>	<i>0.0</i>	<i>[-2.0]</i>
FEDERAL RAILROAD ADMINISTRATION:	2,890.9	2,793.8	2,033.1
NORTHEAST CORRIDOR GRANTS TO AMTRAK (GF)	650.0	700.0	325.5
NATIONAL NETWORK GRANTS TO AMTRAK (GF)	1,291.6	1,300.0	611.0

CONTINUED...

DEPARTMENT OF TRANSPORTATION

BUDGET REQUEST

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
NATIONAL NETWORK TRANSFORMATION GRANTS – LONG DISTANCE ROUTES (GF)	0.0	0.0	550.0
Subtotal, Grants for Amtrak Services	1,941.6	2,000.0	1,486.5
SAFETY & OPERATIONS (GF)	221.7	224.2	225.6
SAFETY USER FEE (GF)	0.0	0.0	-50.0
RAILROAD RESEARCH & DEVELOPMENT (GF)	40.6	40.6	41.0
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	255.0	325.0	330.0
STATE OF GOOD REPAIR (GF)	400.0	200.0	0.0
RESTORATION AND ENHANCEMENT GRANTS (GF)	5.0	2.0	0.0
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM (GF)	10.0	2.0	0.0
RRIF CREDIT SUBSIDY (GF)	17.0	0.0	0.0
Subtotal, Other Federal Railroad Administration	949.3	793.8	546.6
<i>CANCELLATION (Non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-91.9]</i>
PIPELINE & HAZARDOUS MATERIALS SAFETY ADMINISTRATION:	273.3	279.9	276.2
OPERATIONAL EXPENSES (GF)	23.7	24.2	24.2
HAZARDOUS MATERIALS SAFETY (GF)	58.0	61.0	60.7
EMERGENCY PREPAREDNESS GRANTS (SF)	26.6	26.6	28.3
PIPELINE SAFETY (GF)	142.0	145.0	141.0
PIPELINE SAFETY (TF)	23.0	23.0	22.0
<i>PIPELINE SAFETY FACILITY REVIEW (SF)</i>	<i>0.0</i>	<i>0.0</i>	<i>2.2</i>
<i>PIPELINE SAFETY FACILITY REVIEW FEES (SF)</i>	<i>0.0</i>	<i>0.0</i>	<i>-2.2</i>
MARITIME ADMINISTRATION:	1,115.4	1,047.9	793.7
OPERATIONS AND TRAINING (GF)	149.4	152.6	137.8
STATE MARITIME ACADEMY OPERATIONS (GF)	345.2	342.3	337.7
SHIP DISPOSAL (GF)	5.0	5.0	4.2
ASSISTANCE TO SMALL SHIPYARDS (GF)	20.0	20.0	0.0
MARITIME SECURITY PROGRAM (GF) [Defense]	300.0	300.0	314.0
MARITIME GUARANTEED LOANS (TITLE XI) (GF)	3.0	3.0	0.0
PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (GF)	292.7	225.0	0.0
<i>CANCELLATION (Non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-34.7]</i>
<i>CANCELLATION (Non-add) [Defense]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-20.6]</i>

CONTINUED...

DEPARTMENT OF TRANSPORTATION

BUDGET REQUEST

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION (TF)	36.0	38.0	30.7
OFFICE OF THE INSPECTOR GENERAL (GF)	92.6	94.6	98.2
OFFICE OF THE SECRETARY:	1,386.7	1,495.9	2,797.3
SALARIES AND EXPENSES (GF)	113.9	115.5	127.4
NAT'L SURFACE TRANSP. AND INNOVATIVE FINANCE BUREAU (GF)	5.0	5.0	4.3
TRANSPORTATION PLANNING, RESEARCH & DEVELOPMENT (GF)	7.9	10.9	9.4
OFFICE OF CIVIL RIGHTS (GF)	9.5	9.5	9.6
FINANCIAL MANAGEMENT CAPITAL (GF)	2.0	2.0	2.0
ESSENTIAL AIR SERVICE (SF)	146.0	150.4	154.3
PAYMENTS TO AIR CARRIERS (TF)	175.0	162.0	141.7
NATIONAL INFRASTRUCTURE INVESTMENTS (BUILD) (GF)	900.0	1,000.0	1,000.0
INFRASTRUCTURE FOR REBUILDING AMERICA GRANTS (GF)	0.0	0.0	1,000.0
RESEARCH AND TECHNOLOGY (GF)	8.5	21.0	11.0
CYBER SECURITY INITIATIVE (GF)	15.0	15.0	22.0
SMALL AND DISADVANTAGED BUSINESS UTILIZATION & OUTREACH/MINORITY BUSINESS OUTREACH (GF)	4.0	4.6	4.7
TIFIA (TF)	0.0	0.0	311.0
PHMSA USER FEE OFFSETTING RECEIPT	-142.0	-145.0	-141.0
TOTAL BUDGETARY RESOURCES	87,409.8	87,028.1	89,011.0
Cancellations/Rescissions (NDD)	-46.6	-19.9	-265.8
Cancellations/Rescissions (Defense)	0.0	0.0	-20.6
Total Budgetary Resources After Adjustments	87,363.2	87,008.2	88,724.6
<i>DISCRETIONARY SUBTOTAL</i>	<i>26,557.0</i>	<i>24,832.8</i>	<i>21,890.0</i>
<i>MANDATORY SUBTOTAL</i>	<i>60,852.8</i>	<i>62,195.4</i>	<i>67,121.0</i>
EMERGENCY RELIEF SUPPLEMENTAL			
FEDERAL HIGHWAY ADMINISTRATION	1,650.0	0.0	0.0
FEDERAL TRANSIT ADMINISTRATION	10.5	0.0	0.0

GF = General Fund, TF = Trust Fund, SF = Special Fund. Budgetary Resources includes appropriations, obligation limitations, and FHWA and OST mandatory programs. Does not reflect transfers.

**SURFACE
TRANSPORTATION
REAUTHORIZATION**

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

Every day, Americans take more than one billion trips, by car, bus, train, boat, and aircraft. The top priority of the U.S. Department of Transportation (DOT) is to help them make these trips safely. The mission of the DOT is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses.

Safe, reliable, and affordable transportation boosts exports, enhances commerce, and powers economic growth. It provides Americans access to employment, education, and recreation. It allows for easier travel, wider access to health care, and faster response by first responders during emergencies. Our multimodal transportation system has enabled the United States to become the most vibrant and powerful Nation in history. To improve safety, increase economic growth, and enhance quality of life, DOT is focused on rebuilding and refurbishing America's infrastructure. DOT partners with State and local governments to address infrastructure needs – from roads and bridges, to aviation, rail, transit, and pipelines.

This Administration would like to do even more, because while our transportation system has had many successes, it also faces significant challenges. For example, the 2019 Urban Mobility Report found congestion in urban areas cost commuters an estimated \$179 billion in

wasted fuel and time in 2017. The percentage of vehicle miles traveled on the National Highway System pavement in “good” condition was only 62 percent in 2018. There were 16,764 bridges on the Federal-aid highway system in poor condition in 2018. The transit maintenance backlog is projected to reach \$116 billion by 2034. Many transportation projects, especially larger ones, still take too long to receive an environmental permitting decision, delaying their benefits. While showing recent signs of improvement, far too many fatalities and injuries continue to occur year after year on the Nation's roads, and pedestrian and bicyclist deaths are rising.

With the expiration of the Fixing America's Surface Transportation (FAST) Act in September, the time to take bold action to address these and other challenges is now. Therefore, the Fiscal Year (FY) 2021 President's Budget request includes \$810 billion for a 10-year surface transportation reauthorization proposal for the Office of the Secretary, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), and the Pipeline and Hazardous Materials Safety Administration (PHMSA) hazardous materials programs. The reauthorization would run from fiscal year 2021 through 2030—providing predictable funding levels for an entire decade.

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget also includes an additional \$190 billion for other infrastructure improvements, including bridges and freight bottlenecks.

This proposal will build upon the success of the FAST Act. Over the 10-year period, the FY 2021 Budget proposes an eight percent increase for highway and transit formula programs from the last year of the FAST Act. The Budget also provides for a 3.8 percent increase to NHTSA and FMCSA from the last year of the FAST Act. Similar to the FAST Act, the proposal also authorizes General Fund programs for NHTSA, FTA, FRA, PHMSA, and OST. This unprecedented 10-year authorization will provide long-term stable and predictable investment that will help ensure that America has a safer, more reliable, and more efficient transportation system.

The Budget provides historic levels of funding to make our highways, bridges, tunnels, transit, and rail systems the best in the world. This long-term funding commitment provides certainty to our State, local, and private partners, so that they can effectively plan, finance, and deliver vital projects. The proposal will build upon the gains of past reauthorizations from program consolidation, simplification, and flexibility, while re-focusing the Federal role on activities that advance National goals. This investment will enable people to travel more safely and efficiently, and support continued economic growth.

Improving Transportation Safety: Traffic fatalities have declined 32 percent since 1972.

That's remarkable, especially considering that there has been a 153 percent increase in vehicle miles traveled. In fact, the fatality rate in 1972 was nearly four times higher than it is today. This reduction in fatalities is attributable in part to improvements in roadway and vehicle designs. It is estimated that projects implemented using Highway Safety Improvement Program funds save 600 lives every year. The Administration's proposed bill will help further reduce those fatalities, ensuring more Americans make it home safely.

Transportation safety and accessibility is improved by modernizing, expanding eligibility for, and standardizing existing successful programs. Examples of this include updating the Highway Safety Improvement Program to include additional proven strategies for improving safety, modernizing the Railway-Highway Crossing Program to reflect changing technologies and to offer greater flexibility for States to enhance safety, and ensuring that the safety practices of public transportation systems are considered for FTA-funded projects.

Building Infrastructure More Efficiently:

Extensive project review times are preventing projects from being completed in a timely fashion. Reducing the environmental review and permitting timeline will reduce project costs, and help avoid delays to needed projects. These reforms will improve the efficiency and transparency of the environmental review process while protecting critical environmental resources.

DOT is helping projects get started and completed more easily with a cohesive set of reforms to the environmental review and permitting process

that will reduce regulatory burdens, increase government efficiency, and empower States and localities. These reforms will protect the environment while delivering projects in a less costly and more timely manner by reducing duplication in Federal responsibilities, codifying aspects of One Federal Decision, and delegating more responsibility to State and local partners. In addition, the proposal includes resiliency provisions to ensure infrastructure investments last.

Reducing Regulatory Burdens and Increasing Government Efficiency: Improvement of regulations is a continuous focus for the Department. There should be no more regulations than necessary, and those regulations should be straightforward, clear, and designed to achieve their objective and minimize burdens.

This legislative proposal will advance the work to update or reduce outdated, duplicative, and unnecessarily burdensome regulations that do not enhance safety. In addition, the proposal will reduce administrative burdens on grantees by consolidating grant programs at NHTSA, PHMSA, and FTA, within each agency. These commonsense updates will save millions of dollars a year that can be better spent on creating new jobs, training, and safety.

Investing in Both Urban and Rural America: The disparity in resources has safety and economic ramifications. Rural America comprises nearly 70 percent of roadways and those roads carry 47 percent of America's truck traffic. Though only 20 percent of Americans reside in rural areas, 46 percent of traffic fatalities occur on rural roads. The state of infrastructure in rural

regions impacts the residents, travelers—44 percent of whom are urban dwellers—and regional and interstate commerce.

This proposal will ensure that communities Nationwide are supported by DOT program enhancements that include refinements to passenger rail programs to enhance transparency and project development and delivery. The proposal also authorizes BUILD and INFRA transportation grants, ensuring equity between rural and urban America.

Empowering State and Local Authorities: States and localities are best equipped to understand the infrastructure needs of their communities. The Federal Government should provide support and incentives for communities to achieve their local needs. DOT's surface transportation reauthorization proposal has been developed after listening to and working with our State and local partners to ensure that the Federal role is one of help, not hindrance. The proposal will right-size the Federal role in areas where States and localities can make more tailored and efficient decisions, and provide our State and local partners with funding certainty and programmatic continuity over the long-term.

States would be empowered to make more tailored and efficient decisions with NHTSA, FMCSA, and PHMSA safety incentive and grant funding to address their local safety needs, including allowing States additional transfer authorities to focus on drug-impaired driving. In addition, the proposal reduces the Federal involvement in outdoor advertising leaving more of the decision-making to the States.

Taking Care of What You Have:

Underinvestment in transportation has led to a backlog of needs throughout the transportation system. DOT will help restore and modernize existing infrastructure by focusing on State of Good Repair needs in public transportation, transforming the National passenger rail network to provide better transportation options to rural and urban areas, and enhancing PHMSA's hazardous materials inspection and investigation activities.

Preparing for the Future: We have entered an historic period of transportation innovation that promises to boost economic growth and improve quality of life for all Americans.

These innovations are occurring in all modes of transportation, including roads, rail, maritime, and aerospace. The Department is helping to chart a course for the safe integration of these innovations into our National transportation network.

The proposal also includes provisions on automated vehicles. In addition, the proposal would enhance PHMSA's ability to partner with its stakeholders and leverage automated vehicle technologies and other innovations with potential to improve hazardous materials transportation safety.

By incentivizing new investment in infrastructure, eliminating overly burdensome regulations, and encouraging innovation, the Department is helping to improve our quality of life and build a brighter future for all Americans.

SURFACE TRANSPORTATION REAUTHORIZATION ACCOUNT TOTALS

FY 2021 - FY 2030 BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030
OFFICE OF THE SECRETARY OF TRANSPORTATION											
National Infrastructure Investments (Disc BA)	1,000	1,038	1,077	1,118	1,161	1,205	1,251	1,298	1,348	1,399	11,895
TIFIA Loan Subsidy (CA/Oblim)	311	323	335	348	361	375	389	404	419	435	3,702
Total, OST	1,311	1,361	1,412	1,467	1,522	1,580	1,640	1,703	1,767	1,834	15,598
FEDERAL HIGHWAY ADMINISTRATION											
Federal-Aid Highways: (CA/Oblim)	49,982	51,881	53,853	55,899	58,023	60,228	62,517	64,892	67,358	69,918	594,551
Exempt Programs (CA)	739	739	739	739	739	739	739	739	739	739	7,390
Total, FHWA	50,721	52,620	54,592	56,638	58,762	60,967	63,256	65,631	68,097	70,657	601,941
FEDERAL TRANSIT ADMINISTRATION											
Transit Formula Grants (CA/Oblim)	11,046	11,465	11,901	12,353	12,823	13,310	13,816	14,341	14,886	15,451	131,392
Capital Investment Grants (Disc BA)	1,889	1,961	2,035	2,113	2,193	2,276	2,363	2,453	2,546	2,642	22,470
Transit Research (Disc BA)	8	8	9	9	9	10	10	10	11	11	95
Administrative Expenses (Disc BA)	121	126	130	135	140	146	151	157	163	169	1,438
Total, FTA	13,064	13,560	14,075	14,610	15,165	15,742	16,340	16,960	17,606	18,273	155,395
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION											
Motor Carrier Safety Ops & Programs (CA/Oblim)	299	310	322	334	347	360	374	388	403	418	3,556
Motor Carrier Safety Grants (CA/Oblim)	403	418	434	450	468	485	504	523	543	563	4,791
Total, FMCSA	702	728	756	785	815	846	878	911	946	982	8,347
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION											
Operations & Research (Disc BA)	156	162	168	174	181	188	195	203	210	218	1,855
Operations & Research (CA/Oblim)	161	167	173	180	187	194	201	209	217	225	1,914
Highway Traffic Safety Grants (CA/Oblim)	647	672	697	724	751	780	809	840	872	905	7,699
Total, NHTSA	965	1,001	1,038	1,078	1,119	1,162	1,206	1,252	1,299	1,348	11,468

CONTINUED...

SURFACE TRANSPORTATION REAUTHORIZATION ACCOUNT TOTALS

FY 2021 - FY 2030 BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2021-2030
FEDERAL RAILROAD ADMINISTRATION											
Amtrak NEC Grants (Disc BA)	325	337	350	363	377	392	407	422	438	455	3,866
Amtrak National Network Grants (Disc BA)	611	634	658	683	709	736	764	793	823	855	7,268
National Network Transformation Grants (Disc BA)	550	440	330	220	0	0	0	0	0	0	1,540
Consolidated Rail Grants (Disc BA)	330	343	356	369	383	398	413	428	445	462	3,926
Total, FRA	1,816	1,754	1,694	1,636	1,470	1,526	1,583	1,644	1,706	1,772	16,601
PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION											
Emergency Preparedness Grants (Mand BA)	28	28	28	28	28	28	28	28	28	28	280
Transportation of Hazardous Materials (Disc BA)	61	63	66	68	71	74	76	79	82	85	725
Total, PHMSA	89	91	94	96	99	102	104	107	110	113	1,005
Total Budgetary Resources	68,667	71,116	73,662	76,310	78,952	81,924	85,007	88,208	91,531	94,979	810,355
Subtotal, Mandatory Contract Authority	63,588	65,976	68,454	71,028	73,699	76,472	79,349	82,336	85,437	88,655	754,995
Subtotal, Authorization of Mandatory Budget Authority	28	28	28	28	28	28	28	28	28	28	280
Subtotal, Authorization of Discretionary Budget Authority	5,051	5,112	5,180	5,254	5,224	5,424	5,629	5,843	6,066	6,296	55,079

**THE PRESIDENT'S
BUDGET REQUESTS FOR
DOT OPERATING
ADMINISTRATIONS**

FEDERAL AVIATION ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
OPERATIONS (GF/TF)	10,410.8	10,630.0	11,001.5
FACILITIES & EQUIPMENT (TF)	3,000.0	3,045.0	3,000.0
RESEARCH, ENGINEERING & DEVELOPMENT (TF)	191.1	192.7	170.0
GRANTS-IN-AID FOR AIRPORTS (Oblim) (TF)	3,350.0	3,350.0	3,350.0
GRANTS-IN-AID FOR AIRPORTS (GF)	500.0	400.0	0.0
TOTAL	17,451.9	17,617.7	17,521.5
Full Time Equivalent Employment	44,103	45,425	45,496

OVERVIEW

The Federal Aviation Administration (FAA) oversees all aspects of civil aviation in the United States, operating the largest, safest and most complex aerospace system in the world. Safety is the core of FAA's mission and its top priority. Guiding over 43,000 aircraft through our Nation's airspace every single day, FAA programs and infrastructure provide reliable safety, mobility, and security to the traveling public. FAA strives to provide for continuous improvement and aspires to reach the next level of safety and efficiency as a world leader in aviation. FAA's global leadership sets the example for how new users and technologies can be safely and efficiently integrated into the National Airspace System.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

For FY 2021, the President is requesting **\$17.5 billion** to enable FAA to achieve its mission while making targeted investments to protect aviation safety, to bring new entrants into the National Airspace System (NAS), to operationalize new technologies and systems through NextGen, and to rebuild our Nation's infrastructure.

The Budget Request boosts funding by **\$36.7 million** to improve **FAA's safety oversight**. Funding is included for FAA's Organization Designation Authorization (ODA) authorities, which allow industry manufacturers to work within prescribed guidelines as part of the aircraft certification process. This funding will also help to implement recommendations from the on-going Boeing 737 MAX investigations.

The Budget also includes funding to support new and emerging technologies in aviation. A total of **\$144.5 million** is provided for **Unmanned Aircraft Systems (UAS)** to further support their integration into the NAS. Another **\$44 million** is provided to support **Commercial Space** activities to speed the processing of licenses and approvals, streamline regulatory requirements, and keep pace with industry demands for products and services while continuing to advance the safe integration of space operations into the airspace system.

The request includes **over \$996 million of NextGen investments** that will continue to deliver new technologies and systems across the NAS. This request is consistent with

previous funding levels and reflects the priorities identified in the NextGen Advisory Committee for improving traffic flow. NextGen helps provide the traveling public and the industry with improvements in on-time performance, efficiencies, and accuracy in managing the NAS.

KEY COMPONENTS OF THE REQUEST INCLUDE

Operations: \$11 billion is requested for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. Additional investments are requested to improve aviation safety oversight and enhance the ODA program, integrate UAS and advance Counter-UAS capabilities, address the backlog of cybersecurity vulnerabilities, keep up with the rapid growth of the commercial space industry, better engage communities on aviation noise issues, and promote aerospace education and career paths. Within the overall Operations total, an increase of **\$36.7 million** is requested in the Office of Aviation Safety (AVS), Aviation Security and Hazardous Materials Safety Office, and other FAA staff offices to **improve FAA's safety oversight**.

➤ **Office of Aviation Safety** – A total of **\$1.5 billion** is requested, including an increase of **\$35.5 million** to support oversight activities and to improve FAA's ability to gather, analyze, and respond to safety data and trends:

- **\$14.3 million** is requested to recruit and hire **50 new employees with aviation safety technical expertise and implement recommendations** that will be provided from the ongoing 737 MAX investigations.
- **\$7 million and 13 staff** are requested to support a **new ODA Office** that will provide centralized oversight of the ODA authorities.
- **\$5 million** is requested for **competitive compensation packages** to attract employees with technical expertise.
- **\$5 million** is requested to **create a centralized system for AVS** to track employee qualifications and training.
- **\$3.6 million** is requested for the **Aviation Safety Information Analysis and Sharing (ASIAS) system**, to meet increased participation by air carriers and other operators. The ASIAS system gathers data across government and industry to allow FAA to identify safety trends and make safety decisions.
- **\$650 thousand** is requested for system enhancements to the **Aviation Safety Reporting Program (ASRP)** to improve the reporting system that pilots, air traffic controllers, flight attendants, maintenance personnel, and dispatchers use to report potential problems in the safety of aviation operations.
- › **Aviation Security and Hazardous Materials Safety Office: \$125 million** is requested, including an increase of **\$750 thousand** to **establish a permanent investigative data repository**. This data repository is part of the total request to improve aviation safety oversight.
- › **Staff Offices: \$265.2 million** is requested, including:
 - **Improvements to FAA’s Hotline Information System and Whistleblower Protection Program: an increase of \$400 thousand** is requested to consolidate existing efforts into a centrally controlled and managed system. This funding is part of the total request to improve aviation safety oversight.
 - **Science, Technology, Engineering, and Math (STEM) Aviation and Space Education Program: \$1.5 million** is requested to introduce students to aviation and aerospace education and career options while promoting STEM learning for K-12 students.
- › **Air Traffic Organization (ATO): \$8.2 billion** is requested to provide safe, secure, and cost effective air traffic services to commercial and private aviation. This includes:
 - **Cybersecurity: \$13 million** is requested to safeguard against internal and external cyber threats, as well as protect our new technologies against the threat of cyberattacks. The funding will address an existing backlog of cybersecurity vulnerabilities specific to air traffic control systems and security risk assessments at field sites essential to the efficient operation of the airspace system.
 - **Community Noise Engagement: \$4.3 million** is requested to support locally held community roundtables composed of stakeholders from the community, airport management, government officials, and industry to develop solutions to concerns involving noise. Of the total increase, \$1.3 million will be used by staff offices for direct public engagement.

- › **UAS: \$65.3 million is requested**, an increase of **\$2.2 million to safely integrate UAS into our Nation’s busy airspace**. The Budget also addresses the need for enhanced security to defend against UAS threats and the growth in Counter-UAS systems.
- › **Commercial Space: \$27.6 million** is requested, including **\$685 thousand to increase staffing** in order to ensure the protection of the public, property, and National security of the United States during commercial launch and reentry activities. This includes funding to **speed the processing of licenses and approvals, streamline regulatory requirements, and keep pace with industry demands** for products and services.

Facilities and Equipment: \$3.0 billion is requested to maintain the capacity and safety of the current airspace system while continuing its modernization and transformation. Examples of these innovation and infrastructure projects include:

- › **Data Communications (Data Comm): \$99.8 million** will **continue modernization of air traffic controller and pilot communications**, by replacing voice-based communications with a **text-based system**. Data Comm enables controllers to send instructions and clearances to pilots who can upload the instructions to the flight deck computers with the push of a button. Data Comm is a NextGen Advisory Committee priority.
- › **Decision Support Tools: \$95.3 million** is requested for programs that give air traffic controllers the **tools they need to optimize traffic flow across the airspace**. These programs will help to relieve congestion in the Northeast Corridor and are NextGen Advisory Committee priorities.
- **Terminal Flight Data Manager: \$79.1 million** is requested for a key ground infrastructure program to maximize the **efficient collection, distribution, and update of data supporting flight information in and around the airport**. This includes the areas of flight planning; push back, taxi, and departure; descent and approach; and landing taxi, and arrival.
- **Time Based Flow Management: \$16.3 million** is requested to **maximize traffic flow** into and out of the busy metropolitan airspaces and corresponding airports. **Using time instead of distance to sequence aircraft**, this system will enable an increase in arrivals and departures in areas where demand for runway capacity is high.
- › **UAS: \$48.6 million** is requested to continue the development and deployment of the automated **UAS Traffic Management (UTM) system**. The Budget request will support further enhancements to the Low Altitude Authorization and Notification Capability system, commonly known as LAANC. This automated system grants small UAS operators authorization to fly in controlled airspace. FAA will also begin infrastructure and implementation work on Remote Identification of UAS to ensure the NAS operations continue to remain safe. These UTM frameworks will be separate, but complementary to the Air Traffic Management system.
- › **Commercial Space: \$11.0 million** will allow continued development and testing of an **operational Space Data Integrator (SDI)**. This SDI system will automate FAA’s ability

to monitor and respond to commercial space vehicle launch and reentry operations in the NAS and quickly reopen airspace to aircraft.

- › **Automation Systems: \$151 million** is requested to sustain and enhance functionality of **En Route Automation Modernization, Standard Terminal Automation and Replacement System**, and the **Oceanic Automation System**. These automation systems continue to reliably track and process flight information for air traffic controllers. The request will allow FAA to add new capabilities to these systems for controllers to make air traffic control more efficient and will replace system components that are at the end of their life cycle.

Research, Engineering & Development:

\$170 million is requested to support work in multiple research areas. Highlighted research programs include:

- › **Flight Deck/Maintenance/System Integration Human Factors: \$7.5 million** is requested for research to **develop human performance information** about **pilots, inspectors, and aircraft maintenance personnel**. An example of the research is pilot training, qualification, procedures, and flight operations. The research also supports FAA in updating guidelines, handbooks, orders, Advisory Circulars, technical standards orders, and regulations that help ensure the safety and efficiency of aircraft operations.
- › **UAS: \$24 million** is requested to support the UAS program in **conducting research on UAS technologies** that **directly influence the safety of the NAS**. The FY 2021 portfolio will

focus on beyond visual line of sight operations; safety data collection; unmanned air carrier operations; emerging issues related to UAS operations, concepts, and technology; and supporting the development of new rules and regulator standards.

- › **Commercial Space Transportation Safety: \$5.8 million** is requested to continue work on the **safe integration of commercial space operations into the NAS**. This research continues to focus on the integration of launch and reentry activity into the airspace system, advanced safety assessment methods, advanced vehicle safety technologies, and human spaceflight safety. Research will include development of models and methods to reform outdated airspace restriction plans used to protect against launch or re-entry failures, and the development of spaceport site location prototyping tools.
- › **Information/Cybersecurity: \$4.8 million** is requested to address **disruptive cyber incidents** and **improve cyber resiliency**. Rapidly evolving security threats require FAA to continuously explore advanced detection and defense capabilities. This funding will support concept studies, demonstrations and evaluations on promising tools, technologies, and/or methods to enhance the security and resiliency of air traffic control and mission support systems. Program funding will be applied toward formulation of technology development, implementation, and operational plans after determination of technology feasibility and utility.

Grants-in-Aid for Airports / Airport Improvement Program (AIP): \$3.35 billion is requested in obligation limitation for AIP.

- › **Airport Grants: \$3.2 billion** is requested to preserve and improve critical airfield infrastructure at **more than 3,300 public-use airports Nationwide**. This request supports our continued focus on safety-related development projects, including projects to help reduce runway incursions and reduce the risk of wrong-surface takeoffs and landings.
- › **Airport Technology Research: \$41 million** is requested to support the safe and efficient integration of new and innovative technologies into the airport environment. The request includes **\$1.4 million** to conduct **research and develop standards for urban air mobility**, as well as two new positions to provide expertise in new and innovative pavement materials testing and to support UAS research specific to airports.
- › **Personnel and Related Expenses: \$119.4 million** is requested to fund the administrative expenses of the Office of Airports. This includes additional funding to support **eight new positions for fulfillment of audit requirements** related to tax revenues, airport noise solution activities, integration of UAS into airports through policy development and outreach, and improvements to airport compliance with safety regulations.

- › **Airport Cooperative Research Program (ACRP): \$15 million** is requested to carry out **applied research on problems that are shared by airport operating agencies** and are not being adequately addressed by existing Federal research programs. ACRP studies are managed by the Transportation Research Board of the National Academy of Sciences using procedures designed to ensure that the research is objective and productive.

FACILITIES AND EQUIPMENT

in millions of dollars

ACTIVITIES	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
ACTIVITY 1 - ENGINEERING, DEVELOPMENT, TEST AND EVALUATION	\$194.3	\$218.1	\$153.6
Advanced Technology Development and Prototyping	33.0	40.9	26.6
William J. Hughes Technical Center Laboratory Sustainment	21.0	20.0	16.9
William J. Hughes Technical Center Infrastructure Sustainment	15.0	15.0	10.0
Unmanned Aircraft Systems (UAS)	25.0	51.9	22.0
Other	100.3	90.3	78.1
ACTIVITY 2 - AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT	\$1,849.8	\$1,870.8	\$1,794.1
En Route Automation Modernization (ERAM) - System Enhancements and Tech Refresh	115.3	106.0	66.9
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	60.0	70.0	40.0
System-Wide Information Management	55.3	81.8	31.1
ADS -B NAS Wide Implementation	139.2	159.4	170.0
Air Traffic Management Implementation Portfolio	–	50.0	56.0
Time Based Flow Management Portfolio	28.2	20.0	16.3
NextGen Weather Processor	28.7	24.3	24.3
Data Communications in Support of NG Air Transportation System	118.9	136.2	99.8
Reduced Oceanic Separation	17.5	32.3	10.5
Commercial Space Integration	9.0	23.0	11.0
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	66.9	41.3	74.9
Terminal Flight Data Manager (TFDM)	119.3	135.5	79.1
Unmanned Aircraft Systems (UAS) Implementation	–	28.4	26.6
Airport Ground Surveillance Portfolio	–	19.0	30.4
Terminal and EnRoute Surveillance Portfolio	–	62.5	78.6
Terminal and EnRoute Voice Switch and Recorder Portfolio	–	40.8	43.4
Wide Area Augmentation System (WAAS) for GPS	96.3	80.0	83.9
Landing and Lighting Portfolio	31.0	36.0	69.0
FAA Telecommunications Infrastructure	40.0	38.5	34.7
TDM-to-IP Migration	38.0	20.0	11.3
Facilities Programs	480.5	471.7	531.4
Other	406.0	194.2	205.2

CONTINUED...

FACILITIES AND EQUIPMENT

in millions of dollars

ACTIVITIES	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
ACTIVITY 3 - NON-AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT	\$204.7	\$203.4	\$264.6
Hazardous Materials Management	29.8	20.0	27.5
Aviation Safety Analysis System (ASAS)	18.7	19.7	23.5
National Air Space (NAS) Recovery Communications (RCOM)	12.0	12.0	12.0
Facility Security Risk Management	17.8	15.1	24.4
Information Security	20.9	23.3	18.5
System Approach for Safety Oversight (SASO)	25.4	23.1	29.2
System Safety Management Portfolio	14.2	24.5	21.5
Other	65.9	65.7	108.0
ACTIVITY 4 - FACILITIES AND EQUIPMENT MISSION SUPPORT	\$238.4	\$237.7	\$237.7
System Engineering and Development Support	39.7	38.0	39.1
Program Support Leases	47.0	48.0	48.0
Mike Monroney Aeronautical Center Leases	20.2	20.6	21.1
Center for Advanced Aviation System Development (CAASD)	57.0	57.0	57.0
Other	74.5	74.1	72.5
ACTIVITY 5 - PERSONNEL AND RELATED EXPENSES	\$512.8	\$515.0	\$550.0
Total F&E Amount	\$3,000.0	\$3,045.0	\$3,000.0

NEXTGEN PROGRAMS

in millions of dollars

ACTIVITIES	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
FACILITIES AND EQUIPMENT	\$913.3	\$1,031.6	\$800.9
NextGen – Separation Management Portfolio	16.0	20.5	21.2
NextGen – Traffic Flow Management Portfolio	14.0	19.8	8.0
NextGen – On Demand NAS Portfolio	21.0	8.5	10.5
NextGen – NAS Infrastructure Portfolio	20.0	11.5	15.0
NextGen – Support (NIEC, Test Bed) Portfolio	12.8	11.0	8.4
NextGen – System Safety Management Portfolio	14.2	24.5	21.5
NextGen – Unmanned Aircraft System (UAS)	25.0	51.9	22.0
NextGen – Enterprise, Concept Devel, Human Factors, and Demo Portfolio	16.5	19.0	15.0
Performance Based Navigation (PBN) Support Portfolio	20.0	5.0	8.0
Unmanned Aircraft Systems (UAS) Implementation	0.0	28.4	26.6
Implementation of Flight Object Exchange & Enterprise Information Mgt	0.0	10.0	10.5
NextGen - Communications in Support of NextGen	118.9	136.2	99.8
En Route Automation Modernization (ERAM) – System Enhancements	115.3	106.0	66.9
System – Wide Information Management (SWIM)	55.3	81.8	31.1
ADS – B NAS Wide Implementation	139.2	159.4	170.0
Collaborative Air Traffic Management (CATMT) Portfolio	17.7	0.0	0.0
Air Traffic Management Implementation Portfolio	0.0	50.0	56.0
Terminal Flight Data Manager (TFDM)	119.3	135.5	79.1
Tactical Time Based Flow Management (TBFM)	28.2	20.0	16.3
Next Generation Weather Processor (NWP)	28.7	24.3	24.3
NAS Voice System (NVS)	43.2	0.0	0.0
Reduced Oceanic Separation	17.5	32.3	10.5
Aeronautical Information Management Program (AIM)	5.0	5.3	7.5
Cross Agency NextGen Management	1.0	0.0	0.0
Activity 5 F&E PCBT - NextGen Staffing	64.8	70.7	72.9
RESEARCH ENGINEERING AND DEVELOPMENT (RE&D)	\$74.6	\$72.2	\$69.3
NextGen – Alternative Fuels for General Aviation	1.9	1.9	0.0
NextGen – Flight Deck Data Exchange Requirements	1.0	1.0	1.0
NextGen – Information Security	1.2	2.7	4.8
NextGen – Wake Turbulence	6.8	5.0	3.7
NextGen – Air Ground Integration	6.8	5.3	6.8

CONTINUED...

NEXTGEN PROGRAMS

in millions of dollars

ACTIVITIES	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 REQUEST
NextGen – Weather in the Cockpit	3.6	3.1	2.0
NextGen – Environmental Research, Aircraft Technologies, Fuels and Metrics	29.2	29.2	27.0
Unmanned Aircraft Systems Research	24.0	24.0	24.0
OPERATIONS	\$112.5	\$122.7	\$126.3
NextGen Staffing	38.4	38.7	39.9
NextGen Unmanned Aircraft System (UAS)	56.0	63.1	65.3
Performance Based Navigation (PBN) Activities	18.1	20.9	21.1
Total NextGen Programs	\$1,100.4	\$1,226.5	\$996.5

FEDERAL HIGHWAY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
FEDERAL-AID HIGHWAYS (Oblim) (TF)	45,268.6	46,365.1	49,982.0
EXEMPT OBLIGATIONS (TF) 1/	599.4	601.3	639.0
EMERGENCY RELIEF (TF) 1/	93.8	94.1	100.0
HIGHWAY INFRASTRUCTURE PROGRAMS (GF)	3,250.0	2,166.1	0.0
<i>LIMITATION ON ADMINISTRATIVE EXPENSES (TOTAL) (Non-add)</i>	<i>[449.7]</i>	<i>[456.8]</i>	<i>[478.9]</i>
<i>CANCELLATIONS (Non-add)</i>	<i>[0.0]</i>	<i>[-19.9]</i>	<i>[-137.2]</i>
TOTAL	49,211.8	49,226.6	50,721.0
EMERGENCY RELIEF (GF)	1,650.0	0.0	0.0
Full Time Equivalent Employment	2,633	2,655	2,653

1/ FY 2019 and FY 2020 Exempt Obligations and Emergency amounts are after reductions due to sequestration.

OVERVIEW

A strong, modern, and world-class transportation infrastructure is critical to the Nation's safety, economy, mobility, and global competitiveness. The Federal Highway Administration (FHWA) reauthorization budget request continues the momentum of increased program and funding flexibilities to States, and the removal of red tape and other barriers to innovation and efficiency, while ensuring safety remains the number one focus.

Many of these reforms are guided by our recognition that States and localities, not the Federal government, are best equipped to understand the infrastructure challenges and investment needs for their communities. The proposed surface transportation reauthorization will right-size the Federal role and give States and localities tools to make more tailored and efficient decisions that meet their unique needs. The proposed reauthorization will provide our State and local partners with funding certainty over the long-term, which gives them the predictability they need to plan and deliver infrastructure projects.

The FHWA supports State and local governments, Tribes, and other Federal agencies, in the design, construction, and maintenance of the Nation's highway system and various Federal and Tribal-owned lands. In addition to its headquarters office, FHWA has personnel in each of the 50 States, the District of Columbia, and Puerto Rico that work with its partners.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$50.7 billion** for FHWA.

KEY COMPONENTS OF THE REQUEST INCLUDE

Federal Aid Highways: \$50.721 billion.

Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget includes \$602 billion to support a 10-year reauthorization of FHWA programs. A strong, modern, and world-class network of highways is critical to the Nation's safety, economy, mobility, and global competitiveness. The proposed surface transportation reauthorization incorporates input from FHWA's partners and stakeholders by continuing the momentum of increased program and funding flexibilities to States, and removing red tape and other barriers to innovation and efficiency, while ensuring safety is the number one focus. Many of these reforms are guided by our recognition that States and localities, not the Federal government, are best equipped to understand the infrastructure challenges and investment needs for their communities.

Broadly, the proposal is a culmination of a concerted effort to modernize and enhance surface transportation programs. By breaking down outdated statutory, regulatory, and programmatic barriers to innovation and efficiency, the proposal will empower States and local authorities to use the Federal-aid Highway Program to best meet their needs. The proposal will right-size the Federal role in areas where States and localities can make more tailored and efficient decisions, and provide our State and local partners with funding certainty and programmatic continuity over the long-term. The FHWA provisions of the proposed surface transportation reauthorization advance the following priorities.

Transportation Safety: Safety is the Department of Transportation's number one priority. FHWA has advanced a safe systems approach and zero death vision at the National, State, and local level. Yet with over four million miles of public roads, safety challenges remain. The proposed surface transportation reauthorization will enhance safety by giving States and localities more choices with their safety dollars. DOT will also engage our partners and stakeholders in safety enhancing program efficiencies and innovations with respect to heavy freight mobility, rural safety, safe driver behavior, and accelerating recovery efforts in communities after disasters. In particular, the proposed surface transportation reauthorization will provide increased flexibility in the Highway

Safety Improvement Program, and modernize the Railway-Highway Crossing Program to reflect changing technologies and offer greater flexibility for States to enhance safety.

Increased Flexibility and Faster Project

Delivery: A focus on programmatic flexibility and faster project delivery in the proposed surface transportation reauthorization will help drive safety and other enhancements. Allowing States to assume a greater role in certain routine approvals and program actions, reducing Federal involvement in areas where the inefficiencies of Federal oversight exceed the benefits, will enable a better and more streamlined and efficient transportation planning process. This will focus planning and review efforts on areas with complex issues or high risk.

Modernizing Our Highways and Bridges:

The Nation's highways and bridges need to be upgraded. The percentage of vehicle miles traveled on the National Highway System pavement in "good" condition was only 62 percent in 2018. There were 16,764 bridges on the Federal-aid highway system in poor condition in 2018. According to the 2019 Urban Mobility Report, traffic congestion cost commuters an estimated \$179 billion in 2017. Based on the American Transportation Research Institute's (ATRI) 2018 Cost of Congestion to the Trucking Industry Report, traffic congestion cost the trucking industry an estimated \$74 billion in 2016.

The proposed surface transportation reauthorization will significantly improve the condition and performance of the Nation's highways and bridges through historic investments. The Budget provides \$50.7 billion in the first year of the reauthorization, an eight percent increase over the previous year, with increases of 3.8 percent in subsequent years. Most of this funding will be in the form of flexible grants to States to repair, rebuild, and bring our Nation's network of highways into the 21st century.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS (Oblim) (TF)	284.0	288.0	299.0
MOTOR CARRIER SAFETY GRANTS (Oblim) (TF)	382.8	391.1	403.0
TOTAL	666.8	679.1	702.0
Full Time Equivalent Employment	1,122	1,183	1,181

OVERVIEW

The Federal Motor Carrier Safety Administration's (FMCSA) primary mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. For more than 19 years, the men and women of FMCSA have worked hard to ensure that freight and people move safely by providing safety oversight of motor carriers, commercial motor vehicles, and commercial drivers in the United States. The FMCSA reauthorization proposal provides FMCSA with the necessary resources to fulfill the Agency mission to save lives by reducing crashes and the resulting injuries and fatalities involving large trucks and buses. The Agency performs this mission through education, innovation, regulation, enforcement, financial assistance, and full accountability.

FMCSA engages with the industry and safety partners, working consistently to maintain the safest transportation system possible—a system of excellence that includes holding motor carriers accountable, promoting knowledgeable and safe drivers, ensuring that vehicles are well maintained to avoid breakdowns and road hazards, and encouraging innovation to unleash sound technology to advance highway safety.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$702 million** for FMCSA.

KEY COMPONENTS OF THE REQUEST INCLUDE

Motor Carrier Safety and Operations

Programs: \$299 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

Motor Carrier Safety Grants: \$403 million.

Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget proposal includes \$8.3 billion to support a 10-year reauthorization of public transportation programs managed by the Federal Motor Carrier Safety Administration. Its mission is to reduce crashes, injuries, and fatalities on America's roadways involving large trucks and commercial buses. In order to help achieve this critical safety mission, the surface transportation reauthorization proposal focuses on the following key priorities.

Prioritizing Safety: The proposal would continue to target the Agency's important resources at high-risk motor carriers and would provide additional

authorities to identify bad actors in the motor carrier industry. It would also work to prevent commercial drivers from operating under the influence of drugs and alcohol—helping to ensure safer driving on the Nation's roadways. The surface transportation reauthorization proposal also promotes the voluntary sharing among States and Federal entities of certain safety data.

Along with NHTSA, FMCSA would undertake the first Large Truck Crash Causation Study in more than fifteen years to better understand the factors that contribute to crashes involving large trucks. This study should provide critical insight into how changes in technology, as well as driver behavior, roadway designs, and vehicle safety affect the likelihood of a crash. Better understanding of the factors that lead to crashes can result in initiatives to reduce crashes across the country.

Reducing Regulatory Burdens and Increasing Government Efficiency: The motor carrier industry is critical for America's economy—with 70 percent of all freight Nationwide being moved with a large truck. The trucking industry employs nearly 8 million people. The proposal modernizes and improves the efficiency and effectiveness of Federal regulations to reduce burdens and improve the safety of the motor carrier industry.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
OPERATIONS AND RESEARCH (GF)	204.0	211.0	156.1
OPERATIONS AND RESEARCH (Oblim) (TF)	152.1	155.3	161.2
HIGHWAY TRAFFIC SAFETY GRANTS (Oblim) (TF)	610.2	623.0	647.2
TOTAL	966.3	989.3	964.5
Full Time Equivalent Employment	576	620	618

OVERVIEW

The National Highway Traffic Safety Administration (NHTSA) works to advance the safety of motor vehicles and safe behavior of the traveling public by setting safety standards for cars and trucks, promoting innovations that make vehicles safer, and encouraging Americans to make safer choices when they drive, ride, and walk. We have made significant progress in reducing motor vehicle-related deaths and injuries by combating drunk driving, increasing seat belt use, and encouraging vehicle safety innovations that make crashes more survivable and avoidable.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$964.5 million** for NHTSA. In addition to the programs included in the forthcoming reauthorization proposal, NHTSA will continue to improve safety by focusing its research on cutting-edge technologies that have the potential to dramatically reduce serious crashes, the vast majority of which are caused by human error.

KEY COMPONENTS OF THE REQUEST

Highway Traffic Safety Grants: \$647.2 million.

Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.

Operations and Research (Trust Fund): \$161.2 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

Operations and Research (General Fund):

The FY 2021 President's Budget requests **\$156.1 million** for Operations and Research activities. NHTSA conducts research on how **vehicle improvements and other technological advances can better protect people in a crash (crashworthiness) and reduce the likelihood of crashes (crash avoidance)**. Within this amount, **\$17.7 million** is requested for the safe development and deployment of **Automated Vehicle and Emerging Technologies**, including:

› **Advanced Safety Technologies: \$7.2 million** is requested for **Advanced Driver Assistance Systems (ADAS)** and **Heavy Vehicle Safety Technologies** programs. These programs

support **research in safety improvements, objective test procedure development, and emerging human factors research** associated with modern vehicle technologies that are generally available to consumers today and help them drive their vehicles safely. Our research covers safety technologies for all motor vehicle types, including passenger vehicles, large trucks, buses, and motorcycles. Types of ADAS technologies studied within this program include **driver warning systems, Pedestrian Automatic Emergency Braking, Blind Spot Intervention, and Intersection Safety Assist**. The program will develop necessary test methods, tools, and procedures, and conduct engineering analysis and testing of technological solutions across the full spectrum of prevention, mitigation, and response in crash scenarios.

› **Vehicle Electronics and Cybersecurity: \$3.5 million** is requested to support programs that mitigate safety risks of vehicle electronics, software, and cybersecurity. Funding will be used to prioritize research that supports **improvements in the cybersecurity of motor vehicles, advanced methods for software development, and testing practices that identify underlying safety hazards and risks**. The Department collaborates closely with

industry to ensure that systems engineering processes manufacturers are incorporated into the Department's research and to encourage implementation of improved cybersecurity practices. Through this program, the Department also provides information to the public to encourage greater acceptance and understanding of proven motor vehicle safety technologies.

› **Automated Driving Systems (ADS):** **\$7.0 million** is requested to **complete the foundational research** that will **address existing challenges** that the **Federal Motor Vehicle Safety Standards** may pose for vehicles **with ADS** and whether testing procedures can demonstrate compliance with existing standards. NHTSA will help develop methods and metrics for assessing the safety of ADS-equipped vehicles, including **track testing, simulation testing, and potential on-road testing components**. In addition, the program will work to develop ways to assess other aspects of ADS, including **Perception and Prediction**. Finally, NHTSA will use this funding to **develop new tools and methods to assess the crashworthiness of ADS-equipped vehicles** that may offer new seating configurations for occupants. Collectively, NHTSA's research will help build a safety strategy for the testing and validation of ADS while allowing innovation for developers.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 budget proposal includes \$11.5 billion to support a 10-year reauthorization of public transportation programs managed by the National Highway Traffic Safety Administration.

Improving Transportation Safety: NHTSA's proposal gives State and local partners greater flexibility and tools to address critical safety issues, while also improving accountability for safety improvements in key areas, including: seat belt use, impaired driving, youth drivers, pedestrian/bicycle safety, and distracted driving. The surface transportation reauthorization proposal also enhances the safety of innovative technology by promoting the voluntary sharing of certain safety data.

Along with FMCSA, NHTSA would undertake the first crash causation study in more than fifteen years to better understand the factors leading to crashes.

Reducing Regulatory Burdens and Increasing Government Efficiency: The surface transportation reauthorization proposal modernizes and improves the efficiency and effectiveness of Federal regulations to reduce burdens and improve the safety of motor vehicles and highway safety. The surface reauthorization proposal will facilitate the development and adoption of automated driving systems (ADS) while prioritizing safety.

FEDERAL TRANSIT ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
TRANSIT FORMULA GRANTS (Oblim) (TF)	9,939.4	10,150.3	11,046.0
CAPITAL INVESTMENT GRANTS (GF)	2,552.7	1,978.0	1,888.7
WASHINGTON METRO (GF)	150.0	150.0	150.0
ADMINISTRATIVE EXPENSES (GF)	113.2	117.0	121.1
TRANSIT RESEARCH (GF)	0.0	0.0	8.0
TECHNICAL ASSISTANCE & TRAINING (GF)	5.0	5.0	0.0
TRANSIT INFRASTRUCTURE GRANTS (GF)	700.0	510.0	0.0
<i>CANCELLATIONS (non-add)</i>	<i>[-46.6]</i>	<i>[0.0]</i>	<i>[-2.0]</i>
TOTAL	13,460.2	12,910.3	13,213.7
PUBLIC TRANSPORTATION EMERGENCY RELIEF PROGRAM (GF)	10.5	0.0	0.0
Full Time Equivalent Employment	555	573	578

OVERVIEW

The Federal Transit Administration (FTA) invests strategically in improving the safety and state of good repair of the Nation's public transportation infrastructure. FTA investments address the capital needs of both urban and rural transit systems, while also moving transit into the future by embracing innovation. Smart investments in transit infrastructure support mobility and accessibility, help to stimulate economic growth, productivity, and competitiveness for American workers and businesses, and make America's communities better places to live.

FTA partners with State and local governments to create and enhance public transportation systems through financial investments of approximately \$13 billion annually. This funding supports transit service across the country—in large and small cities, rural America, and tribal communities. These investments help modernize the Nation's public transportation infrastructure and strives to maintain it in a state of good repair. FTA also works to make public transportation safe for the tens of millions of riders that use it every day and conducts innovative technology research and demonstrations focused on improving the safety and performance of the Nation's public transportation systems.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$13.2 billion** for FTA.

KEY COMPONENTS OF THE REQUEST

Transit Formula Grants: \$11.05 billion.

Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.

Capital Investment Grants (CIG): \$1.9 billion

is requested to supplement State, local, and private investment to **fund the construction of major capital projects** that provide new and expanded transit service.

Washington Metropolitan Area Transit

Authority (WMATA): \$150 million is requested for capital projects to help **return the existing system to a state of good repair** and to improve the safety and reliability of service throughout the WMATA system. This funding is in addition to the more than \$330 million WMATA receives annually from FTA formula funds, bringing total Federal transit funding for WMATA to \$480 million. The Secretary will use her authority to approve grants under this program to ensure that the \$150 million will first address WMATA's most critical safety needs.

Administrative Expenses: \$121 million is requested to support FTA's operations as well as to manage and oversee its grant making, technical assistance, and safety oversight activities. These funds support an essential workforce of

516 employees located in ten regional offices throughout the country and Washington, D.C.

Transit Research: \$8 million is requested to support innovative technologies and solutions that make transit safer and provide connectivity with local communities through other forms of transportation. This includes studying the **application of artificial intelligence, machine learning, and robotics** that have the potential to improve public transit. Demonstrations will explore new business models, partnerships, and private-sector technological tools and solutions for enhanced and seamless mobility options for all travelers.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget includes \$155.4 billion to support a 10-year reauthorization of FTA programs. The public transportation provisions of the proposed surface transportation reauthorization address the following priorities.

Ensuring the Safety of Public Transportation:

The proposed reauthorization will improve and target safety efforts in public transit systems by ensuring that safety practices are considered for FTA-funded projects. It will also encourage the

reporting of critical safety-sensitive transit data and information.

Building Infrastructure More Efficiently: To streamline and expand the process for investing in public transportation infrastructure, the proposal will consolidate FTA's core financial assistance programs to improve flexibility and reduce administrative burdens for the Nation's transit operators while maintaining overall levels of support. The proposal will also promote increased local participation, better assess risks to project schedules and budgets, and develop new sources of project financing by expanding the use of value capture strategies for projects.

Investing in Both Rural and Urban America: The proposal will expand funding opportunities for underserved areas with critical transit needs and would provide additional flexibility within the planning process.

Taking Care of What You Own, Improving Accessibility: Recognizing the nearly \$100 billion backlog in state of good repair among the Nation's transit systems, the proposal will focus Federal resources on maintaining transit assets. This proposal will also address longstanding accessibility issues by improving facilities that are currently inaccessible to people with disabilities.

PROPOSED FY 2021 FUNDING FOR FTA CAPITAL INVESTMENT GRANTS PROGRAM

millions of dollars

EXISTING NEW STARTS FULL FUNDING GRANT AGREEMENTS

Los Angeles, Westside Subway Section 1	Los Angeles, CA	100.0
Los Angeles, Westside Subway Section 2	Los Angeles, CA	100.0
San Diego, Mid-Coast Corridor Transit Project	San Diego, CA	100.0
Boston Green Line Extension	Boston, MA	100.0
Maryland National Capital Purple Line	Maryland	120.0
Fort Worth, TEX Rail	Fort Worth, TX	25.0
Seattle, Federal Way Link Extension	Seattle, WA	100.0
Seattle, Lynnwood Link Extension	Seattle, WA	100.0
Total Existing New Starts Full Funding Grant Agreements		\$745.0

EXISTING CORE CAPACITY FULL FUNDING GRANT AGREEMENTS

Peninsula Corridor Electrification Project	San Carlos, CA	100.0
Red and Purple Line Modernization Project Phase One	Chicago, IL	100.0
Total Existing Core Capacity Full Funding Grant Agreements		200.0
Other Projects That May Become Ready For Section 5309 Funding During FY 2021		774.8
Other Projects That May Become Ready For Section 3005(b) Funding During FY 2021		150.0
Oversight Activities		\$18.9
Grand Total		\$1,888.7

FEDERAL RAILROAD ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
NORTHEAST CORRIDOR GRANTS TO AMTRAK (GF)	650.0	700.0	325.5
NATIONAL NETWORK GRANTS TO AMTRAK (GF)	1,291.6	1,300.0	611.0
NATIONAL NETWORK TRANSFORMATION GRANTS - LONG DISTANCE ROUTES (GF)	0.0	0.0	550.0
Subtotal, Grants for Amtrak Services	1,941.6	2,000.0	1,486.5
SAFETY & OPERATIONS (GF)	221.7	224.2	225.6
SAFETY USER FEE (GF)	0.0	0.0	-50.0
RAILROAD RESEARCH & DEVELOPMENT (GF)	40.6	40.6	41.0
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	255.0	325.0	330.0
STATE OF GOOD REPAIR (GF)	400.0	200.0	0.0
RESTORATION AND ENHANCEMENT GRANTS (GF)	5.0	2.0	0.0
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM (GF)	10.0	2.0	0.0
RRIF CREDIT SUBSIDY (GF)	17.0	0.0	0.0
Subtotal, Other Federal Railroad Administration	949.3	793.8	546.6
<i>CANCELLATIONS (Non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-91.9]</i>
TOTAL	2,890.9	2,793.8	2,033.1
Full Time Equivalent Employment	923	927	920

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. FRA meets this mission by developing and enforcing minimum safety standards, promoting non-regulatory safety activities, investing in rail services and infrastructure, and researching and developing innovations and technology solutions.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$2 billion** for FRA. In addition to the programs included in the forthcoming reauthorization proposal, FRA will continue to advance rail safety, reliability, and efficiency through its safety and research programs.

KEY COMPONENTS OF THE REQUEST

Northeast Corridor Grants to Amtrak: \$325.5 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

National Network Grants to Amtrak: \$611 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

National Network Transformation Grants (Long Distance Routes): \$550 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

Consolidated Rail Infrastructure and Safety Improvements Grants: \$330 million. *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*

Safety and Operations: \$225.6 million is requested to improve railroad safety, execute financial assistance, and provide the organizational infrastructure (e.g., payroll, rent, information technology, and contracts) for FRA's programs. The Budget Request addresses

railroad safety comprehensively by funding safety inspectors and specialists, as well as outreach, oversight, enforcement, and training. FRA will continue to target its resources toward the most pressing safety challenges: implementation of positive train control (PTC), grade crossing safety and trespass prevention, train accidents, **safe transportation of hazardous materials by rail,** and **alcohol and drug abuse by railroad safety personnel.**

The request includes:

- ▶ **Automated Track Inspection Program: \$8 million** to improve FRA's advanced technology to assess track conditions,
- ▶ **Positive Train Control (PTC): \$3 million** to monitor the status of PTC implementation on railroads.
- ▶ **Trespass Prevention: \$2.3 million** to continue implementing the National Strategy to Prevent Trespassing.
- ▶ **New User Fee:** The President's Budget proposes to reestablish a fee on railroads to reimburse FRA for a portion of the cost of rail safety inspectors and activities. Like other regulated industries, railroads benefit directly and indirectly from the Government's work to ensure high safety standards. It is therefore appropriate for railroads to help shoulder these

costs. Under this proposal, FRA will collect \$50 million in fees in FY 2021, resulting in a net Safety and Operations appropriation of \$175.6 million.

Research and Development: \$41.0 million is requested to **advance rail safety innovation**, concentrating on future needs and emerging areas. FRA collaborates closely with the railroad industry to leverage Federal investments in innovative technologies and practices to improve rail safety, reliability, and efficiency. FRA will continue to develop novel solutions to complex challenges and identify, collect, and analyze information to make data-driven decisions that advance FRA's mission.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget proposal includes **\$16.6 billion** to support a 10-year reauthorization of public transportation programs managed by the Federal Railroad Administration. The surface transportation reauthorization proposal supports the following themes:

Improving Transportation Safety: The proposal encourages innovation, data analysis, and greater State flexibility to address both highway-rail grade crossing safety and railroad trespassing issues, two of the leading causes of rail-related deaths. Additionally, the proposal will include opportunities to study and evaluate the post-implementation benefits of statutorily-mandated

PTC technology. This will enable stakeholders to use that technology as building blocks for continued innovation to promote the safety and efficiency of the Nation's rail network.

Transforming Passenger Rail: The surface transportation reauthorization proposal encourages greater Federal, State, and local collaboration regarding passenger rail services to meet the changing needs of the traveling public. Amtrak's existing National Network routes serve the same markets today as they did when Congress created the Corporation 50 years ago, and as such, Amtrak is challenged to provide customers with the services they need or demand. The proposal provides for the future of intercity passenger rail service, which should focus on high-performing regional corridor services connecting markets between 100 and 500 miles apart. Enabling States to play a larger role in shaping the delivery of intercity passenger rail services will improve financial performance and increase accountability for on-time performance.

Reducing Regulatory Burdens and Increasing Government Efficiency: Advances the Administration's project delivery streamlining efforts to harmonize FRA requirements with other surface modes to reduce costs, uncertainty, and the length of project reviews. The surface transportation reauthorization proposal also evaluates whether existing regulations properly consider evolving technologies and operating practices within the railroad industry.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
OPERATIONAL EXPENSES (GF)	23.7	24.2	24.2
HAZARDOUS MATERIALS SAFETY (GF)	58.0	61.0	60.7
EMERGENCY PREPAREDNESS GRANTS (SF)	26.6	26.6	28.3
PIPELINE SAFETY (SF)	142.0	145.0	141.0
PIPELINE SAFETY (TF)	23.0	23.0	22.0
TOTAL	273.3	279.9	276.2
PIPELINE SAFETY FACILITY REVIEW (SF) 1/	0.0	0.0	2.2
PIPELINE SAFETY FACILITY REVIEW FEES (SF) 1/	0.0	0.0	-2.2
Full Time Equivalent Employment	555	582	581

1/ User Fee Reauthorization Proposal.

OVERVIEW

The Pipeline and Hazardous Materials Safety Administration (PHMSA) oversees the safe movement of hazardous materials and energy-related products in the United States. PHMSA's oversight reduces the frequency and impact of incidents that cause injuries, loss of life, and environmental damage. Safe delivery of essential energy products and other hazardous materials spurs the economy, supporting energy independence and job growth. PHMSA develops effective safety standards, conducts comprehensive safety inspections and investigations, advances adoption of industry safety management systems, encourages innovation through research, supports businesses with safety guidance, and when necessary executes enforcement actions to encourage safe transport.

PHMSA's safety mission extends to more than 40,000 companies involved in the transportation of regulated hazardous materials. PHMSA's oversight includes expansive U.S. pipeline network of more than 2.8 million miles that moves more than 16 billion barrels of hazardous liquids and gases safely. Also included in its mission is the safe transportation of hazardous materials by air, highway, rail, and water, which accounts for more than 2.7 billion tons of regulated hazardous products valued at more than \$3.1 trillion, annually.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 Budget includes **\$276.2 million** for PHMSA. PHMSA will continue to invest in the safe transportation of hazardous materials across all modes of transportation. PHMSA's hazardous materials safety programs are subject to reauthorization and will be included in the Administration's forthcoming surface transportation legislative proposal. PHMSA's pipeline safety programs must be reauthorized as well, though Congress has traditionally done so through a separate vehicle. Last June, the Administration transmitted the "Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2019" to Congress for consideration, and it is the basis for PHMSA's FY 2021 Budget request for its pipeline safety programs.

KEY COMPONENTS OF THE REQUEST

Pipeline Safety: \$163.0 million is requested to develop National pipeline safety standards and policy, verify compliance with safety standards through inspections, address emerging issues in Liquefied Natural Gas (LNG) facility development, investigate pipeline incidents, execute enforcement actions where warranted, and conduct research to improve safety. PHMSA's investments in research and development will be enhanced by conducting some research at an existing DOT facility, engaging uniquely qualified research and industry partners in the advancement of safety through innovation. To address challenges in the recruitment and retention of specialized engineering professionals, PHMSA's request funds incentive programs available to Federal agencies to ensure a highly trained and qualified workforce is available to support the safety mission.

Hazardous Materials Safety: \$60.7 million is requested to manage the evolving challenges of packaging and shipping hazardous materials,

conduct inspections including the implementation of a new program to **train and certify State partner inspectors, train first responders, and invest in promising research** and development that **solves complex packaging and shipping challenges**, including those associated with the transport of LNG. These cost-effective partner programs expand direct safety inspection resources resulting in a high safety impact.

Emergency Preparedness Grants: \$28.3 million is requested to help communities **develop hazardous materials emergency response plans** and to train first responders to safely respond to accidents involving hazardous materials in local communities. These funds produce the Emergency Response Guidebook that provides first responders with reference materials for safe incident response.

Operational Expenses: \$24.2 million is requested for operational expenses to support the safety management organization and to invest in PHMSA's contract safety programs.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 Budget includes \$1 billion to support a 10-year reauthorization of hazardous materials programs managed by PHMSA. The hazmat provisions of the surface transportation reauthorization proposal address the following priorities.

Prepare for the Future: The proposal will focus on improving first responders' access to near real-time emergency response information and will strengthen State inspection and enforcement participation efforts. The proposal will also enhance PHMSA's ability to partner with its stakeholders and leverage new technologies and other innovations with potential to improve hazardous materials transportation safety.

Take Care of What You Have: The proposal will improve the hazmat program's overall effectiveness by streamlining existing grant programs and clarifying eligibility requirements in order to improve public education efforts about hazardous materials safety. The proposal will also make improvements to PHMSA's inspection and investigative authority, the special permit program, and to PHMSA's data reporting of various activities.

MARITIME ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
OPERATIONS AND TRAINING (GF)	149.4	152.6	137.8
STATE MARITIME ACADEMY OPERATIONS (GF)	345.2	342.3	337.7
SHIP DISPOSAL (GF)	5.0	5.0	4.2
ASSISTANCE TO SMALL SHIPYARDS (GF)	20.0	20.0	0.0
MARITIME SECURITY PROGRAM (GF) [Defense]	300.0	300.0	314.0
MARITIME GUARANTEED LOANS (TITLE XI) (GF)	3.0	3.0	0.0
PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (GF)	292.7	225.0	0.0
<i>CANCELLATION – (GF) (Non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-34.7]</i>
<i>CANCELLATION – (GF) (Non-add) [Defense]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-20.6]</i>
TOTAL	1,115.4	1,047.9	793.7
Full Time Equivalent Employment	733	785	775

OVERVIEW

The United States is a maritime Nation, and the Maritime Administration's (MARAD) programs strengthen and promote the economic competitiveness, efficiency, and productivity of the U.S. maritime transportation system and help to ensure sealift capability and capacity is available to support the Nation's military defense and economic security needs. MARAD remains focused on marine transportation policies that improve safety and security, address our Nation's critical maritime infrastructure gaps, and leverage technology to meet the needs and challenges of the marine transportation system. A strong, resilient marine transportation system is required to keep the United States competitive in the global economy and to maintain our military strength.

MARAD programs focus on areas related to shipyards, ports, waterways, ships and shipping, vessel operations, National security and strategic mobility, ship disposal, and maritime education. MARAD works to maintain a strong U.S. Merchant Marine, which enables expanding trade and commerce opportunities while supporting National security, creates quality jobs in the United States, and leads to economic growth. The agency operates the United States Merchant Marine Academy (USMMA) and supports six State Maritime Academies (SMAs). In addition, MARAD partners with the Department of Defense (DoD) to maintain a fleet of ships in reserve to provide sealift to transport military equipment and supplies during war and National emergencies. MARAD also disposes of obsolete noncombatant Government ships.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 President's Budget requests **\$793.7 million** to fund programs that foster and promote the U.S. Merchant Marine and maritime transportation infrastructure, and the American ship building industry. MARAD programs also help U.S. flag commercial vessels compete globally, while maintaining sealift readiness to meet National security requirements.

KEY COMPONENTS OF THE REQUEST INCLUDE

- › **Operations and Training: \$137.8 million** is requested to support the USMMA and MARAD Operations and Programs. Within this amount:
 - **United States Merchant Marine Academy: \$81.9 million** is requested for the USMMA to provide mission-essential program requirements to support the highest standards of excellence to educate and train the next generation of seagoing officers and maritime leaders. Funding will support **\$76.4 million for operating expenses**, and **\$5.5 million for facility maintenance and repair needs** of the Academy's aging buildings and infrastructure.
 - **Operations and Programs: \$55.9 million** is requested for MARAD Operations and Programs to provide the resources to support the core agency infrastructure, including professional staff for its operating mission and support program initiatives.
- › **State Maritime Academy Operations: \$337.7 million** is requested to provide Federal assistance to support the six SMAs that educate and train mariners who will become leaders in the U.S. marine transportation infrastructure.
- **National Security Multi-Mission Vessel (NSMV): \$300 million** is requested to continue the critical recapitalization of the aging training school ships.
- **School Ship Maintenance and Repair: \$30.5 million** is requested to **maintain the six current SMA training ships** in compliance with the U.S. Coast Guard and American Bureau of Shipping requirements, and training ship capacity-sharing measures to allow uninterrupted availability of mandatory at-sea training requirements for SMA cadets. The training ships are the single most important element provided by the Federal Government to enable these schools to operate as maritime academies, and are an essential part of each school's training program to graduate students qualified to take the U.S. Coast Guard licensing examination.
- **Direct Support of SMAs: \$7.2 million** is requested to support the SMAs, which includes **\$3 million** in direct payments to the schools for **maintenance and support**, **\$2.4 million** for **student tuition assistance**, and **\$1.8 million** for **training ship fuel assistance**.
- › **Maritime Security Program: \$314 million** is requested for the Maritime Security Program

(MSP) to maintain a commercial fleet of vessels that can support a U.S. presence in foreign commerce and military sealift requirements. A modest increase in stipend funding in FY 2021 will allow MSP operators and vessels to continue remaining competitive in the global marketplace. MSP provides the United States the ability to transfer critical military equipment and supplies by sea during times of conflict, National emergencies, and other contingency situations. This funding also provides a global network of critical capabilities including intermodal facilities to unload and transport the cargo to the required destination on the ground.

› **Ship Disposal: \$4.2 million** is requested for the Ship Disposal Program activities and support. This funding includes **\$3 million to maintain the Nuclear Ship SAVANNAH (NSS)** in protective storage per Nuclear Regulatory Commission license requirements, while ongoing decommissioning of the vessel's defueled nuclear reactor, components, and equipment is in progress.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Operations and Maintenance (HMTF)	36.0	38.0	30.7
Full Time Equivalent Employment	127	144	143

OVERVIEW

The Saint Lawrence Seaway Development Corporation (SLSDC), a wholly-owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This includes maintaining and operating the two U.S. Seaway locks (Eisenhower and Snell) located in Massena, N.Y., and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

The SLSDC remains dedicated to safely and efficiently operating the U.S. portion of the St. Lawrence Seaway, while also promoting the economic benefits of the marine mode, attracting new cargoes to the Great Lakes Seaway System, and leveraging technology and innovation to enhance the system's performance and safety.

The SLSDC, through international agreements, coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and regulations, overall day-to-day waterway and lock operations, traffic management, and trade and economic development programs.

Since the binational waterway's opening in 1959, nearly 3 billion metric tons of cargo valued at more than \$450 billion has moved through the St. Lawrence Seaway. SLSDC operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users.

SLSDC operational and infrastructure initiatives supporting Great Lakes Seaway System commercial trade supports 147,500 U.S. jobs and generates associated annual economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in Federal, State, and local tax revenue.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 President's Budget requests **\$30.7 million** from the Harbor Maintenance Trust Fund (HMTF) to support the SLSDC's priority areas of safety, waterway and lock operations, and infrastructure.

Seaway Operations and Maintenance: \$20.2 million is requested for the operations and maintenance of the U.S. portion of the binational St. Lawrence Seaway. This request will provide the SLSDC with the financial and personnel resources (143 full-time equivalents) necessary to perform the operational, maintenance, and administrative functions of the agency, including **lock operations, marine services, vessel traffic control, engineering and maintenance, safety and environmental inspections, and trade and economic development.**

Seaway Infrastructure: \$10.5 million is requested to fund eight infrastructure-related capital projects, which include:

- **U.S. Eisenhower Lock: \$6.5 million** for rehabilitation work including:
 - **\$2.5 million** to replace deteriorated and damaged **concrete**;
 - **\$2 million to replace the diffusers** that are used to dampen the flow of water when the lock is emptied; and
 - **\$2 million** to blast clean and paint the **vertical lift gate**, an emergency closure that is used in the event of miter gate failure.

➤ **U.S. Snell Lock: \$3 million** for installation of systems including:

- **\$2 million for air curtains**, which will stop floating ice from entering the lock during the Seaway opening and closing periods; and
- **\$1 million for an ice flushing system** which will remove floating ice from the lock chamber to make room for transiting vessels and to prevent damage to vessels and lock structures.

OFFICE OF THE SECRETARY

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
SALARIES AND EXPENSES (GF)	113.9	115.5	127.4
NAT'L SURFACE TRANSP. AND INNOVATIVE FINANCE BUREAU (GF)	5.0	5.0	4.3
TRANSPORTATION PLANNING, RESEARCH & DEVELOPMENT (GF)	7.9	10.9	9.4
OFFICE OF CIVIL RIGHTS (GF)	9.5	9.5	9.6
FINANCIAL MANAGEMENT CAPITAL (GF)	2.0	2.0	2.0
ESSENTIAL AIR SERVICE (SF)	146.0	150.4	154.3
PAYMENTS TO AIR CARRIERS (TF)	175.0	162.0	141.7
NATIONAL INFRASTRUCTURE INVEST. (BUILD) (GF)	900.0	1,000.0	1,000.0
NATIONAL INFRASTRUCTURE INVEST. (INFRA) (GF)	0.0	0.0	1,000.0
RESEARCH AND TECHNOLOGY (GF)	8.5	21.0	11.0
CYBERSECURITY INITIATIVES (GF)	15.0	15.0	22.0
SMALL AND DISADVANTAGED BUSINESS UTILIZ. & OUTREACH/MBRC (GF)	4.0	4.6	4.7
TIFIA (TF)	0.0	0.0	311.0
TOTAL	1,386.7	1,495.9	2,797.3
Full Time Equivalent Employment	1,404	1,611	1,681

OVERVIEW

The Office of the Secretary (OST) is responsible for program and policy development and oversight within the Department of Transportation. OST also manages grant, research, credit, and other programs that support essential infrastructure, advancements in safety and technology, and economic viability.

OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding for the Better Utilizing Investments to Leverage Development (BUILD) transportation discretionary grants program and the Infrastructure for Rebuilding America (INFRA) discretionary grant program. In addition, OST works to broaden the availability of funding for infrastructure through the management of the Department's innovative finance programs.

OST coordinates the development of National transportation policy to promote the Secretary's priorities of safety, infrastructure, and innovation, as well as research and analysis to advance emerging transportation technologies. Other critical OST activities include supporting commercial flight access for rural communities, ensuring fairness to airline travelers. The Office of the Secretary is leading the Department's efforts at appropriate regulatory reforms to reduce duplication and increase efficiencies while preserving the high standards of the world's safest transportation system. From January 2017 through December 2019, the Department has finalized 60 deregulatory actions with net present value cost savings to the American people of over \$3.6 billion. In the Fall 2019 Unified Agenda, the Department was pursuing more deregulatory actions than any other Federal agency.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 President's Budget requests **\$2.8 billion** for OST to sustain its oversight responsibilities, continue strategic Departmental priorities such as investing in cybersecurity and improving efficiencies through shared services, and continue funding for critical grant programs.

KEY COMPONENTS OF THE REQUEST

- › **TIFIA: \$311 million:** *Additional details on this account will be provided in the proposed surface transportation reauthorization proposal.*
- › **BUILD Transportation Grants Program: \$1 billion** to fund critical **transportation projects** that benefit a local community or region through a **merit-based, competitive program**. BUILD provides an equitable geographic distribution of funds as well as an appropriate balance in addressing rural and urban communities' needs with infrastructure investments across a variety of transportation modes.
- › **INFRA Grant Program: \$1 billion** in General Funds to support project sponsors who propose economically sound and cost-effective projects, leverage Federal assistance, incorporate innovation into their projects, and commit to accountability, all while meeting strict congressional requirements. The INFRA program rewards project sponsors who propose cost effective freight and congestion relief projects, leverage federal assistance, and incorporate innovation into their projects.
- › **Salaries and Expenses: \$127 million** for salaries and expenses for the Secretarial offices. The OST Offices serve as advisors to the Secretary on a wide range of areas while also maintaining oversight controls on the Department's programs, initiatives, and policies. These Offices contribute to the advancement of the Department's strategic goals, from safety to infrastructure and innovation, to regulatory reform. The request supports OST's continued role leading the Department's regulatory reform task force (RRTF), implementing safe, sensible, and effective regulatory reform pursuant to Executive Orders 13771 and 13777. Also, in this request is a proposal to consolidate Public Affairs and Governmental Affairs activities within OST.
- › **Financial Management Capital: \$2 million** to continue the execution of the DATA Act compliance requirements and full implementation of G-Invoicing to include all data standardization initiatives, in addition to other necessary projects to support efficiency in DOT financial management.
- › **Departmental Office of Civil Rights (DOCR): \$10 million** to support and advance internal and external civil rights initiatives, administer Federal civil rights statutes, and investigate Equal Employment Opportunity complaints.

- › **Small and Disadvantaged Business Utilization and Outreach (SDBUO): \$5 million** to assist small, disadvantaged, and women-owned businesses in participating in DOT and DOT-assisted contracts and grants, and fully fund existing Small Business Transportation Resource Centers.
- › **Transportation Planning, Research and Development Program: \$9 million** for research activities and studies to support the Secretary’s formulation of National transportation policies and advance emerging transportation technologies. Of this funding, the **Interagency Infrastructure Permitting Improvement Center** will receive **\$1.5 million** to streamline permitting review processes.
- › **Cybersecurity Initiatives: \$22 million** to continue to improve the compliance of DOT’s cybersecurity program, including modernizing the DOT cyber resiliency program and enterprise authentication and authorization capabilities.
- › **National Surface Transportation and Innovative Finance Bureau: \$4 million** will facilitate targeted Federal investments in infrastructure by streamlining the Department’s innovative finance programs. The budget request will also allow OST to further build upon its initial progress of consolidating these credit programs, and continue to develop and promote best practices for innovative financing and public-private partnerships, including the management of the Title XI program.
- › **Essential Air Service (EAS) program: \$296 million** to ensure that eligible small communities retain a link to the national air transportation system, funded from \$154 million of mandatory overflight fees collected

by the Federal Aviation Administration and a \$142 million discretionary appropriation. OST is **proposing reforms to ensure Federal funds are efficiently used, including a cost-sharing requirement** for communities found out of compliance with certain statutory provisions in recent years.

- › **Research and Development: \$11 million** to ensure coordination across the Department for transportation research, development, and technology activities.
- › **Working Capital Fund (WCF):** In FY 2021, the WCF will obligate an estimated \$703 million across the Department, including **\$153 million to continue the Department’s implementation of a Shared Services environment for human resources, procurement, and commodity information technology (IT)** investments. This builds on prior successes to consolidate resources and improve delivery of services across the Department.

SURFACE TRANSPORTATION REAUTHORIZATION PROPOSAL

In the coming months, the Administration will submit a comprehensive surface transportation reauthorization proposal to Congress for consideration. The FY 2021 President’s Budget request includes \$15.6 billion to support a 10-year authorization of certain activities in the Office of the Secretary (OST). Further, the proposed surface transportation reauthorization includes non-budgetary policy changes. OST includes programs operated under the Office of the Under Secretary of Transportation for Policy, including the Build America Bureau and the Office of the

Assistant Secretary for Research and Technology. The provisions of the proposal address the following four core themes that support the Administration and the Secretary's priorities.

Prioritizing Safety: The proposed surface transportation reauthorization will ensure that there is stronger collaboration between the Department of Transportation, transportation operators, and other stakeholders on safety data, to generate new insights and produce better safety outcomes. Other portions of the proposal will enhance the Bureau of Transportation Statistics' commitment to deliver high-quality, timely statistical data products – which will enhance safety and performance on all parts of the American transportation system.

Investing in Both Rural and Urban America:

The proposal will make robust investments in transportation infrastructure across America. The BUILD grant program, which provides awards to surface transportation projects, will be authorized for the first time, providing certainty to stakeholders. The INFRA grant program, which focuses on alleviating freight bottlenecks on major highways, will be re-authorized. Rural communities will have improved access to DOT financial assistance due to the authorization of the Rural Opportunities to Use Transportation for Economic Success (ROUTES) program and a new technical assistance program in the Build America Bureau to onboard new borrowers.

Preparing for the Future: Significant investment is made in the research area. The proposal will promote better research coordination, outcomes, and forward-thinking innovation

with the Department taking a long-term view of forthcoming technology advancements. Freight programs are bolstered by this Administration's proposal. Among the freight provisions, key elements include adjustments to the National Strategic Freight Plan and enhancements to State freight plans.

Build Infrastructure More Efficiently: The proposed surface transportation reauthorization includes several initiatives that will allow the public and private sectors to build infrastructure more efficiently. These reforms will reduce duplication, improve coordination among Federal agencies, and delegate more responsibility to State and local partners.

OFFICE OF INSPECTOR GENERAL

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Salaries and Expenses	92.6	94.6	98.2
Full Time Equivalent Employment	406	403	403

OVERVIEW

The Department of Transportation's Office of Inspector General (OIG) is committed to providing relevant and timely information about transportation issues to Congress, the Department, and the American public. OIG accomplishes this by fulfilling its statutory responsibilities under the Inspector General Act of 1978, as amended, while supporting DOT's mission and strategic goals, particularly its focus on safety. OIG works closely with Members of Congress, the Secretary, and senior Department officials to enhance the effectiveness and integrity of DOT programs through cost savings, recoveries, and efficiency gains.

OIG's mission is to improve the performance and integrity of DOT's programs to ensure a safe, efficient, and effective National transportation system, and to detect and prevent fraud, waste, and abuse. Its audit recommendations lead to substantial financial, programmatic, and safety improvements. Its investigations enhance safety by thwarting criminal activities that put lives at risk and protecting taxpayer investments through court-ordered fines, restitutions, recoveries, and forfeitures.

During FY 2019, OIG issued 87 audit reports containing 261 recommendations, and concluded investigations resulting in 67 indictments and 87 convictions. From FY 2015 through FY 2019, OIG achieved an average return on investment of \$23 for every appropriated dollar.

OIG's current 5-year Strategic Plan—which covers FY 2017 through FY 2021—describes goals, strategies, and performance measures for achieving OIG's mission and maintaining the core values of OIG's work—safety, accountability, and integrity.

HIGHLIGHTS OF THE FY 2021 PRESIDENT'S BUDGET

The FY 2021 President's Budget requests **\$98.2 million** to support OIG. These funds will be used to support independent and objective oversight of the Department's programs and activities to provide the Secretary, Congress and the American public with analyses necessary to improve the efficiency and effectiveness of the Department's operations.

SUPPORTING TABLES

SUPPORTING SUMMARY TABLES

BUDGETARY RESOURCES

Appropriations, Obligation Limitations, and FHWA and OST Exempt Obligations

in millions of dollars

ADMINISTRATION	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Federal Aviation Administration	17,452	17,618	17,522
Federal Highway Administration	49,212	49,227	50,721
Federal Motor Carrier Safety Administration	667	679	702
National Highway Traffic Safety Administration	966	989	965
Federal Transit Administration	13,460	12,910	13,214
Federal Railroad Administration	2,891	2,794	2,033
Pipeline and Hazardous Materials Safety Administration	273	280	276
Maritime Administration	1,115	1,048	794
Saint Lawrence Seaway Development Corporation	36	38	31
Office of the Secretary	1,387	1,496	2,797
Office of Inspector General	93	95	98
PHMSA User Fee Offsetting Receipt	-142	-145	-141
Cancellation of Discretionary Unobligated Balances (Non-Defense)	-47	-20	-266
Cancellation of Discretionary Unobligated Balances (Defense)	0	0	-21
Total DOT Budgetary Resources	87,363	87,008	88,725

CONTINUED...

SUPPORTING SUMMARY TABLES

BUDGET AUTHORITY

in millions of dollars

ADMINISTRATION	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Federal Aviation Administration	17,454	17,618	17,522
Federal Highway Administration	50,929	48,955	50,625
Federal Motor Carrier Safety Administration	667	676	702
National Highway Traffic Safety Administration	1,071	1,091	965
Federal Transit Administration	13,424	12,910	13,214
Federal Railroad Administration	2,875	2,794	1,941
Pipeline and Hazardous Materials Safety Administration	273	282	276
Maritime Administration	1,169	1,058	740
Saint Lawrence Seaway Development Corporation	36	38	31
Office of the Secretary	1,469	1,887	2,796
Office of Inspector General	93	95	98
Offsetting Receipts	-1,938	-2,079	-720
Total DOT Budget Authority	87,522	85,323	88,189

OUTLAYS

in millions of dollars

ADMINISTRATION	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Federal Aviation Administration	16,670	17,931	18,105
Federal Highway Administration	45,712	46,718	48,411
Federal Motor Carrier Safety Administration	585	715	684
National Highway Traffic Safety Administration	1,028	1,131	1,147
Federal Transit Administration	13,371	14,291	15,349
Federal Railroad Administration	2,262	2,443	2,062
Pipeline and Hazardous Materials Safety Administration	257	306	318
Maritime Administration	552	672	697
Saint Lawrence Seaway Development Corporation	40	50	33
Office of the Secretary	896	1,609	2,016
Office of Inspector General	96	95	98
Offsetting Receipts	-1,938	-2,079	-720
Total DOT Outlays	79,530	83,883	88,200

CONTINUED...

SUPPORTING SUMMARY TABLES

FULL TIME EQUIVALENT EMPLOYMENT – TOTAL

in millions of dollars

ADMINISTRATION	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2021 PRESIDENT'S BUDGET
Federal Aviation Administration	44,103	45,425	45,496
Federal Highway Administration	2,633	2,655	2,653
Federal Motor Carrier Safety Administration	1,122	1,183	1,181
National Highway Traffic Safety Administration	576	620	618
Federal Transit Administration	555	573	578
Federal Railroad Administration	923	927	920
Pipeline and Hazardous Materials Safety Administration	555	582	581
Maritime Administration	733	785	775
Saint Lawrence Seaway Development Corporation	127	144	143
Office of the Secretary	1,404	1,611	1,681
Office of Inspector General	406	403	403
Total DOT Full Time Equivalent Employment	53,137	54,908	55,029



**U.S. Department
of Transportation**

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