

BUDGET HIGHLIGHTS

2023

SECRETARY OF TRANSPORTATION
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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.

The FY 2023 budget materials were prepared prior to enactment of PL 117-103 (March 15th, 2022) and reflect a full year Continuing Resolution as the FY 2022 reference point. An updated reference table, reflecting the enactment of FY 2022 Appropriations (PL 117-103), is found on page 5 of this document.

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
PHMSA	Pipeline and Hazardous Materials Safety Administration
MARAD	Maritime Administration
GLS	Great Lakes St. Lawrence Seaway Development Corporation
OST	Office of the Secretary
OIG	Office of the Inspector General
BA	Budget Authority
CA	Contract Authority
Oblim	Limitation on Obligations
CR	Continuing Resolution
FTE	Full Time Equivalent
GF	General Fund
TF	Trust Fund
SF	Special Fund
BIL	Bipartisan Infrastructure Law
IIJA	Infrastructure Investment and Jobs Act
FAST Act	Fixing America's Surface Transportation Act
ARPA	American Rescue Plan Act of 2021
COVID-19	Coronavirus Disease 2019

EXECUTIVE SUMMARY

The enactment of the Bipartisan Infrastructure Law (BIL) provides a unique, historic opportunity to conceive of a new vision for our transportation infrastructure and to deliver upon those promises to the American people. The Department of Transportation's FY 2023 Budget Request of **\$105 billion** will advance safety, modernize our Nation's infrastructure to meet the challenges of the future, and address long standing backlogs in the state of good repair of our Nation's most critical transportation assets. With the inclusion of the additional \$37 billion in guaranteed advance appropriations provided under BIL, the Department's total budget for FY 2023 will be **\$142 billion**. Collectively, these funds will increase access to safe, clean, and reliable transportation; create jobs across the country; and strengthen our economy.

Highlights of our Budget Request include:

- **\$18.6 billion** for the **Federal Aviation Administration (FAA)**, including:
 - › **\$536.3 million** to improve the physical condition of the FAA facilities that house the workforce and technology at the heart of the FAA's air traffic control facilities.
 - › **\$1 billion** to operationalize NextGen, thus delivering the benefits of these innovations to the users of the Nation's airspace.
 - › **\$11.9 billion** for Operations to promote aviation safety and efficiency, including **\$96 million** for 13 proposals that will equip the FAA to meet the

challenges of tomorrow. These proposals include **\$17.5 million** to address Aircraft Certification reform legislation, **\$11.4 million** to strengthen Aviation Safety Oversight, **\$24.9 million** to protect the FAA's most critical infrastructure against the increasing risk of undetected cyber-attacks, and **\$13.3 million** for Enterprise Information Management, and **\$28.9 million** to address several initiatives in the areas of commercial space and new entrants, climate, and equity.

- › The **Bipartisan Infrastructure Law also provides \$5 billion** in advance appropriations, which when coupled with the FY 2023 President's Budget represents a **\$23.6 billion** commitment.
- **\$59.5 billion** for the **Federal Highway Administration**, including:
 - › **\$29 billion** for the National Highway Performance Program, **\$14.1 billion** for Surface Transportation Block Grants, and **\$1.7 billion** for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program.
 - › The **Bipartisan Infrastructure Law also provides \$9.5 billion** in advanced appropriations, which when combined with the FY 2023 President's Budget will result in a total of **\$68.9 billion**.
- **\$16.9 billion** for **Transit**, including:
 - › **\$2.9 billion for Capital Investment Grants (CIG)**, plus \$1.6 billion in advance appropriations

under the BIL, will provide a significant investment in the construction of major capital projects and new and expanded transit service to many local communities.

› **\$200 million for Transit Infrastructure**

Grants – to support the Zero Emission System Transformation Planning Program, Climate Resilience and Adaptation Grants, and Integrated Smart Mobility Pilot Grants.

› The **Bipartisan Infrastructure Law also**

provides \$4.3 billion in advance appropriations, which when added to the FY 2023 President's Budget represents a **\$21.1 billion** investment.

• **\$4.7 billion for Rail**, including:

› **\$3 billion for Amtrak**, which represents an historic level of investment that, when combined with \$4.4 billion in supplemental funding provided by BIL, will reverse decades of underinvestment in intercity passenger rail and address Amtrak's backlog of state-of-good-repair projects.

› **\$245 million** for the newly authorized **Railroad**

Crossing Elimination program, which will provide funding to tackle complex grade separation projects that studies have shown can have pronounced effects on improving transportation safety.

› The **Bipartisan Infrastructure Law also**

provides \$13.2 billion in advance appropriations, which when added to the FY 2023 President's Budget represents a **\$17.9 billion** investment.

• **\$1.3 billion for the National Highway Traffic Safety Administration (NHTSA)**, including:

› **\$45.1 million** for **Rulemaking** programs and activities, including **\$27.5 million** for the **Corporate Average Fuel Economy (CAFE)** program. This funding level will support establishment of the next

phase of CAFE standards for light vehicles and maximum fuel efficiency standards for medium- and heavy-duty trucks and represents meaningful progress toward achieving the Administration's Climate Agenda.

› The **Bipartisan Infrastructure Law also**

provides \$322 million in advance appropriations, which when combined with the FY 2023 President's Budget represents a **\$1.59 billion** investment.

• **\$339 million for the Pipeline and Hazardous Materials Safety Administration**, including:

› **\$187.8 million for Pipeline Safety**, to develop pipeline safety standards, encourage the use of safety management systems, conduct safety checkups, investigate pipeline incidents, and conduct research to inform safety regulation and policy, especially as it relates to cleaner fuels that support the environment. PHMSA is addressing and implementing the 36 mandates called for in the PIPES Act (Act) of 2020. The request funds 35 additional inspection and enforcement staff and 8 regulatory experts called for in the Act.

› The **Bipartisan Infrastructure Law**

also provides \$200 million in advanced appropriations, which when combined with the FY 2023 President's Budget, represents a **\$539 million** investment.

• **\$906.7 million for the Maritime Administration**, including:

› **\$99.7 million** for the **United States Merchant Marine Academy** to fund academic operating expenses, implement measures such as the Every Mariner Builds a Respectful Culture (EMBARC) program to help prevent sexual assault and

sexual harassment, and support routine and unplanned emergency facility maintenance and repair needs of the Academy's aging buildings and infrastructure. This funding will support continued efforts to address recommendations provided by the National Academy of Public Administration in their recent report, *Organizational Assessment of the U.S. Merchant Marine Academy: A Path Forward*.

- › **\$230 million** for **Port Infrastructure Development Program (PIDP)** for grants to improve port infrastructure and facilities, and to stimulate economic growth in and around ports, while also improving safety, addressing climate change and equity, and strengthening resiliency.
- › The **Bipartisan Infrastructure Law** also **provides \$450 million** in advance appropriations, which when coupled with the FY 2023 President's Budget represents a **\$1.4 billion** commitment.
- **\$38.5 million** for the **Great Lakes St. Lawrence Seaway Development Corporation (GLS)**, for priority investments related to safety, waterway and lock operations, and necessary infrastructure to support commercial trade on the St. Lawrence Seaway.
- **\$1.5 billion** for the **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** discretionary grants and the new **National Infrastructure Project Assistance (Mega) Grant** program, which provide a unique opportunity to invest in the Nation's surface transportation infrastructure, including roads and highways, public transportation facilities, freight and passenger rail, and port infrastructure.
- The Bipartisan Infrastructure Law also provides **\$2.5 billion** for these programs.

- Strategies to Increase **Safety**, including programs that will help the Department reach the ambitious goals outlined in the National Roadway Safety Strategy (NRSS):

- › **\$3 billion** for FHWA's **Highway Safety Improvement Program (HSIP)**, which seeks to reduce the number of lives lost on our Nation's highways, bridges, and roads. The HSIP is one of the most important Federal programs for transportation agencies in their efforts to protect all road users. New guidance released by FHWA ensures that funds are used strategically to make travel safer, including protecting people outside of vehicles, such as people walking, biking, or using mobility assistive devices.
- › **\$506 million** for FMCSA's **Motor Carrier Safety Grants (MCSG)**. The BIL provides an additional **\$125 million** in advance appropriations, for total anticipated budgetary resources of **\$631 million**. This represents an ongoing investment into commercial motor vehicle safety through the consistent nationwide application and enforcement of commercial motor vehicles (CMV) and commercial driver's license laws. These grants to State and local partners help train and equip more than 12,000 enforcement officers to increase CMV safety oversight nationwide through inspections, traffic enforcement, audits, investigations, and technology investments.
- › **\$49.8 million** for **NHTSA's Vehicle Safety Research**, to study vehicle improvements and other technological advances that can better protect people in a crash and reduce the likelihood of crashes. This includes \$18.1 million for **Advanced Driver Assistance Systems (ADAS)** including \$3.1 million for **Heavy Vehicle**

Safety Technologies programs that support testing and deployment of safety technologies for passenger vehicles, large trucks, and buses, as well as \$11.8 million for **Automated Driving Systems (ADS)** research that facilitates innovation and development of new tests, tools, and procedures to properly evaluate the safety of new technologies surrounding highly and fully automated vehicles.

- Initiatives to promote **Equity**, including:
 - › **\$110.7 million** for **Thriving Communities**, which will provide technical assistance and capacity building to help disadvantaged communities advance transformative, equitable and climate-friendly infrastructure projects. The program will foster equitable economic growth, reduce transportation cost-burden, improved public health and mobility, and increase access to economic opportunity. This program aims to provide in-depth, hands-on technical assistance resulting in at least one community-led infrastructure project per State and territory.
 - › **\$350 million** for the **Rural Surface Transportation Grant** Program, which will award competitive grants to improve and expand the surface transportation infrastructure in rural areas, increasing connectivity, improving safety, and improving quality of life.
 - › **\$20 million** for **Equity initiatives in the Office of the Secretary**, including funds to launch the Secretary's Transportation Equity Advisory Committee and further the ambitious Diversity, Equity, Inclusion, and Accessibility Strategy; develop a National Equity Accelerator, which will provide hands-on support to underserved and overburdened communities accessing DOT

funds; and efforts to improve data collection and develop outcome measures, including completion of a National Transit Map to improve information on transit access, and system quality.

- Programs to address **Climate Change**, including:
 - › Efforts to reduce greenhouse gas emissions on our Nation's highways, such as **\$1 billion** for the new **National Electric Vehicle Infrastructure Formula Program** to help States create a network of convenient, affordable, and reliable electric vehicle charging stations; **\$400 million** for the **Charging and Fueling Infrastructure Grants Program** that will award competitive grants to further increase electric vehicle charging access in locations throughout the country, including in rural and underserved communities; and **\$1.3 billion** for the **Carbon Reduction Program**, which will provide formula grants to States to reduce transportation emissions.
 - › **\$200 million for Transit Infrastructure Grants**, of which **\$100 million** will support the **Climate Resilience and Adaptation Program** to fund competitive grants to improve the resilience of transit assets to climate-related hazards.
 - › **\$74 million** for FAA's **NextGen Environmental Research**, which will support efforts to develop new aircraft and engine technologies, and advance sustainable aviation fuels, and **\$12.4 million** for **Alternative Fuels Research** to support replacement of leaded aviation gasoline with a high-octane, safe unleaded alternative that reduces the impact of aviation operations on climate change and air quality.
 - › **\$108.1 million** for the **Office of the Inspector General**, to support independent oversight of DOT's programs and operations.

U.S. DEPARTMENT OF TRANSPORTATION

Budgetary Resources

Includes FY 2022 Enacted Levels

(in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF)(D)	11,001,500	-	11,001,500	11,414,100	-	11,414,100	11,933,821	-	11,933,821
FACILITIES & EQUIPMENT (GF/TF)(D)	3,015,000	-	3,015,000	2,992,888	1,000,000	3,992,888	3,015,000	1,000,000	4,015,000
RESEARCH, ENGINEERING & DEVELOPMENT (TF)(D)	198,000	-	198,000	248,500	-	248,500	260,500	-	260,500
GRANTS-IN-AID FOR AIRPORTS (GF)(D)	400,000	2,000,000	2,400,000	554,180	-	554,180	-	-	-
GRANTS-IN-AID FOR AIRPORTS (TF)(M)	3,350,000	-	3,350,000	3,350,000	-	3,350,000	3,350,000	-	3,350,000
RELIEF FOR AIRPORTS (GF)(M)	-	8,000,000	8,000,000	-	-	-	-	-	-
EMPLOYEE LEAVE FUND (GF)(M)	-	9,000	9,000	-	-	-	-	-	-
AIRPORT INFRASTRUCTURE GRANTS (GF)(D)	-	-	-	-	3,000,000	3,000,000	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
TOTAL:	17,964,500	10,009,000	27,973,500	18,559,668	5,000,000	23,559,668	18,559,321	5,000,000	23,559,321
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (TF)(M)	46,365,092	-	46,365,092	57,473,430	-	57,473,430	58,764,511	-	58,764,511
EXEMPT OBLIGATIONS (TF)(M)	602,577	-	602,577	602,577	-	602,577	602,577	-	602,577
EMERGENCY RELIEF (TF)(M)	94,300	-	94,300	94,300	-	94,300	94,300	-	94,300
HIGHWAY INFRASTRUCTURE PROG (GF)(D)	2,000,000	10,000,000	12,000,000	2,444,928	9,454,400	11,899,328	-	9,454,400	9,454,400
EMERGENCY RELIEF (GF)(D)	-	-	-	2,600,000	-	2,600,000	-	-	-
ADMIN EXPENSES (Non-add)	478,897	-	478,897	466,965	86,816	553,781	476,784	86,816	563,600
TOTAL:	49,061,969	10,000,000	59,061,969	63,215,235	9,454,400	72,669,635	59,461,388	9,454,400	68,915,788

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Enacted Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMIN									
OPERATIONS & PROGRAMS (TF)(M)	328,143	-	328,143	360,000	-	360,000	367,500	-	367,500
OPERATIONS & PROGRAMS (GF)(D)	-	-	-	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (GF)(D)	-	-	-	-	124,500	124,500	-	124,500	124,500
MOTOR CARRIER SAFETY GRANTS (TF)(M)	419,800	-	419,800	496,000	-	496,000	506,150	-	506,150
TOTAL:	747,943	-	747,943	856,000	134,500	990,500	873,650	134,500	1,008,150
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN									
OPERATIONS AND RESEARCH (GF)(D)	194,167	-	194,167	200,000	-	200,000	272,650	-	272,650
IMPAIRED DRIVING/ GRADE XING (GF)(D)	17,000	-	17,000	-	-	-	-	-	-
OPERATIONS AND RESEARCH (TF)(M)	155,300	-	155,300	192,800	-	192,800	197,000	-	197,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)(M)	623,017	-	623,017	774,300	-	774,300	795,220	-	795,220
CRASH DATA (GF)(D)	-	-	-	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY&BEHAV RESRCH (GF)(D)	-	-	-	-	109,700	109,700	-	109,700	109,700
SUPP HIGHWAY TRAFFIC SAFETY PROGRAMS (GF)(D)	-	-	-	-	62,000	62,000	-	62,000	62,000
TOTAL:	989,484	-	989,484	1,167,100	321,700	1,488,800	1,264,870	321,700	1,586,570
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF)(D)	2,014,000	-	2,014,000	2,248,000	1,600,000	3,848,000	2,850,000	1,600,000	4,450,000
WASHINGTON METRO AREA TRANSIT AUTHORITY (GF)(D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
ADMINISTRATIVE EXPENSES (GF)(D)	121,052	-	121,052	-	-	-	-	-	-
ADMINISTRATIVE EXPENSES [non-add] (Trust Fund) (TF)(M)	-	-	-	[131,000]	-	[131,000]	[134,930]	-	[134,930]
TRANSIT RESEARCH (GF)(D)	-	-	-	-	-	-	30,000	-	30,000
TECHNICAL ASSISTANCE & TRAINING (GF)(D)	7,500	-	7,500	7,500	-	7,500	8,000	-	8,000
TRANSIT INFRASTRUCTURE GRANTS (GF)(D/M)	516,220	44,461,356	44,977,576	504,263	2,050,000	2,554,263	200,000	2,050,000	2,250,000
TRANSIT FORMULA GRANTS (TF)(M)	10,150,348	-	10,150,348	13,355,000	-	13,355,000	13,634,000	-	13,634,000
ALL STATIONS ACCESSIBILITY PROG (GF)(D)	-	-	-	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAMS (GF)(D)	-	-	-	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
Cancellation [non-add] Inactive Transit Programs (GF)(D)	(1,959)	-	(1,959)	(6,734)	-	(6,734)	-	-	-
TOTAL:	12,959,120	44,461,356	57,420,476	16,264,763	4,250,000	20,514,763	16,872,000	4,250,000	21,122,000

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Enacted Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF)(D/M)	700,000	1,625,819	2,325,819	874,501	1,200,000	2,074,501	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF)(D/M)	1,300,000	1,074,181	2,374,181	1,456,870	3,200,000	4,656,870	1,800,000	3,200,000	5,000,000
<i>AMTRAK SUBTOTAL [non add] (GF)</i>	<i>2,000,000</i>	<i>2,700,000</i>	<i>4,700,000</i>	<i>2,331,371</i>	<i>4,400,000</i>	<i>6,400,000</i>	<i>3,000,000</i>	<i>4,400,000</i>	<i>7,400,000</i>
RAILROAD RESEARCH & DEV (GF)(D)	41,000	-	41,000	43,000	-	43,000	58,000	-	58,000
SAFETY & OPERATIONS (GF)(D)	234,905	-	234,905	240,757	-	240,757	254,426	-	254,426
CRISI GRANTS (GF)(D)	375,000	-	375,000	625,000	1,000,000	1,625,000	500,000	1,000,000	1,500,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF)(D)	-	-	-	-	600,000	600,000	245,000	600,000	845,000
FED STATE PARTNERSHIP (GF)(D)	200,000	-	200,000	100,000	7,200,000	7,300,000	555,000	7,200,000	7,755,000
RESTORATION AND ENHANCEMENT GRANTS (GF)(D)	4,720	-	4,720	-	-	-	50,000	-	50,000
MAGNETIC LEVITATION TECH DEPL (GF)(D)	2,000	-	2,000	-	-	-	-	-	-
<i>Cancellation (D) [non-add] Inactive Rail Grant Programs (GF)(D)</i>	<i>(36,921)</i>	<i>-</i>	<i>(36,921)</i>	<i>(15,042)</i>	<i>-</i>	<i>(15,042)</i>	<i>-</i>	<i>-</i>	<i>-</i>
TOTAL:	2,857,625	2,700,000	5,557,625	3,340,128	13,200,000	16,540,128	4,662,426	13,200,000	17,862,426
PIPELINE & HAZARDOUS MATERIALS SAFETY									
OPERATIONAL EXPENSES (GF)(D)	28,715	-	28,715	29,100	-	29,100	30,150	-	30,150
HAZARDOUS MATERIALS SAFETY (GF)(D)	62,000	-	62,000	66,829	-	66,829	74,211	-	74,211
EMERGENCY PREP GRANTS (SF)(M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
EMERGENCY PREP GRANT (GF)(D)	1,000	-	1,000	-	-	-	-	-	-
PIPELINE SAFETY (SF)(D)	145,000	-	145,000	155,000	-	155,000	158,800	-	158,800
PIPELINE SAFETY TRUST FUND (TF)(D)	23,000	-	23,000	27,650	-	27,650	29,000	-	29,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
TOTAL:	288,033	-	288,033	306,897	200,000	506,897	338,986	200,000	538,986

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Enacted Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
MARITIME ADMINISTRATION									
OPERATIONS AND TRAINING (GF)(D)	155,616	-	155,616	172,204	25,000	197,204	192,000	-	192,000
STATE MARITIME ACADEMY OPERATIONS (GF)(D)	432,700	-	432,700	423,300	-	432,700	77,700	-	77,700
SHIP DISPOSAL (GF)(D)	4,200	-	4,200	10,000	-	10,000	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF)(D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF)(D)	314,000	-	314,000	318,000	-	318,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF)(D)	3,000	-	3,000	3,000	-	3,000	3,000	-	3,000
PORT INFRASTRUCTURE DEVELOPMENT (GF)(D)	230,000	-	230,000	234,310	450,000	684,310	230,000	450,000	680,000
CABLE SECURITY FLEET [Defense] (GF)(D)	10,000	-	10,000	10,000	-	10,000	-	-	-
TANKER SECURITY PROGRAM [Defense] (GF)(D)	-	-	-	60,000	-	60,000	60,000	-	60,000
<i>Cancellation (D) [non-add] Prior Year Balances [non-Defense] (GF)</i>	-	-	-	-	-	-	(12,000)	-	(12,000)
<i>Cancellation [non-add] MSP Prior Year Balances [Defense] (GF)(D)</i>	-	-	-	-	-	-	(55,000)	-	(55,000)
TOTAL:	1,169,516	-	1,169,516	1,250,814	475,000	1,725,814	906,700	450,000	1,356,700
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF)(D)	38,000	-	38,000	38,000	-	38,000	38,500	-	38,500
INSPECTOR GENERAL (GF)(D)	98,150	-	98,150	103,150	-	103,150	108,073	-	108,073

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Enacted Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
OFFICE OF THE SECRETARY									
SALARIES AND EXPENSES (GF)(D/M)	126,174	[4,000]	126,174	141,500	-	141,500	184,419	-	184,419
FINANCE BUREAU (GF)(D)	5,000	-	5,000	3,800	-	3,800	3,850	-	3,850
TRANSP. PLANNING, RESRCH & DEV (GF)(D)	9,350	-	9,350	29,863	-	29,863	19,648	-	19,648
OFFICE OF CIVIL RIGHTS (GF)(D)	9,600	-	9,600	11,564	-	11,564	20,555	-	20,555
FIN MANAGEMENT CAPITAL (GF)(D)	2,000	-	2,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF)(M)	40,623	23,332	63,955	70,256	-	70,256	81,273	-	81,273
PAYMENT TO AIR CARRIERS (TF)(D)	141,724	-	141,724	350,000	-	350,000	368,727	-	368,727
NAT'L INFRASTRUCTURE INVESTMENTS (GF)(D)	1,000,000	-	1,000,000	775,000	2,500,000	3,275,000	1,500,000	2,500,000	4,000,000
RESEARCH AND TECHNOLOGY/ARPA-I (GF)(D)	22,800	-	22,800	51,363	-	51,363	48,147	-	48,147
CYBER SECURITY INITIATIVE (GF)(D)	22,000	-	22,000	39,400	-	39,400	48,100	-	48,100
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF)(D)	4,714	-	4,714	4,977	-	4,977	7,094	-	7,094
RRIF CREDIT SUBSIDY (GF) (D)	-	-	-	10,000	-	10,000	-	-	-
AVIATION JOBS MANUFACTURING PROGRAM (GF)(M)	-	3,000,000	3,000,000	-	-	-	-	-	-
THRIVING COMMUNITIES (GF)(D)	-	-	-	25,000	-	25,000	110,737	-	110,737
ELECTRIC VEHICLE FLEET (GF)(D)	-	-	-	-	-	-	16,000	-	16,000
TRANSPORTATION DEMONSTRATION PROGRAM (GF)(D)	100,000	-	100,000	-	-	-	-	-	-
VOLPE TRANSPORTATION SYSTEM CENTER NEW BUILDING (GF)(D)	-	-	-	-	-	-	4,500	-	4,500
ASSET CONCESSIONS (GF)(M)	-	-	-	20,000	-	20,000	20,000	-	20,000
NAT'L CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF)(D)	-	-	-	-	100,000	100,000	-	100,000	100,000
SAFE STREETS AND ROADS FOR ALL (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
OFFICE OF MULTIMODAL FREIGHT INFRA. AND POLICY (GF)(D)	-	-	-	-	-	-	2,000	-	2,000
TOTAL:	1,483,985	3,023,332	4,507,317	1,537,723	3,800,000	5,337,723	2,440,050	3,800,000	6,240,050

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Enacted Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
TOTAL BUDGETARY RESOURCES	87,658,326	70,193,688	157,852,014	106,639,478	36,835,600	143,475,078	105,525,964	36,810,600	142,336,564
PHMSA USER FEES	(145,000)	-	(145,000)	(154,600)	-	(154,600)	(158,400)	-	(158,400)
Cancellations/Rescissions (Defense)	-	-	-	-	-	-	(55,000)	-	(55,000)
Cancellations/Rescissions	(38,880)	-	(38,880)	(21,777)	-	(21,777)	(12,000)	-	(12,000)
TOTAL BUDGETARY RESOURCES AFTER OFFSETS	87,474,445	70,193,688	157,668,133	106,463,101	36,835,600	143,298,701	105,300,564	36,810,600	142,111,164
Non-Defense Discretionary Subtotal	24,991,927	27,023,332	52,015,259	29,258,120	36,835,600	66,093,720	26,518,208	36,810,600	63,328,808
Defense Discretionary Subtotal	324,000	-	324,000	388,000	-	388,000	323,000	-	323,000
Mandatory Subtotal	62,158,519	43,170,356	105,328,875	76,816,981	-	76,816,981	78,459,356	-	78,459,356

GF: General Fund, TF: Trust Fund, SF: Special Fund, D: Discretionary, M: Mandatory

The FY 2023 budget materials were prepared prior to enactment of PL 117-103 (March 15th, 2022) and reflect a full year Continuing Resolution as the FY 2022 reference point. This table shows FY 2022 Enacted levels.

U.S. DEPARTMENT OF TRANSPORTATION

Budgetary Resources

Includes FY 2022 Continuing Resolution (CR) Levels
(in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF)(D)	11,001,500	-	11,001,500	11,001,500	-	11,001,500	11,933,821	-	11,933,821
FACILITIES & EQUIPMENT (GF/TF)(D)	3,015,000	-	3,015,000	3,115,000	1,000,000	4,115,000	3,015,000	1,000,000	4,015,000
RESEARCH, ENGINEERING & DEVELOPMENT (TF)(D)	198,000	-	198,000	198,000	-	198,000	260,500	-	260,500
GRANTS-IN-AID FOR AIRPORTS (GF)(D)	400,000	2,000,000	2,400,000	400,000	-	400,000	-	-	-
GRANTS-IN-AID FOR AIRPORTS (TF)(M)	3,350,000	-	3,350,000	3,350,000	-	3,350,000	3,350,000	-	3,350,000
RELIEF FOR AIRPORTS (GF)(M)	-	8,000,000	-	-	-	-	-	-	-
EMPLOYEE LEAVE FUND (GF)(M)	-	9,000	9,000	-	-	-	-	-	-
AIRPORT INFRASTRUCTURE GRANTS (GF)(D)	-	-	-	-	3,000,000	3,000,000	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
TOTAL:	17,964,500	10,009,000	27,973,500	18,064,500	5,000,000	23,064,500	18,559,321	5,000,000	23,559,321
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (TF)(M)	46,365,092	-	46,365,092	57,473,430	-	57,473,430	58,764,511	-	58,764,511
EXEMPT OBLIGATIONS (TF)(M)	602,577	-	602,577	602,577	-	602,577	602,577	-	602,577
EMERGENCY RELIEF (TF)(M)	94,300	-	94,300	94,300	-	94,300	94,300	-	94,300
HIGHWAY INFRASTRUCTURE PROG (GF)(D)	2,000,000	10,000,000	12,000,000	2,000,000	9,454,400	11,454,400	-	9,454,400	9,454,400
EMERGENCY RELIEF SUPPLEMENTAL (GF)(D)	-	-	-	2,600,000	-	2,600,000	-	-	-
ADMIN EXPENSES (Non-add) (TF)(M)	478,897	-	478,897	466,965	86,816	553,781	476,784	86,816	563,600
TOTAL:	49,061,969	10,000,000	59,061,969	62,770,307	9,454,400	72,224,707	59,461,388	9,454,400	68,915,788

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Continuing Resolution Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMIN									
OPERATIONS & PROGRAMS (TF)(M)	328,143	-	328,143	360,000	-	360,000	367,500	-	367,500
OPERATIONS & PROGRAMS (GF)(D)	-	-	-	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (GF)(D)	-	-	-	-	124,500	124,500	-	124,500	124,500
MOTOR CARRIER SAFETY GRANTS (TF)(M)	419,800	-	419,800	496,000	-	496,000	506,150	-	506,150
TOTAL:	747,943	-	747,943	856,000	134,500	990,500	873,650	134,500	1,008,150
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN									
OPERATIONS AND RESEARCH (GF)(D)	194,167	-	194,167	194,167	-	194,167	272,650	-	272,650
IMPAIRED DRIVING/ GRADE XING (GF)(D)	17,000	-	17,000	17,000	-	17,000	-	-	-
OPERATIONS AND RESEARCH (TF)(M)	155,300	-	155,300	192,800	-	192,800	197,000	-	197,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)(M)	623,017	-	623,017	774,300	-	774,300	795,220	-	795,220
CRASH DATA (GF)(D)	-	-	-	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY&BEHAV RESRCH (GF)(D)	-	-	-	-	109,700	109,700	-	109,700	109,700
SUPP HIGHWAY TRAFFIC SAFETY PROGRAMS (GF)(D)	-	-	-	-	62,000	62,000	-	62,000	62,000
TOTAL:	989,484	-	989,484	1,178,267	321,700	1,499,967	1,264,870	321,700	1,586,570
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF)(D)	2,014,000	-	2,014,000	2,014,000	1,600,000	3,614,000	2,850,000	1,600,000	4,450,000
WASHINGTON METRO AREA TRANSIT AUTHORITY (GF)(D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
ADMINISTRATIVE EXPENSES (GF)(D)	121,052	-	121,052	121,052	-	121,052	-	-	-
ADMINISTRATIVE EXPENSES [non-add] (Trust Fund) (TF)(M)	-	-	-	[131,000]	-	[131,000]	[134,930]	-	[134,930]
TRANSIT RESEARCH (GF)(D)	-	-	-	-	-	-	30,000	-	30,000
TECHNICAL ASSISTANCE & TRAINING (GF)(D)	7,500	-	7,500	7,500	-	7,500	8,000	-	8,000
TRANSIT INFRASTRUCTURE GRANTS (GF)(D/M)	516,220	44,461,356	44,977,576	516,220	2,050,000	2,566,220	200,000	2,050,000	2,250,000
TRANSIT FORMULA GRANTS (TF)(M)	10,150,348	-	10,150,348	13,355,000	-	13,355,000	13,634,000	-	13,634,000
ALL STATIONS ACCESSIBILITY PROG (GF)(D)	-	-	-	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAMS (GF)(D)	-	-	-	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
Cancellation [non-add] Inactive Transit Programs (GF)(D)	(1,959)	-	(1,959)	(1,959)	-	(1,959)	-	-	-
TOTAL:	12,959,120	44,461,356	57,420,476	16,163,772	4,250,000	20,413,772	16,872,000	4,250,000	21,122,000

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Continuing Resolution Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF)(D/M)	700,000	1,625,819	2,325,819	700,000	1,200,000	1,900,000	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF)(D/M)	1,300,000	1,074,181	2,374,181	1,300,000	3,200,000	4,500,000	1,800,000	3,200,000	5,000,000
<i>AMTRAK SUBTOTAL [non add] (GF)</i>	<i>2,000,000</i>	<i>2,700,000</i>	<i>4,700,000</i>	<i>2,000,000</i>	<i>4,400,000</i>	<i>6,400,000</i>	<i>3,000,000</i>	<i>4,400,000</i>	<i>7,400,000</i>
RAILROAD RESEARCH & DEV (GF)(D)	41,000	-	41,000	41,000	-	41,000	58,000	-	58,000
SAFETY & OPERATIONS (GF)(D)	234,905	-	234,905	234,905	-	234,905	254,426	-	254,426
CRISI GRANTS (GF)(D)	375,000	-	375,000	375,000	1,000,000	1,375,000	500,000	1,000,000	1,500,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF)(D)	-	-	-	-	600,000	600,000	245,000	600,000	845,000
FED STATE PARTNERSHIP (GF)(D)	200,000	-	200,000	200,000	7,200,000	7,400,000	555,000	7,200,000	7,755,000
RESTORATION AND ENHANCEMENT GRANTS (GF)(D)	4,720	-	4,720	4,720	-	4,720	50,000	-	50,000
MAGNETIC LEVITATION TECH DEPL (GF)(D)	2,000	-	2,000	2,000	-	2,000	-	-	-
<i>Cancellation (D) [non-add] Inactive Rail Grant Programs (GF)(D)</i>	<i>(36,921)</i>	<i>-</i>	<i>(36,921)</i>	<i>(2,711)</i>	<i>-</i>	<i>(2,711)</i>	<i>-</i>	<i>-</i>	<i>-</i>
TOTAL:	2,857,625	2,700,000	5,557,625	2,857,625	13,200,000	16,057,625	4,662,426	13,200,000	17,862,426
PIPELINE & HAZARDOUS MATERIALS SAFETY									
OPERATIONAL EXPENSES (GF)(D)	28,715	-	28,715	28,715	-	28,715	30,150	-	30,150
HAZARDOUS MATERIALS SAFETY (GF)(D)	62,000	-	62,000	62,000	-	62,000	74,211	-	74,211
EMERGENCY PREP GRANTS (SF)(M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
EMERGENCY PREP GRANT (GF)(D)	1,000	-	1,000	1,000	-	1,000	-	-	-
PIPELINE SAFETY (SF)(D)	145,000	-	145,000	145,000	-	145,000	158,800	-	158,800
PIPELINE SAFETY TRUST FUND (TF)(D)	23,000	-	23,000	23,000	-	23,000	29,000	-	29,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
TOTAL:	288,033	-	288,033	288,033	200,000	488,033	338,986	200,000	538,986

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Continuing Resolution Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
MARITIME ADMINISTRATION									
OPERATIONS AND TRAINING (GF)(D)	155,616	-	155,616	155,616	25,000	180,616	192,000	-	192,000
STATE MARITIME ACADEMY OPERATIONS (GF)(D)	432,700	-	432,700	432,700	-	432,700	77,700	-	77,700
SHIP DISPOSAL (GF)(D)	4,200	-	4,200	4,200	-	4,200	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF)(D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF)(D)	314,000	-	314,000	314,000	-	314,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF)(D)	3,000	-	3,000	3,000	-	3,000	3,000	-	3,000
PORT INFRASTRUCTURE DEVELOPMENT (GF)(D)	230,000	-	230,000	230,000	450,000	680,000	230,000	450,000	680,000
CABLE SECURITY FLEET [Defense] (GF)(D)	10,000	-	10,000	10,000	-	10,000	-	-	-
TANKER SECURITY PROGRAM [Defense] (GF)(D)	-	-	-	-	-	-	60,000	-	60,000
<i>Cancellation (D) [non-add] Prior Year Balances [non-Defense] (GF)</i>	-	-	-	-	-	-	(12,000)	-	(12,000)
<i>Cancellation [non-add] MSP Prior Year Balances [Defense] (GF)(D)</i>	-	-	-	-	-	-	(55,000)	-	(55,000)
TOTAL:	1,169,516	-	1,169,516	1,169,516	475,000	1,644,516	906,700	450,000	1,356,700
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF)(D)	38,000	-	38,000	38,000	-	38,000	38,500	-	38,500
INSPECTOR GENERAL (GF)(D)	98,150	-	98,150	98,150	-	98,150	108,073	-	108,073

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Continuing Resolution Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
OFFICE OF THE SECRETARY									
SALARIES AND EXPENSES (GF)(D/M)	126,174	[4,000]	126,174	126,174	-	126,174	184,419	-	184,419
FINANCE BUREAU (GF)(D)	5,000	-	5,000	5,000	-	5,000	3,850	-	3,850
TRANSP. PLANNING, RESRCH & DEV (GF)(D)	9,350	-	9,350	9,350	-	9,350	19,648	-	19,648
OFFICE OF CIVIL RIGHTS (GF)(D)	9,600	-	9,600	9,600	-	9,600	20,555	-	20,555
FIN MANAGEMENT CAPITAL (GF)(D)	2,000	-	2,000	2,000	-	2,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF)(M)	40,623	23,332	63,955	70,257	-	70,257	81,273	-	81,273
PAYMENT TO AIR CARRIERS (TF)(D)	141,724	-	141,724	247,700	-	247,700	368,727	-	368,727
NAT'L INFRASTRUCTURE INVESTMENTS (GF)(D)	1,000,000	-	1,000,000	1,000,000	2,500,000	3,500,000	1,500,000	2,500,000	4,000,000
RESEARCH AND TECHNOLOGY/ARPA-I (GF)(D)	22,800	-	22,800	22,800	-	22,800	48,147	-	48,147
CYBER SECURITY INITIATIVE (GF)(D)	22,000	-	22,000	22,000	-	22,000	48,100	-	48,100
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF)(D)	4,714	-	4,714	4,714	-	4,714	7,094	-	7,094
AVIATION JOBS MANUFACTURING PROGRAM (GF)(M)	-	3,000,000	3,000,000	-	-	-	-	-	-
THRIVING COMMUNITIES (GF)(D)	-	-	-	-	-	-	110,737	-	110,737
ELECTRIC VEHICLE FLEET (GF)(D)	-	-	-	-	-	-	16,000	-	16,000
TRANSPORTATION DEMONSTRATION PROGRAM (GF)(D)	100,000	-	100,000	100,000	-	100,000	-	-	-
VOLPE TRANSPORTATION SYSTEM CENTER NEW BUILDING (GF)(D)	-	-	-	-	-	-	4,500	-	4,500
ASSET CONCESSIONS (GF)(M)	-	-	-	20,000	-	20,000	20,000	-	20,000
NAT'L CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF)(D)	-	-	-	-	100,000	100,000	-	100,000	100,000
SAFE STREETS AND ROADS FOR ALL (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
OFFICE OF MULTIMODAL FREIGHT INFRA. AND POLICY (GF)(D)	-	-	-	-	-	-	2,000	-	2,000
TOTAL:	1,483,985	3,023,332	4,507,317	1,639,594	3,800,000	5,439,595	2,440,050	3,800,000	6,240,050

(Continued) U.S. Department of Transportation Budgetary Resources (with FY 2022 Continuing Resolution Levels)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
TOTAL BUDGETARY RESOURCES	87,658,326	70,193,688	157,852,014	105,123,765	36,835,600	141,959,365	105,525,964	36,810,600	142,336,564
PHMSA USER FEES	(145,000)	-	(145,000)	(145,000)	-	(145,000)	(158,400)	-	(158,400)
Cancellations/Rescissions (Defense)	-	-	-	-	-	-	(55,000)	-	(55,000)
Cancellations/Rescissions	(38,880)	-	(38,880)	(4,670)	-	(4,670)	(12,000)	-	(12,000)
TOTAL BUDGETARY RESOURCES AFTER OFFSETS	87,474,445	70,193,688	157,668,133	104,974,096	36,835,600	141,809,696	105,300,564	36,810,600	142,111,164
Non-Defense Discretionary Subtotal	24,991,927	27,023,332	52,015,259	27,832,113	36,835,600	64,667,713	26,518,208	36,810,600	63,328,808
Defense Discretionary Subtotal	324,000	-	324,000	324,000	-	324,000	323,000	-	323,000
Mandatory Subtotal	62,158,519	43,170,356	105,328,875	76,817,982	-	76,817,982	78,459,356	-	78,459,356

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

GF: General Fund, TF: Trust Fund, SF: Special Fund, D: Discretionary, M: Mandatory

BIPARTISAN INFRASTRUCTURE LAW

Transportation is the backbone of the American economy and shapes the daily lives of people across the country. From the earliest days of the Administration, President Biden promised the American people a transformational investment in infrastructure. Congress responded to the President's call with the Bipartisan Infrastructure Law (BIL), or the Infrastructure Investment and Jobs Act, which President Biden signed into law on November 15, 2021. The historic legislation modernizes our infrastructure, bolsters our economic security and makes the U.S. more globally competitive, supports a more just, sustainable transportation system, and lays the foundation for prosperity for decades to come.

Rebuilding our infrastructure strengthens our connections, addresses long overdue investments in our supply chains, and reduces costs for all Americans. The investments made by BIL improve safety across the system and create good-paying jobs with the choice of joining a union. Projects funded by BIL will purchase materials made in the United States, boosting our nation's manufacturing and raw materials industries. By reaching all communities all across the country—including rural communities and historically underserved populations—these once-in-a-generation investments will improve mobility options for people across the country, help us tackle the climate crisis, and position the United States to win in the 21st century.

This landmark legislation authorizes \$660 billion for better bridges and roads, electrifying buses, installing electric vehicle chargers, laying track, and so much more. BIL contains substantial increases in funding for highways, bridges, public transportation, and passenger rail. It also contains important infusions of funding for seaport and airport infrastructure, along with funding to build out a national network of electric vehicle charging infrastructure.

Since the passage of BIL, we are now in the early stages of a generational modernization of our infrastructure that will create jobs, boost our domestic manufacturing, and bolster our economic security and prosperity for decades to come. We are working to implement these investments according to the new law, with a focus on: making our nation's roads safer; making our transportation systems cleaner, more accessible, and more resilient to climate impacts; and enabling all Americans to share in the benefits equitably.

Already, we have provided over \$60 billion in authorized funding to States and communities—including the \$5.5 billion Bridge Replacement, Rehabilitation, Preservation, Protection and Construction Program and the \$1 billion National Electric Vehicle Formula Program. Most highway and transit formula funding is now available, and notices of funding opportunity (NOFOs) for several competitive programs have been released, including \$1.5 billion in RAISE funding and a recently released combined NOFO for Mega, Rural, and INFRA grants, totaling over \$2.9 billion. Grant application processes have been modified to include important selection criteria on equity, climate, and workforce development. DOT has issued key foundational documents like Innovation Principles and the National Roadway Safety Strategy. Further, DOT has signed new interagency agreements with the Energy Department to create a Joint Office of Energy and Transportation, and the Labor Department to join forces on creating a strong and equitable transportation workforce.

DOT has also undertaken a comprehensive effort to reach out to numerous stakeholders and gather their input on how BIL programs can be implemented. DOT has held dozens of meetings with stakeholder associations, labor unions, environmental groups, and State, local and Tribal governments. Several Requests for Information have been issued to collect comments from the public, including one on the entire FHWA program.

Our work continues. The Department's FY 2023 Budget Highlights provides details in each of the following Operating Administration sections on how the President's FY 2023 Budget Request fulfills the promises of BIL and will continue to support our work in modernizing America's infrastructure in the coming year. Additional information on the BIL and its programs can be found at <https://www.transportation.gov/bipartisan-infrastructure-law>.

INTERNAL CONTROLS

On an annual basis, the Department provides assurances attesting to the adequacy and effectiveness of our internal controls for awarding, managing, and reporting on contracts, grants, loans, and other forms of assistance. Building upon our experience from the American Rescue Plan Act (ARPA), the Department is pursuing initiatives to bolster our internal control systems in preparation for the Bipartisan Infrastructure Law (BIL) implementation. Each DOT agency is conducting an internal control organizational assessment to help identify emerging risks and document new or modified internal controls essential to implement the BIL requirements. In addition, the agencies will assess and review the business processes and information systems relevant to grants management during FY 2022 and FY 2023. The internal reviews involve evaluating the design of program pre-award and post-award processes along with sampling BIL transactions to confirm the effectiveness of the internal controls. To comply with the Digital Accountability and Transparency Act of 2014 (DATA Act), targeted high-risk data elements will be reviewed to ensure that DOT reports high quality data from BIL implementation for public transparency.

DOT's Payment Integrity Center is responsible for coordinating improper payment reviews including fraud susceptibility, reporting results, and monitoring the progress of corrective actions within Departmental programs. Our upcoming assessments of improper payment risk will incorporate nuances from BIL to ensure payment integrity and reduce susceptibility to fraud within Departmental programs. By the end of FY 2023, every program that received BIL funding will have completed an improper payment and fraud risk assessment.

FEDERAL AVIATION ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF)(D)	11,001,500	-	11,001,500	11,001,500	-	11,001,500	11,933,821	-	11,933,821
FACILITIES & EQUIPMENT (GF/TF)(D)	3,015,000	-	3,015,000	3,115,000	1,000,000	4,115,000	3,015,000	1,000,000	4,015,000
RESEARCH, ENGINEERING & DEVELOPMENT (TF)(D)	198,000	-	198,000	198,000	-	198,000	260,500	-	260,500
GRANTS-IN-AID FOR AIRPORTS (GF)(D)	400,000	2,000,000	2,400,000	400,000	-	400,000	-	-	-
GRANTS-IN-AID FOR AIRPORTS (TF)(M)	3,350,000	-	3,350,000	3,350,000	-	3,350,000	3,350,000	-	3,350,000
RELIEF FOR AIRPORTS (GF)(M)	-	8,000,000	-	-	-	-	-	-	-
EMPLOYEE LEAVE FUND (GF)(M)	-	9,000	9,000	-	-	-	-	-	-
AIRPORT INFRASTRUCTURE GRANTS (GF)(D)	-	-	-	-	3,000,000	3,000,000	-	3,000,000	3,000,000
AIRPORT TERMINAL PROGRAM (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
TOTAL:	17,964,500	10,009,000	27,973,500	18,064,500	5,000,000	23,064,500	18,559,321	5,000,000	23,559,321
FTEs:			44,506			44,775			45,533

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

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. The FY 2023 budget request continues to hold safety as the Federal Aviation Administration's (FAA) highest priority, with a renewed emphasis on mitigating climate change, enhancing workforce development, ensuring equity, and transforming our aviation infrastructure.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

For FY 2023, the President's Budget requests a base funding level of **\$18.6 billion**. This budget request works hand in hand with the Bipartisan Infrastructure Law, which provides **\$5 billion** in advanced annual appropriations to invest in the modernization of our aviation infrastructure. When coupled with the FY 2023 President's Budget, this represents a **\$23.6 billion** commitment that will enable the FAA to further enhance aviation safety, bring new entrants into the national airspace, combat the effects of aviation on the climate, operationalize NextGen, and improve our nation's infrastructure. Aviation is a significant portion of the U.S. economy and is critical to the nation's economic growth. This investment will ensure it remains a vibrant source for job creation and opportunity.

The budget includes a proposal to realign FAA organizational resources to meet new challenges in the decades to come. This proposal includes a more focused Research and Development organization to look ahead to the future, an Integration and Engagement Office to facilitate more rapid adoption of aviation industry innovation, and a Chief Technology Officer to drive the continued modernization of the airspace system. Brought together, these organizational elements will position the FAA to meet the challenges of tomorrow.

KEY COMPONENTS OF THE REQUEST

Operations: **\$11.9 billion** is requested to promote aviation safety and efficiency. The Budget requests funding for the Air Traffic Organization which is responsible for managing the air traffic control system, as well as the Aviation Safety Organization which ensures the safe operations of the airlines and certifies new aviation products. This account also provides for the regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions. This funding level enables us to preserve

the highest level of safety in the national airspace while investing in innovation.

- A total of **\$96 million** is requested for 13 proposals that will equip the FAA to meet the challenges of tomorrow. These proposals, many of which support efforts across multiple FAA organizations, include:
 - › **Address Aircraft Certification Reform Legislation: \$17.5 million and 57 FTE** are requested across Aviation Safety, Security and Hazardous Materials Safety, General Counsel, and the Office of Policy, International Affairs, and Environment to address the requirements from the Aircraft Certification, Safety, and Accountability Act. The request also supports expanding the Office of Professional

Responsibility to improve FAA's oversight of whistleblower allegations.

- › **Advance Equity for Underserved Communities Through Airport Civil Rights Compliance: \$1.3 million and 9 FTE** are requested for the Office of Civil Rights to bolster FAA's enforcement of Federal equity rules and regulations. The Office of Civil Rights works to ensure that all beneficiaries of federally assisted transportation programs are offered equal opportunity for participation and are free from discrimination.
- › **Data Analysis/Enterprise Information Management: \$13.3 million** is requested across Aviation Safety and Security and Hazardous Materials Safety to build on existing modernization efforts including the centralization of data currently spread across multiple systems.
- › **Cybersecurity: \$24.9 million and 13 FTE** are requested across the Air Traffic Organization and Security and Hazardous Materials Safety to protect the FAA's most critical infrastructure against the increasing risk of an undetected cyber-attack that could impact the safety and efficiency of NAS operations.
- › **Streamline Commercial Space Launch and Reentry Licensing: \$6.2 million and 18 FTE** are requested in the Office of Commercial Space Transportation to streamline the process and procedures for launch and reentry requirements in order to keep pace with industry demands. It will also address the critical need for personnel with technical experience in areas such as new and emerging space vehicles support, systems

safety, flight safety systems, orbital debris analysis and the development of support tools.

- › **Aviation and Aerospace Talent Development: \$6.3 million and 6 FTE** are requested across Aviation Safety, Commercial Space, Human Resources, and the Office of Policy, International Affairs, and Environment to develop the aviation and aerospace workforce of the future. This program is designed to provide members of diverse groups with opportunities in FAA career fields who otherwise would be under-represented. This funding will sustain the Minority Serving Institution internship program, as well as stand up the National Air Grant Fellowship program.
- › **Address Climate Change: \$2.4 million and 3 FTE** are requested in the Office of Policy, International Affairs, and Environment for the FAA's implementation of a comprehensive climate program. This effort will allow FAA to develop and implement domestic and international climate policy, as well as bolster the resilience of FAA facilities and operations to the impacts of climate change.
- › **Unmanned Aircraft Systems Integration: \$4.9 million and 28 FTE** are requested across Aviation Safety, General Counsel, and the Office of Policy, International Affairs, and Environment to support additional staffing for Advanced Air Mobility and examine new entrants' potential impacts on the National Airspace.
- › **Strengthen Aviation Safety Oversight: \$11.4 million and 56 FTE** is requested across Aviation Safety and Communications to respond to increasing demands from our stakeholders for oversight of Air Carriers, repair facilities,

and Federal Contract Towers. The request also allows for additional analysis of the General Aviation survey, as well as expanded safety-related outreach education.

› **Improve Hazardous Materials**

Transportation Safety Oversight: \$3.8 million and 9 FTE are requested in the Office of Security and Hazardous Materials Safety to bolster FAA's hazardous materials safety oversight workforce to manage identified hazmat safety risks and perform proactive risk mitigation.

› **Develop Human Spaceflight Program: \$2.2 million and 5 FTE**

are requested to enable the establishment of a new human spaceflight program within the Office of Commercial Space Transportation to manage human spaceflight and licensing under the informed consent regime, as well as to conduct pre-rulemaking activities for occupant safety.

› **Community Engagement: \$1.3 million and 2 FTE**

are requested in the Office of Policy, International Affairs, and Environment to strengthen FAA's community engagement efforts by adding community engagement liaisons. The liaisons will focus on subject areas that work across all regions, while proactively educating local community roundtables and government officials.

› **Supply Chain Risk Management: \$0.5 million and 2 FTE**

are requested for the Air Traffic Organization to establish an interdisciplinary supply chain risk management program.

Facilities and Equipment: \$3.015 billion is requested to maintain the capacity and safety of the current airspace system while continuing its modernization and transformation of both NAS systems and facilities infrastructure. These investments support the Administration's priority to improve our economic strength and increase our global competitiveness. This includes:

- **FAA Facilities: \$536.3 million** is requested to improve the condition of FAA facilities and ensure that the systems and the staff housed within them remain safe and operational. This funding works in tandem with the Bipartisan Infrastructure Law, which provides an additional **\$5 billion** over 5 years towards improving the state of good repair of FAA facilities. Most air traffic control facilities are in poor condition. The FAA's air route traffic control centers range in age from 56 to 62 years, and some terminal air traffic control facilities are as old as 79 years. This request, alongside the funding provided by the Bipartisan Infrastructure Law, reflects our commitment to improving our nation's infrastructure. Some of the programs funded include:

› **Terminal and En Route Facilities**

Improvements and Replacements: \$451.9 million

is requested to enable facilities to maintain current operational, environmental, and safety needs at FAA through facility modernization and improvement. These funds will also allow for the replacement of terminal facilities when that is the most cost efficient means for repair.

› **Environmental Improvements: \$84.4 million**

is requested for improvements that include replacing fuel storage tanks, reducing energy consumption at staffed facilities, and removing hazardous materials from the environment and staffed facilities.

• **Automatic Dependent Surveillance -**

Broadcast NAS Wide Implementation: \$155.2

million is requested for advanced surveillance technology that provides highly accurate information by using an aircraft's broadcasted position instead of position information from traditional radar. This technology reduces delays and enhances safety. Enhancement work will focus on further expanding service coverage to additional areas that do not have traditional radar coverage.

• **Data Communications: \$108.1 million** is requested to continue modernization of air traffic controller and pilot communications, by replacing voice-based communications with a text-based system. Data Communications enables controllers to send instructions and clearances to pilots who can upload the instructions to the flight deck with the push of a button.

• **Terminal Flight Data Manager: \$61.8 million** is requested to provide 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.

• **Unmanned Aircraft Systems (UAS):**

\$25 million is requested to continue the development and deployment of the automated UAS Traffic Management 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 drone operators authorization to fly in controlled airspace. The FAA will also continue work on remote identification of drones to ensure airspace operations continue to remain safe. These UTM frameworks will be separate, but complementary to the Air Traffic Management system.

• **Commercial Space: \$10 million** is requested for continued development and testing of operational Space Integration Capabilities. This system will automate FAA's ability to monitor and respond to commercial space vehicle launch and reentry operations in the national airspace and quickly reopen airspace to aircraft.

Research, Engineering & Development:

\$260.5 million is requested to support continued research and innovation to sustain and improve mission performance across all elements of the aviation system. This request includes sizable programs supporting the Administration priority of Climate and Sustainability. Noteworthy investments contained in the request include:

• **NextGen Environmental Research: \$74 million** is requested to support efforts to develop new aircraft and engine technologies, as well as to advance sustainable aviation fuels in line with the Administration commitments on climate change and the environment. Through

the Continuous Lower Energy Emissions and Noise (CLEEN) program, the FAA and industry are working together, to develop technologies that will enable manufacturers to create aircraft and engines with lower noise and emissions, and improved fuel efficiency. Funding from this program also supports efforts by ASCENT — the FAA's Center of Excellence for Alternative Jet Fuels and Environment. The CLEEN program is estimated to save the aviation industry 36 billion gallons of fuel by 2050, resulting in CO₂ reductions that are equivalent to removing three million cars from the road from 2020 to 2050.

- **Alternative Fuels – General Aviation: \$12.4 million** is requested to support continuing research, analyses and tests leading to the replacement of leaded aviation gasoline with a high-octane, safe unleaded alternative that reduces the impact of general aviation operations on climate change and air quality.
- **Unmanned Aircraft Systems (UAS): \$14.9 million** is requested to support research that informs capabilities such as expanded operations, small drone package delivery operations, large carrier cargo operations, and passenger transport operations. The integration of drones into the national airspace is evolving to operations predominately using electric propulsion. These operations will have a transformative impact on reducing aviation-related emissions and the goal of net-zero emissions for our economy by 2050. The requested funds also support continued efforts using drones as a learning platform for science, technology, engineering and math outreach efforts with minority K-12 students.

- **Emerging Technology Accelerator: \$10 million** is requested to support a program for engaging innovators across the nation in the development and application of emerging science and technology to address specified air transportation system challenges. The program aims to discover and leverage advances in technologies, tools, and methods that can lead to transformation in aviation operations and its supporting infrastructure, thereby improving air transportation safety, efficiency and mitigating the impact of aviation on climate change.
- **Digital System Safety Program: \$5.3 million** is requested to support research on the application of advanced digital technologies such as artificial intelligence and machine learning in safety-critical aircraft systems to enable increasingly efficient and safe flight management. New digital technologies are revolutionizing air travel across the world and are making flights eco-friendlier and more efficient. These technologies enable industry to optimize routes leading to reduced emissions that contribute towards mitigating aviation's impact on climate change. Additionally, this research improves security and provides crucial timely information to pilots. For the flying public this ultimately leads to greater on time predictability and air travel safety.
- **Aviation Workforce Development: \$6.2 million** is requested to continue to provide support to administer grants for eligible projects that educate, develop, and recruit aircraft pilots and an aviation maintenance technical workforce.

Grants-in-Aid for Airports: \$3.35 billion is requested in obligation limitation for airport grants. This request is strengthened by the Bipartisan Infrastructure Law's further support of the nation's airports. Airport grants traditionally support projects that keep the pavement of our nation's airports in good, safe condition. The Bipartisan Infrastructure Law includes an additional \$15 billion over 5 years that allows the program to further support pavement and other typical airport infrastructure projects plus projects that mitigate the effects airports have on our environment, as well as another \$5 billion over 5 years for projects that support airport terminal and airport-owned tower improvements and multimodal connections to airports.

- **Airport Grants: \$3.16 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, mitigate the severity of runway excursions and reduce the risk of wrong-surface takeoffs and landings. This request also supports the Administration's strategic focus areas of Climate and Sustainability, Equity, and Organizational Excellence.

- **Airport Technology Research: \$41 million** is requested to support the safe and efficient integration of new and innovative technologies into the airport environment. These research activities include continued testing of unmanned aircraft systems for integration at airports, field testing of solar-based technologies for runways and taxiways lighting, development of

infrastructure standards for advanced air mobility vehicles, and performance assessment of more environmentally-friendly pavement materials and Recycled Asphalt Pavements- techniques. The program will also include funding for the innovative Airport Pavement Technology Program.

- **Airport Cooperative Research Program: \$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.

- **Personnel and Related Expenses: \$137.3 million** is requested to fund the administrative expenses of the Office of Airports. This funding includes upgrades to the System of Airports Reporting and the Airport Data and Information Portal; supports 51 new positions to address staffing requirements across all nine regions and Headquarters, airspace coordination efforts with airports to increase safety, and Puerto Rico field office oversight.

Facilities and Equipment Summary (in millions of dollars)

FACILITIES AND EQUIPMENT BUDGET LINE ITEM (BLI) NAME	FY 2021 ENACTED	FY 2022 CR	FY 2023 REQUEST
Activity 1 - Engineering, Development, Test and Evaluation	157.6	159.5	161.2
William J. Hughes Technical Center Laboratory Sustainment	16.9	16.9	16.9
William J. Hughes Technical Center Infrastructure Sustainment	10.0	16.0	15.0
NextGen - NAS Infrastructure Portfolio	15.0	10.5	25.5
NextGen - Unmanned Aircraft Systems	22.0	24.0	15.0
Other	93.7	92.1	88.8
Activity 2 - Air Traffic Control Facilities and Equipment	1,818.5	1,837.4	1,808.3
En Route Automation Modernization - System Enhancements and Tech Refresh	66.9	104.5	108.2
Next Generation Very High Frequency Air/Ground Communications	60.0	51.0	52.0
System-Wide Information Management	31.1	34.0	10.2
ADS -B NAS Wide Implementation	180.0	157.6	155.2
Time Based Flow Management Portfolio	20.0	13.3	21.3
NextGen Weather Processor	24.3	48.2	30.7
Data Communications in Support of NextGen Air Transportation System	110.0	110.3	108.1
Reduced Oceanic Separation	15.5	7.0	7.0
Commercial Space Integration	11.0	6.5	10.0
Standard Terminal Automation Replacement System (TAMR Phase 1)	74.9	63.7	62.0
Terminal Flight Data Manager	79.1	85.4	61.8
Unmanned Aircraft Systems Implementation	26.6	31.3	10.0
Terminal and EnRoute Surveillance Portfolio	78.6	55.4	117.4
Terminal and EnRoute Voice Switch and Recorder Portfolio	37.8	57.5	50.1
Wide Area Augmentation System for GPS	83.9	97.1	91.8
Landing and Lighting Portfolio	64.9	63.4	60.8
Aircraft Replacement and Related Equipment Program	36.1	35.0	46.2
FAA Telecommunications Infrastructure	34.7	64.2	69.0
Facilities Programs	531.4	546.6	496.1
Other	251.8	205.4	240.5
Activity 3 - Non-Air Traffic Control Facilities and Equipment	256.3	260.3	223.2
Hazardous Materials Management	26.0	26.0	24.3
Aviation Safety Analysis System	23.5	30.5	28.2
National Air Space Recovery Communications	12.0	12.3	12.0
Facility Security Risk Management	22.0	22.0	14.0
Information Security	18.5	22.6	23.0
System Approach for Safety Oversight	29.2	35.4	26.7
NextGen System Safety Management Portfolio	21.5	18.3	17.0
Other	103.6	93.2	78.0
Activity 4 - Facilities and Equipment Mission Support	237.7	212.8	252.4
System Engineering and Development Support	39.1	37.0	38.0
Transition Engineering Support	17.0	19.0	19.0
Technical Support Services Contract	28.0	28.0	28.0
Center for Advanced Aviation System Development	57.0	57.0	57.0
Other	96.6	71.8	110.4
Activity 5 - Personnel and Related Expenses	545.0	545.0	570.0
Total F&E Amount	3,015.0	3,015.0	3,015.0

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

NEXTGEN PROGRAMS (in millions of dollars)

	FY 2021 ENACTED	FY 2022 CR	FY 2023 REQUEST
Facilities and Equipment	\$794.5	\$838.8	\$768.2
NextGen - Separation Management Portfolio	21.2	23.5	18.0
NextGen - Traffic Flow Management Portfolio	8.0	13.0	21.0
NextGen - On Demand NAS Portfolio	10.5	9.0	8.5
NextGen - NAS Infrastructure Portfolio	15.0	10.5	25.5
NextGen - Support (NIEC, Test Bed) Portfolio	8.4	7.0	5.0
NextGen - System Safety Management Portfolio	21.5	18.3	17.0
NextGen - Unmanned Aircraft System	22.0	24.0	15.0
NextGen - Enterprise, Concept Development, Human Factors, and Demo Portfolio	19.0	10.6	11.0
Performance Based Navigation Support Portfolio	8.0	8.0	8.0
Unmanned Aircraft Systems Implementation	26.6	31.3	10.0
Enterprise Information Platform	10.0	17.6	13.0
Data Communications in Support of NextGen	110.0	110.3	108.1
En Route Automation Modernization - System Enhancements	66.9	104.5	108.2
System Wide Information Management	31.1	34.0	10.2
ADS - B NAS Wide Implementation	180.0	157.6	155.2
Air Traffic Management Implementation Portfolio	17.2	10.0	7.4
Terminal Flight Data Manager	79.1	85.4	61.8
Time Based Flow Management	20.0	13.3	21.3
Next Generation Weather Processor	24.3	48.2	30.7
Reduced Oceanic Separation	15.5	7.0	7.0
Aeronautical Information Management Program	7.5	22.2	29.4
Activity 5 F&E PCBT - NextGen Staffing	72.9	73.6	77.0
Research Engineering and Development (RE&D)	\$72.9	\$67.4	\$97.4
NextGen - Flight Deck Data Exchange Requirements	1.0	1.0	0.0
NextGen- Information Security	4.8	4.8	5.5
NextGen- Wake Turbulence *	3.7	0.0	0.0
NextGen - Air Ground Integration	6.0	3.0	0.0
NextGen - Weather in the Cockpit	2.0	3.0	3.0
NextGen - Environmental Research, Aircraft Technologies, and Fuels	31.5	33.5	74.0
Unmanned Aircraft Systems Research	24.0	22.1	14.9
Operations	\$126.3	\$118.8	\$144.8
NextGen Staffing	39.9	40.3	42.2
NextGen Unmanned Aircraft System	65.3	65.3	92.5
Performance Based Navigation Activities	21.1	13.2	10.1
Total NextGen Programs	\$993.8	\$1,025.0	\$1,010.4

* RE&D Programs that are no longer categorized as part of the NextGen Portfolio.

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

FEDERAL HIGHWAY ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (TF)(M)	46,365,092	-	46,365,092	57,473,430	-	57,473,430	58,764,511	-	58,764,511
EXEMPT OBLIGATIONS (TF)(M)	602,577	-	602,577	602,577	-	602,577	602,577	-	602,577
EMERGENCY RELIEF (TF)(M)	94,300	-	94,300	94,300	-	94,300	94,300	-	94,300
HIGHWAY INFRASTRUCTURE PROG (GF)(D)	2,000,000	10,000,000	12,000,000	2,000,000	9,454,400	11,454,400	-	9,454,400	9,454,400
EMERGENCY RELIEF SUPPLEMENTAL (GF)(D)	-	-	-	2,600,000	-	2,600,000	-	-	-
ADMIN EXPENSES (Non-add) (TF)(M)	478,897	-	478,897	466,965	86,816	553,781	476,784	86,816	563,600
Total:	49,061,969	10,000,000	59,061,969	62,770,307	9,454,400	72,224,707	59,461,388	9,454,400	68,915,788
FTEs:			2,684			2,699			2,764

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The mission of Federal Highway Administration (FHWA) is to enable and empower the strengthening of a world-class highway system that promotes safety, mobility, and economic growth, while enhancing the quality of life of all Americans. The FHWA supports State, local, territorial, and Tribal governments, as well as other Federal agencies, in the planning, design, construction, and repair of our Nation's highway system, including highways on Federal and Tribal-owned lands. FHWA works with our State and other stakeholders to upgrade the condition of streets, highways and bridges and modernize them so that the transportation network is accessible for all users; provides people with better choices across all modes; accommodates new and emerging technologies; is more sustainable and resilient to a changing climate; and is more equitable. In addition to its headquarters office, FHWA has personnel in each of the 50 States, the District of Columbia, and Puerto Rico.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

FHWA's fiscal year (FY) 2023 Budget reflects the President's Bipartisan Infrastructure Law (BIL), which is the largest long-term investment in our infrastructure and economy in our Nation's history. The BIL reauthorizes FHWA programs for five years, investing over \$350 billion to repair our roads and bridges and support transformational projects that will create good-paying union jobs, boost regional economies and the national economy, and make our transportation system safer, more sustainable, more equitable, and more resilient to the impacts of climate change. **\$59.5 billion** is requested for the Federal Highway Administration – which when added to the **\$9.5 billion** in advanced appropriations contained in the Bipartisan Infrastructure Law, will result in a total of **\$68.9 billion**.

FHWA's new programs under the BIL focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, reconnecting communities, and improving mobility and access to economic opportunity. Additionally, many of the new discretionary programs broaden access to funding opportunities by including eligibility for local governments, Metropolitan Planning Organizations (MPOs), Tribes, and other public authorities, allowing them to compete directly for funding.

KEY COMPONENTS OF THE REQUEST

Focusing on Safety

FHWA will play an important role in implementing the Department of Transportation's National Roadway Safety Strategy, which has formally adopted zero deaths as the DOT-wide vision and emphasizes the Safe System Approach. This approach acknowledges that people make mistakes and we are responsible for putting safeguards in place to prevent those mistakes from

being fatal. Two of the areas where FHWA must and will take a leadership role are Safer Roads and Safer Speeds.

Safer Roads are roads that incorporate design elements that both help prevent crashes from occurring and mitigate harm when they do. Safer roads encourage safer behavior and facilitate safe travel. To this end, FHWA will update its Manual on Uniform Traffic Control Devices in FY 2023 and will also update roadway design guidance and solicit comment on regulations to reflect best practices for designing and operating safer roadways. FHWA will also work with States and other owners of highways, roads, and streets to achieve safer

roadway design and build Complete Streets that are safe for all users.

Setting safer speed limits is another critical tool for reducing crashes and injury, and methods for setting speed limits should be customized to the context of the roadway. FHWA will improve the information available for setting speed limits, provide a range of methodologies for setting speed limits depending on the context of the roadway, and provide technical assistance to communities on appropriate speed limit setting.

- FHWA has released new guidance to implement changes in the vital **Highway Safety Improvement Program (HSIP) (\$3 billion from the Highway Trust Fund (HTF))**, which seeks to reduce the number of lives lost on our Nation's highways, bridges, and roads. The HSIP is one of the most important Federal programs for transportation agencies in their efforts to protect all road users, and the BIL bolsters it with an infusion of additional funds. The new guidance ensures that funds are used strategically to make travel safer, including protecting people outside of vehicles, such as people walking, biking, or using mobility assistive devices. In addition, the **Railway-Highway Crossing Program (\$245 million from the HTF)**, a set-aside from HSIP, supports projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
- FHWA's holistic approach to safety considers all aspects of the roadway experience, from drivers, pedestrians, and cyclists, to how the neighboring natural environment impacts roadway safety.

For example, the new **Wildlife Crossings Pilot Program (\$65 million from the HTF)** will award grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.

- The **Tribal Transportation Program's safety set-aside (\$24 million from the HTF)** supports the Secretary's data driven safety priorities. The intent is to prevent and reduce deaths or serious injuries in transportation-related crashes on Tribal lands. This set-aside emphasizes the development of strategic transportation safety plans using a data-driven approach to target transportation safety needs in Tribal communities.
- FHWA is focused on enhancing the safety of vulnerable road users, such as pedestrians and bicyclists. For example, FHWA's **Safe Transportation for Every Pedestrian program** promotes the use of proven pedestrian safety countermeasures to help reduce pedestrian fatalities. Even the simplest countermeasures are incredibly effective. For example, when a pedestrian hybrid beacon is installed at a crossing, pedestrian crashes can be reduced by nearly 55 percent.
- FHWA's **Safety Research and Development Program** addresses the contributing factors to deaths and injuries related to roadway design, construction, and maintenance, and develops robust data analysis tools that enable transportation professionals to match those contributing factors with cost-effective countermeasures. This research program invests in topics such as data-driven safety plans to

reduce rural roadway departures, as well as analysis of human behavior in response to automated vehicle technologies.

Restoring Economic Strength

The construction of the Interstate System, along with a multitude of other roadway systems and bridges, helped our Nation prosper and grow. However, investment is needed to modernize the system for the 21st century. The BIL took action, providing historic investment to enhance the movement of people and goods on our roads and bridges, including the single largest dedicated bridge investment since the construction of the Interstate System.

- The new **Bridge Formula Program (\$5.5 billion from General Fund (GF) advance appropriations) will provide funds to States by formula for** bridge replacement, rehabilitation, preservation, protection, or construction projects on public roads. Portions of this funding will be dedicated to off-system bridges, which are often owned by local authorities, and to Tribal transportation facilities.
- The new **Bridge Investment Program (\$640 million from the HTF and \$1.8 billion from GF advance appropriations) will award grants** to address many pressing bridge needs. This program will focus on projects with national or regional significance, while setting aside a portion of funding for Tribal bridge projects.
- The **Nationally Significant Freight and Highway Projects Program (\$1.0 billion from the HTF and \$640 million from GF advance appropriations) will support highway and freight projects of national or regional**

significance. This program—also referred to as the “Infrastructure for Rebuilding America (INFRA)” program—will award grants for projects that will have a significant effect on the ability of our Nation to meet the growth in freight and passenger demand in a responsible, effective, and safer way.

- The **National Highway Freight Program (\$1.4 billion from the HTF) will invest in infrastructure and operational improvements on the National Highway Freight Network that reduce congestion, improve safety and productivity, and strengthen our Nation’s economy.** This program addresses a longstanding need to reduce the existing backlog in freight infrastructure investment.
- Additionally, through the new **Congestion Relief Program (\$50 million from the HTF),** FHWA will help to address the negative impacts congestion has on safety, mobility, climate, and quality of life. This program will award competitive grants for projects in large urbanized areas to advance innovative, integrated, and multimodal solutions to mitigate congestion in the most densely populated metropolitan areas.
- The **National Highway Performance Program (\$29.0 billion from the HTF) will improve the National Highway System (NHS),** a roughly 220,000-mile network of high-volume roads and over 145,000 bridges. Preserving and improving the NHS through the National Highway Performance Program (NHPP) keeps our Nation’s highways and bridges safe and benefits both urban and rural areas nationwide and strengthens the economy through the

efficient movement of freight. While the NHPP continues to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS, BIL adds an additional purpose for this program: to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

- **The Surface Transportation Block Grant (STBG) Program (\$14.1 billion from the HTF)** will provide flexible funding that States and localities can use to best address State and local transportation needs and increase mobility, access to community resources, and improve quality of life for all communities. Under BIL, 10 percent of STBG funds are set aside for Transportation Alternatives, which funds local investment in a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, and other community improvements.
- Under the BIL, annual funding for the **Appalachian Development Highway System (ADHS)** will increase approximately 150 percent compared to FY 2021, providing dedicated funding to the ADHS (**\$250 million from GF advance appropriations**) to spur economic growth in this historically isolated region.
- The **Territorial and Puerto Rico Highway Programs (\$224 million from the HTF)** will increase safety and mobility, improve transportation equity, and bring about economic growth benefits by funding the construction of

critical transportation infrastructure in Puerto Rico and the territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the United States Virgin Islands.

- The **Construction of Ferry Boats and Ferry Terminal Facilities (\$112 million from the HTF and \$68 million from GF advance appropriations)** will address safety, mobility, and access in urban and rural areas, particularly for citizens for which ferry services are the only reasonable transportation option.

Ensuring Transportation Equity

Too often our transportation system has failed to serve historically disadvantaged communities. At times, highways have even fragmented communities. FHWA will work towards creating a more equitable transportation system that provides affordable access to transportation for all communities and redresses prior inequities and barriers to opportunity created by the transportation system.

- The history of our transportation system has far too many examples of highways built through disadvantaged communities, effectively tearing these communities apart. The new **Reconnecting Communities Pilot Program (\$98 million from the HTF and \$100 million from GF advance appropriations)** will fund planning efforts and projects with the goal of removing or retrofitting existing transportation facilities that create barriers within communities.
- Equitable transportation begins with planning. The new **Prioritization Process Pilot Program (\$10 million from the HTF)** will focus on equity, transparency, and accessibility in transportation

planning. This program will award grants to States and MPOs to fund the development of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities, and to use such evaluations to inform the selection of projects to include in transportation plans.

- The **Metropolitan Planning Program (\$447 million from the HTF)** will support MPOs in conducting multimodal transportation planning and programming in metropolitan areas. This program will help MPOs direct investments toward improving transportation system outcomes in a safe, transparent, equitable, and accountable manner while engaging the public, elected officials, and other stakeholders in the process.
- The new **Rural Surface Transportation Grant Program (\$350 million from the HTF)** will award competitive grants to eligible entities to improve and expand the surface transportation infrastructure in rural areas. The goals of the program include increasing connectivity, improving safety and reliability of the movement of people and freight, generating regional economic growth, and improving quality of life. At least 25 percent of funds will be reserved for projects that further the completion of designated routes of the ADHS.
- The FY 2023 Budget includes \$1.4 billion (from the HTF) to improve roads and bridges on Federal and Tribal lands.
 - › The **Federal Lands Transportation and Access Programs (\$722 million from the HTF)** support projects in and around

Federal Lands. The Federal Government owns approximately 30 percent of the land in the United States. These programs are vital in keeping these national treasures safely accessible for millions of visitors and help grow local economies that are often in rural areas.

- › The **Tribal Transportation Program (\$590 million from the HTF)** provides safer and better access to housing, emergency services, schools, stores, jobs, and medical services. This program will support projects that will make transportation in these communities safer, more accessible, and more efficient.
- › The **Nationally Significant Federal Lands and Tribal Projects Program (\$55 million from the HTF)** will provide needed funds for Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.
- The **On-the-Job Training Supportive Services (OJT) and Disadvantaged Business Enterprise (DBE) Supportive Services programs (\$20 million from the HTF)** will support the highway construction industry in establishing and maintaining apprenticeship and training programs targeted to move minorities, women, and disadvantaged individuals into journey-level positions, and assist with creating a more diverse make-up of firms participating in improving America's infrastructure.

Addressing Climate Change

FHWA has a key role to play both in reducing greenhouse gas emissions from transportation consistent with national goals and in making our transportation infrastructure more resilient to

climate change impacts now and in the future. The Administration set a goal of reaching net-zero emissions economy-wide by no later than 2050. The BIL takes historic steps towards significantly reducing our Nation's climate impacts. FHWA will work towards significantly reducing transportation emissions by supporting both electrification and safer and more convenient options for walking, biking and using transit. The BIL also recognizes that our transportation system must be more resilient in the face of natural disasters and changing climate conditions. New programs will support projects that make our roads and bridges more resilient thereby helping to safeguard communities against extreme events.

- Together with the newly formed Joint Office of Energy and Transportation, a collaborative teaming of the Departments of Energy and Transportation, FHWA will implement the new **National Electric Vehicle Infrastructure Formula Program (\$1 billion from GF advance appropriations)** which will help States create a network of convenient, affordable, reliable, and equitable electric vehicle charging stations along designated Alternative Fuel Corridors, particularly along the Interstate Highway System.
- The new **Charging and Fueling Infrastructure Grants Program (\$400 million from the HTF)** will award competitive grants designed to further increase electric vehicle charging access in locations throughout the country, including in rural and underserved communities.
- The new **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving**

Transportation (PROTECT) formula program (\$1.4 billion from the HTF) will apportion funding to States for resilience improvements, including projects that use materials, structural techniques, or non-structural techniques to prepare more of the Nation's infrastructure for the impacts of climate change and extreme weather events.

- The new **PROTECT competitive program (\$250 million from the HTF)** will award competitive grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.
- The new **Carbon Reduction Program (\$1.3 billion from the HTF)** will apportion funding to States to reduce transportation emissions. Approximately two-thirds of the funding under this program will be suballocated by population. The program will also require States to develop a carbon reduction strategy within two years of enactment that supports efforts to reduce transportation emissions.
- The new **Reduction of Truck Emissions at Port Facilities (\$50 million from the HTF and \$30 million from GF advance appropriations)** will fund solutions, such as advancing port electrification and other emerging technologies and strategies, to reduce port-related emissions linked to commercial trucking activities at ports and intermodal port facilities.

- The **Congestion Mitigation and Air Quality Improvement Program (\$2.6 billion from the HTF)** will continue to support transportation investments that reduce highway congestion and harmful emissions. The Congestion Mitigation and Air Quality Improvement Program enhances quality of life and improves health nationwide through its contributions to attainment and maintenance of the National Ambient Air Quality Standards that act as a public health benchmark for many of the densely populated areas of the country.
- The **Emergency Relief Program (\$100 million from the HTF)** will help restore and repair roads and bridges following disasters or catastrophic failures. Natural disasters and catastrophes that destroy highways and bridges are unpredictable events and can occur anywhere in the country. This program is critical to mitigating the risk of recurring damage from extreme weather and maintaining mobility and safety following a disaster.

Pursuing Transformation

FHWA will shape and execute a national research and innovation technology development, deployment, and training program that produces and delivers the solutions needed to meet current challenges, assesses future needs, and responds to those needs proactively and effectively.

- FHWA's **Research, Technology, and Education (RT&E) Program (\$499 million from the HTF and \$19 million from GF advance appropriations)** strives to generate new solutions, build more effective partnerships, and provide better information and tools for decision-making, which will enable our Nation to enhance and make the best investments in the transportation system.
- The entire innovation life cycle is covered under the RT&E program umbrella—including agenda setting; research and development; technology testing and evaluation; and deployment and impact evaluation of market-ready technologies and innovations.
- Additionally, the RT&E program is committed to providing superior training and education to transportation professionals. Through several programs, FHWA provides resources for the development and delivery of technical assistance, training, professional development, and education programs to improve the professional capacity of the workforce.
- FHWA's **Every Day Counts (EDC)** is a proven, State-based model that works with State DOTs to identify, promote and rapidly deploy proven, yet underutilized, innovations that facilitate greater efficiency at the State and local levels. FHWA will focus the seventh cycle on market-ready, but underutilized practices or technologies that enhance roadway safety for all users, support sustainable and resilient infrastructure, and/or address equity as part of project planning and delivery.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL MOTOR CARRIER SAFETY ADMIN									
OPERATIONS & PROGRAMS (TF)(M)	328,143	-	328,143	360,000	-	360,000	367,500	-	367,500
OPERATIONS & PROGRAMS (GF)(D)	-	-	-	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (GF)(D)	-	-	-	-	124,500	124,500	-	124,500	124,500
MOTOR CARRIER SAFETY GRANTS (TF)(M)	419,800	-	419,800	496,000	-	496,000	506,150	-	506,150
Total:	747,943	-	747,943	856,000	134,500	990,500	873,650	134,500	1,008,150
FTEs:			1,115			1,209			1,285

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

FMCSA's mission is to prevent all injuries and fatalities involving large trucks and buses by reducing crashes. The Agency accomplishes this mission through education, regulation, enforcement, and collaboration with motor carriers and commercial drivers. FMCSA also uses research, innovative technology, compliance, and financial assistance to States through grants to achieve a safer and more secure transportation environment. FMCSA is responsible for enforcing the Federal Motor Carrier Safety Regulations, the Hazardous Materials Regulations, and the Commercial Regulations for motor carriers and commercial motor vehicles (CMV) operating in the United States, including those from Mexico and Canada.

FMCSA's fiscal year (FY) 2023 budget, in concert with the Bipartisan Infrastructure Law (BIL), will set the stage for forward-facing investments to address current realities and future visions for interstate commerce, CMV operations, and driver safety. The FY 2023 budget request prioritizes safety as the foundation of everything we do, while also helping the economy recover and rebuild from the COVID-19 pandemic, responding to the threat of climate change, implementing BIL, and ensuring

transportation is an engine for equity. Together, these investments and their underlying policies will provide the resources needed to strengthen the safety focus to reduce fatalities on our Nation's roads and help meet the ambitious goals identified in the Department's National Roadway Safety Strategy (NRSS).

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

FMCSA's FY 2023 budget requests **\$874 million** for regulating and providing safety oversight of CMVs. In addition to the funding requested in this Budget, the BIL provides **\$135 million** in advance appropriations, for total anticipated budgetary resources of over **\$1 billion** to help the Agency strive for a crash-free and fully accountable CMV transportation life cycle.

In carrying out its safety mandate, FMCSA: (1) develops and implements data-driven regulations that balance motor carrier safety with operational efficiency; (2) enforces safety regulations focusing on high-risk carriers and other unsafe companies and drivers; (3) targets educational messages to carriers, commercial drivers, consumers, and the traveling public; and (4) works in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes. Additionally, as part of the Administration's approach to strengthen America's supply chains, address bottlenecks, and lower prices for Americans, FMCSA will continue its cross-modal collaboration on the DOT-wide NRSS, as well as work to develop apprenticeship programs with the U.S. Department of Labor (DOL) to implement the Biden-Harris Trucking Action Plan.

FMCSA also continues to work with stakeholders to identify regulatory imbalances and explore alternatives to support the adoption of short- and long-term solutions. In alignment with BIL, FMCSA will work closely with the two Federal Advisory Committee Act task forces, the Truck Leasing Task Force (TLTF) and the Women of Trucking Advisory Board (WOTAB). The TLTF will examine common truck leasing arrangements available to CMV drivers; the existence of inequitable leasing agreements; and the impact of truck leasing agreements on the net compensation of CMV drivers, with an overall goal of providing safe and financially secure opportunities to potential truck drivers. The WOTAB will review and report on policies that provide education, training, mentorship, and outreach to women in the trucking industry and will identify barriers and industry trends that directly or indirectly discourage women from pursuing and retaining careers in trucking.

KEY COMPONENTS OF THE REQUEST

Motor Carrier Safety Operations and Programs (MCSOP): \$368 million is requested for administrative expenses; information technology; and research, including innovation around advanced driver systems. The BIL provides an additional **\$10 million** in advance appropriations for administrative expenses, for total anticipated budgetary resources of **\$378 million**.

- **General Operating Expenses (GOE): \$291 million** is requested to carry out FMCSA's safety mission and required inter-agency support functions. This includes salaries and benefits for approximately 1,285 professionals, contracts, rent, Working Capital Fund costs, travel, training, and other mission critical services. The request increases operational efficiencies, provides greater transparency, and ensures full accountability across headquarters and the field offices in each of the 50 States, the District of Columbia, and Puerto Rico.
- **Information Technology (IT): \$63 million** is requested to continue FMCSA's IT objective of transitioning focus from legacy system operations and maintenance to modern technology development and digital transformation. The IT roadmap for FY 2023 plans to design and develop an authoritative Agency enterprise data management platform that will effectively replace all, current legacy databases and establish a golden record. This single source of truth in quality,

security, and usability of FMCSA data among internal and external stakeholders will significantly improve compliance and enforcement operations through increased availability of high-quality data and information.

- **Research & Technology (R&T): \$14 million** is requested to implement FMCSA's multi-year motor carrier R&T program to perform research, development, and technology transfer activities to reduce the number and severity of crashes, injuries, and fatalities involving CMVs on our Nation's highways. To realize R&T priorities, FMCSA's portfolio of research projects is thoroughly planned through the Department's Annual Modal Research Plan and the Agency's Research Executive Board processes.

Motor Carrier Safety Grants (MCSG): \$506 million is requested for the Grants programs. The BIL provides an additional **\$125 million** in advance appropriations, for total anticipated budgetary resources of **\$631 million**. The combined requests in FMCSA grants represents an ongoing investment into commercial motor vehicle safety through the consistent nationwide application and enforcement of CMV and commercial driver's license laws. FMCSA awards grants to State and local partners to train and equip more than 12,000 enforcement officers to increase CMV safety oversight nationwide through inspections, traffic enforcement, audits, investigations, and technology investments. FMCSA will continue to oversee the safety of 600,000 motor carriers and 6.8 million CMVs by prioritizing safety, equitable economic strength, improvement of core assets, racial equity and economic inclusion, climate and resilience, and transformational investments.

- **Motor Carrier Safety Assistance Program (MCSAP): \$399 million** along with **\$80 million** from the BIL is requested to fund this formula grant program providing a reliable source of funding to State and Territorial MCSAP lead agencies to establish and maintain their CMV safety activities. The MCSAP program allows the States to conduct inspections, investigations, traffic enforcement, new entrant safety audits and outreach to the motor carrier communities. Annually, this grant program supports approximately 3.5 million CMV inspections, which allow States to identify serious safety deficiencies and stop unsafe drivers and vehicles from operating on the roadways, with a focus on high crash corridors.
- **Commercial Motor Vehicle Operator Safety Training Grants (CMVOST): \$1 million** is requested for these discretionary grants. The BIL advance appropriations provide an additional **\$2 million**. CMVOST grants are awarded to State or local governments, as well as to accredited post-secondary educational institutions, including truck-driver training schools, to establish training for individuals to transition to the CMV industry, with priority given to regional or multi-State educational or not-for-profit associations that recruit and train current and former members of the Armed Forces and their spouses.
- **High Priority Activities Program (HPAP): \$59 million** is requested for the High Priority discretionary grant program, with an additional **\$27 million** provided from the BIL advance appropriations. HPAP grants provides financial assistance to States, local governments, federally recognized Tribes, and other political jurisdictions to carry out high-priority CMV safety data

activities and Innovative Technology Deployment (ITD) projects that advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations. This program will provide funds to the States for the immobilization or impoundment of passenger carrying CMVs that fail inspection or are determined to be unsafe.

- **Commercial Driver License Program Implementation Grants (CDLPI): \$43 million** is requested. These discretionary grants coupled with **\$16 million** BIL advance appropriations are awarded to the States' primary driver licensing agency responsible for the development, implementation, and maintenance of the commercial driver license program for the implementation of the Entry Level Driver Training – Training Provider Registry. This Registry will provide for a vital electronic exchange of commercial driver license violation information, across State lines to nonprofits, local governments, and other entities dedicating programs to combat human trafficking and other activities or emerging issues. States additionally carry out the requirements of the Drug and Alcohol Clearinghouse by disqualifying prohibited drivers, which supports the electronic Commercial Driver's License Information System data exchange rule.
- **Commercial Motor Vehicle Enforcement Training & Support Grant Program (CMV - ETS): \$5 million** is requested for this new grant program under BIL that provides discretionary funding for nonprofit organizations to provide training to non-Federal employees who conduct CMV enforcement activities and to develop related training materials.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN									
OPERATIONS AND RESEARCH (GF)(D)	194,167	-	194,167	194,167	-	194,167	272,650	-	272,650
IMPAIRED DRIVING/ GRADE XING (GF)(D)	17,000	-	17,000	17,000	-	17,000	-	-	-
OPERATIONS AND RESEARCH (TF)(M)	155,300	-	155,300	192,800	-	192,800	197,000	-	197,000
HIGHWAY TRAFFIC SAFETY GRANTS (TF)(M)	623,017	-	623,017	774,300	-	774,300	795,220	-	795,220
CRASH DATA (GF)(D)	-	-	-	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY&BEHAV RESRCH (GF)(D)	-	-	-	-	109,700	109,700	-	109,700	109,700
SUPP HIGHWAY TRAFFIC SAFETY PROGRAMS (GF)(D)	-	-	-	-	62,000	62,000	-	62,000	62,000
Totals:	989,484	-	989,484	1,178,267	321,700	1,499,967	1,264,870	321,700	1,586,570
FTEs:			606			646			784

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The FY 2023 President's Budget requests includes \$1.59 billion (including advance appropriations) for NHTSA to invest in programs that reduce traffic crashes and fatalities while improving safety for the traveling public. This request supports NHTSA's safety mission by strengthening ongoing programs and safety efforts, using data and analysis to address serious safety issues, and investing in technological innovations. For example, research on lithium ion battery safety, in coordination with the Pipeline and Hazardous Materials Safety Administration (PHMSA), will speed fleet electrification. And NHTSA's research into cutting-edge technologies, such as automated driving systems, has the potential to dramatically reduce serious crashes. Additionally, this request fully supports the

requirements and resources provided to the agency within the Bipartisan Infrastructure Law (BIL) and will contribute toward the Departments National Roadway Safety Strategy (NRSS) and its ambitious long-term goal of reaching zero roadway fatalities.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 Budget includes **\$1.3 billion** for NHTSA. In addition to the funding requested in this Budget, the BIL provides an additional **\$322 million** in advance appropriations to support Vehicle Safety programs, behavioral research, a robust crash data program, and additional grants to States. Supplemental funding will enhance safety activities including programs to develop countermeasures and increase occupant protection, as well highway safety research programs that reduce alcohol- and drug-impaired driving, improve young and novice driver behavior, and protect pedestrians.

The FY 2023 Budget includes \$272.7 million for the Operations and Research General Fund account, which includes \$27.5 million—an increase of \$12 million—and 22 additional positions to support the Administration's commitment to make our vehicles more fuel efficient through the establishment of maximum feasible Corporate Average Fuel Economy (CAFE) and medium- and heavy-duty fuel efficiency standards. Funding requested in this account also supports an additional 26 positions for NHTSA's enforcement activities, including safety recalls. In FY 2021, the agency led over 1,000 recalls for unsafe vehicles and equipment, and these positions will support the agency's effort to remove unsafe vehicles and equipment from our nation's roadways.

As part of this request, additional resources are included to increase the agency's understanding of why crashes occur and how to best address those issues with the traveling public. Several new initiatives in the BIL will expand, improve, and enhance NHTSA's crash data program. Advance appropriations provide \$150 million for crash data collection, including the expansion of the Crash Investigation Sampling System and grants to enable the modernization of State data collections systems that will improve our understanding of crash causes and the effectiveness of countermeasures.

The Budget Request includes additional resources to support NHTSA's vehicle safety and behavioral research programs. With new automated vehicle technology being adopted into vehicle production at an increasing rate, the Budget Request includes \$49.8 million for vehicle safety research, along with \$70 million in advance appropriations enacted in BIL to accelerate the agency's efforts such as research into safety performance of life-saving Advanced Driver Assistance Systems (ADAS) technology, safety

assurance methods for Automated Driving Systems (ADS), equity in crash safety outcomes, and battery safety to support expanded deployment of electric vehicles. The Budget Request also includes \$197 million for behavioral research efforts along with \$39.7 million in advance appropriations enacted in BIL to further accelerate research activities. These efforts will support our commitment to improve safety for all road users—including pedestrians, cyclists, children, older Americans, and people with disabilities.

Finally, the Budget Requests \$795.2 million for Highway Traffic Safety Grants, which supports key partnerships with State and local safety agencies, along with \$62 million in advance appropriations enacted in BIL to conduct data-driven programs addressing highway safety problems unique to each jurisdiction, such as alcohol and drug-impaired driving, lack of seat belt and child restraint use, speeding, and distracted driving.

KEY COMPONENTS OF THE REQUEST

General Fund

- **Operations & Research: \$272.7 million** is requested for NHTSA's rulemaking program, enforcement initiatives, and the vehicle safety research portfolio. This funding supports the salaries and benefits of 428 FTE, general administration of the agency, and the following programs:
 - › **Vehicle Safety Research: \$49.8 million** is requested for research on how vehicle improvements and other technological advances can better protect people in a crash and reduce the likelihood of crashes, including activities that support the safe development and deployment of automated vehicle technologies:

- **Advanced Driver Assistance Systems (ADAS)** \$18.1 million for ADAS, including \$3.1 for Heavy Vehicle Safety Technologies for programs that support the safe testing and deployment of technologies, including safety countermeasures for passenger vehicles, large trucks, and buses that assist drivers in preventing crashes. Advanced Safety Technologies research focuses on the safe development, evaluation, and deployment of technologies and systems that enable partial driving automation but still require a fully attentive, engaged driver. Advanced Safety Technologies have the potential to reduce the risk of crashes and the severity of crashes.
- **Automated Driving Systems (ADS)** \$11.8 million for research that addresses testing and regulatory issues associated with new vehicle designs enabled by ADS technologies. This research will facilitate innovation and development of new tests, tools, and procedures

to properly evaluate the safety of new vehicle technologies surrounding highly and fully automated vehicles.

- In addition to the request, BIL appropriated \$60.1 million for this program in FY 2023 to accelerate the agency's vehicle safety research efforts.

› **Rulemaking: \$45.1 million** is requested for rulemaking programs and activities, including \$27.5 million in funding for the Corporate Average Fuel Economy (CAFE) program, and \$14.5 million for the New Car Assessment Program (NCAP). This includes the support needed to implement the key safety programs and rulemakings directed by the BIL and to support the activities and rules related to the Climate Agenda and Executive Orders 13990 and 14037, including the next phase of CAFE standards for light vehicles and fuel efficiency standards for medium- and heavy-duty trucks.

› **Enforcement: \$43.9 million** is requested for programs and activities that will support the enforcement of vehicle safety standards and CAFE regulations, address safety-related defects and safety-related recalls, and investigate criminal fraud associated with rolling back and disabling odometers. This funding will enable NHTSA to identify safety defects and quickly inform the public of critical information, oversee manufacturer remedies and recalls, conduct compliance testing for emerging and existing technologies, stop prohibited motor vehicles and equipment from entering the U.S., monitor exempted non-conforming ADS-equipped vehicles, manage and analyze Early Warning Reporting data from manufacturers, learn about new vehicle technologies, publish public data

on recalls, manufacturer communications, investigations, and Early Warning Reporting data, and enforce and penalize for violations of the fuel efficiency regulations.

› **Communication and Consumer Information: \$5.1 million** is requested for the development and execution of communication activities that support NHTSA's mission, including activities that inform the public of vehicle safety recalls and emphasize the importance of addressing recalls. These efforts include Safe Cars Save Lives Paid Media Campaign, 5 Star Safety Rating Program, and the Vehicle Safety Hotline.

Highway Trust Fund

• **Operations & Research: \$197 million** is requested for behavioral research activities. This funding supports the salaries and benefits of 232 FTE, general administration of the agency, and the following programs:

› **Highway Safety Programs: \$60 million** is requested for programs and activities that support safety efforts through behavioral research, program development, demonstrations, and technical assistance to States. NHTSA provides national leadership on alcohol and drug countermeasures, occupant protection, distraction, traffic law enforcement, motorcycle riders, pedestrian and bicycle safety, and teen and older driver safety programs. NHTSA coordinates these efforts with numerous Federal partners, States, local governments, safety associations, and other organizations. In addition to the request, BIL appropriated \$39.7 million for this program in FY 2023 to accelerate the agency's behavioral research efforts.

› **National Center for Statistics and Analysis:**

\$57 million is requested for programs and activities that operate traffic safety data systems, including the Fatality Analysis Reporting System, State Data System, Not-in-Traffic Surveillance System, Special Crash Investigations system, Crash Report Sampling System, and Crash Investigation Sampling System. These systems are critical for collecting and analyzing nationwide crash data, which NHTSA uses to identify national trends and interventions. NHTSA will also analyze data and take steps to improve its quality and reliability. In addition to the request, BIL appropriated \$150 million in FY 2023 for improvements to crash data.

› **National Driver Register: \$7 million**

is requested to support the nationwide computerized database that contains information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled, denied, or who have been convicted of serious traffic-related offenses.

› **Communication and Consumer Information:**

\$10.4 million is requested for the development and execution of communication activities that support the successful execution of NHTSA's mission. These efforts include messaging that focuses on influencing and changing dangerous behaviors. This request supports communications, marketing, education, and awareness activities that seek to reduce incidents of impaired and distracted driving and other hazardous behaviors, and increase seat belt use and child passenger safety.

• **Highway Traffic Safety Grants: \$795.2**

million is requested for Highway Traffic Safety formula grants. The grants that NHTSA provides to State, Territorial Highway Safety Offices, and the Bureau of Indian Affairs help improve safety on our roads through efforts to promote the use of seat belts and car seats, as well as to prevent impaired, distracted or aggressive driving. This funding supports the salaries and benefits of 96 NHTSA FTE, general administration of the agency, and the following programs:

› **State and Community Highway Safety**

Grants (Section 402): \$370.9 million is

requested for the program. These formula grants provide flexibility to States to address pervasive and emerging highway safety problems, with at least 40% of these funds benefitting counties, cities, towns, and other local political subdivisions of the State. In addition to the request, BIL appropriated \$20.0 million for this program in FY 2023 to accelerate State-implemented highway safety efforts.

› **National Priority Safety Programs (Section**

405): \$346.5 million is requested for the program to address alcohol-impaired driving, occupant protection, distracted driving, State safety data system improvements, motorcyclist safety, non-motorized safety and graduated driver licensing through innovative grant programs. In addition to the request, BIL appropriated \$22.0 million for this program in FY 2023 to accelerate State-implemented highway safety efforts.

› **Racial Profiling Data Collection Program (Section 1906): \$11.5 million** is requested for the program to encourage States, the District of Columbia, Puerto Rico, and the U.S. Territories to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for all motor vehicle stops made on all public roads.

› **High Visibility Enforcement (Section 404): \$38.3 million** is requested for the program to promote and administer the highly successful annual “Click It or Ticket” mobilizations to increase seatbelt use, as well as initiatives focused on impaired driving, including “Drive Sober or Get Pulled Over”, and “If You Feel Different, You Drive Different: Drive High, Get a DUI.”

FEDERAL TRANSIT ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF)(D)	2,014,000	-	2,014,000	2,014,000	1,600,000	3,614,000	2,850,000	1,600,000	4,450,000
WASHINGTON METRO AREA TRANSIT AUTHORITY (GF)(D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
ADMINISTRATIVE EXPENSES (GF)(D)	121,052	-	121,052	121,052	-	121,052	-	-	-
ADMINISTRATIVE EXPENSES [non-add] (Trust Fund) (TF)(M)	-	-	-	[131,000]	-	[131,000]	[134,930]	-	[134,930]
TRANSIT RESEARCH (GF)(D)	-	-	-	-	-	-	30,000	-	30,000
TECHNICAL ASSISTANCE & TRAINING (GF)(D)	7,500	-	7,500	7,500	-	7,500	8,000	-	8,000
TRANSIT INFRASTRUCTURE GRANTS (GF)(D/M)	516,220	44,461,356	44,977,576	516,220	2,050,000	2,566,220	200,000	2,050,000	2,250,000
TRANSIT FORMULA GRANTS (TF)(M)	10,150,348	-	10,150,348	13,355,000	-	13,355,000	13,634,000	-	13,634,000
ALL STATIONS ACCESSIBILITY PROG (GF)(D)	-	-	-	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAM (GF)(D)	-	-	-	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
Cancellation [non-add] Inactive Transit Programs (GF)(D)	(1,959)	-	(1,959)	(1,959)	-	(1,959)	-	-	-
Total:	12,959,120	44,461,356	57,420,476	16,163,772	4,250,000	20,413,772	16,872,000	4,250,000	21,122,000
FTEs:			585			669			740

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The Federal Transit Administration (FTA) is committed to improving America's communities through public transportation. FTA achieves its mission by providing financial and technical assistance to public transit systems in communities across the country, overseeing safety to protect transit riders and the transit workforce, and helping to develop the future of public transportation through research.

FTA partners with State, local, and Tribal governments to create and advance public transportation systems including subways, light rail, commuter rail, bus, including metrobuses and commuter buses, trolley, ferry, and other transit services. Transit investments enable communities to provide mobility options to people of all backgrounds, assist efforts to modernize existing public transportation systems, reduce harmful emissions, and support equitable economic development.

FTA investments will lead to improved riders' experiences and access. Decades of underinvestment in infrastructure have led to an over \$105 billion backlog in transit state of good repair needs, including more than 27,000 buses and vans, 2,200 rail cars, 200 passenger stations, 300 maintenance facilities, and hundreds of miles of track, guideway, signals, and power systems in need of replacement. To address these needs, which lead to service delays and disruptions that strand riders and discourage transit use, the Bipartisan Infrastructure Law authorizes funding to repair and upgrade transit infrastructure across the Nation. It also enables FTA to assist communities across the Nation to develop new and expand existing transit services. As part of this historic investment, the Bipartisan Infrastructure Law also includes funding to support the replacement of thousands of diesel transit vehicles with new low and zero emission vehicles.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 Budget requests **\$16.9 billion** for FTA. The FY 2023 request will advance public transportation in America's communities by focusing on four key priorities aligned with the DOT Strategic Plan: Safety, Modernization, Climate, and Equity. These priorities will ensure the safety of transit, create equitable economic recovery from the COVID-19 pandemic, improve racial equity, mitigate the climate crisis, and support equitable economic growth in urban, suburban, and rural communities across the country. The request supports investments to improve the resilience of our transportation networks and prepare transit systems for future technologies and opportunities for partnerships. In addition to the funding proposed in this Budget, the Bipartisan Infrastructure Law provides an additional **\$4.3 billion** in advance appropriations to modernize existing public transit systems, significantly improve the condition of transit infrastructure across the country, and help agencies expand their systems.

KEY COMPONENTS OF THE REQUEST

Transit Formula Grants: \$13.6 billion will support existing core transit programs, including Planning Grant Programs, Urbanized Area Formula Grants, Rural Area Formula Grants, State of Good Repair Formula Grants, Railcar Replacement Grants, Grants for Buses and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities, State Safety Oversight, Public Transportation Innovation, Technical Assistance and Workforce Development, Bus Testing, the National Transit Database, and FTA Administrative Expenses. These programs provide critical funding to public transportation systems in communities across the United States. The budget also includes support for grant management, project development, technical assistance, program and safety oversight, and core operations.

Capital Investment Grants (CIG): \$2.9 billion is requested to supplement State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. These project investments support economic growth, affordable transportation choices, and create and sustain jobs in local communities.

- The \$2.9 billion request will be invested as follows:
 - › \$2.37 billion for the Capital Investment Grants Program;

- › \$450 million for the Expedited Project Delivery (EPD) Pilot Program; and
- › \$28.5 million for FTA oversight of the CIG and EPD projects.
- The BIL also provides a total of \$1.6 billion in advanced FY23 appropriations for the CIG and EPD programs.

Washington Metropolitan Area Transit Authority (WMATA): \$150 million

is requested to fund 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.

Transit Infrastructure Grants: \$200 million is requested to support transformative projects under three new programs, including the Zero Emission System Transformation Planning Program, Climate Resilience and Adaptation Grants, and Integrated Smart Mobility Pilot Grants. More specifically, FTA requests:

- **\$50 million for the Zero Emission System Transformation Planning Program** to fund competitive grants to support transit agencies as they plan for the transition of their vehicle fleets to zero emission vehicles, include plans for staffing, operations, and maintenance.
- **\$100 million for the Climate Resilience and Adaptation Program** to fund competitive grants to improve the resilience of transit assets to climate-related hazards by protecting transit stations, tunnels, tracks, and other infrastructure from flooding, extreme temperatures, and other climate-related hazards.

- **\$50 million** for the **Integrated Smart Mobility (ISM) Pilot Program** to fund up to five competitively selected pilot projects that will support transit agencies in adopting innovative approaches to mobility that will improve safety, accessibility, and equity in access to community services and economic opportunities, including first and last mile operations.

Transit Research: \$30 million is requested to support research, demonstration, and deployment projects that enable a robust and safe public transportation network that connects communities and protects the environment. The investments will enhance safety, facilitate modernization, protect the climate, improve equitable access, and reduce transportation insecurity by leveraging new mobility trends in a post-COVID-19 world; accelerating the adoption of environmentally sustainable and resilient public transit assets; and advancing transit safety innovation research.

Technical Assistance and Training: \$8 million is requested for technical assistance and training activities to increase the capacity and capabilities of States and transit agencies to attract and retain the next generation of the transit workforce; effectively implement transit programs and meet Federal requirements; and transform transit to meet the mobility, equity, climate, and safety challenges facing communities and the Nation.

In addition to the FY 2023 Budget request, the enacted Bipartisan Infrastructure Law provides **\$4.3 billion in Supplemental Advance Appropriations** under various FTA programs:

- **\$1.6 billion** will support the Capital Investment Grants (CIG) Program.
- **\$2.1 billion** will support the following programs: \$950 million for State of Good Repair grants; \$1.1 billion for Low or No Emission grants, and \$50 million for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities.
- **\$350 million** will support competitive All Station Accessibility Program grants to State or local government authorities to upgrade the accessibility of legacy rail fixed guideway systems for persons with disabilities, including those who use wheelchairs.
- **\$50 million** will support grants for the purchase of electric or low-emitting ferries and the electrification of—or other reduction of emissions from—existing ferries.
- **\$200 million** will support basic essential ferry service in rural areas by providing funds to States to provide such basic essential ferry service.

Proposed FY 2022 and FY 2023 Funding For the Capital Investment Grants and Expedited Project Delivery Pilot Programs (in millions of dollars)

EXISTING NEW STARTS FULL FUNDING GRANT AGREEMENTS		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.248 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
South Central/Downtown Hub	Phoenix, AZ	132.12	100.00	-	-
Westside Subway Section 1	Los Angeles, CA	74.27	100.00	50.00	263.02
Westside Subway Section 2	Los Angeles, CA	74.27	100.00	50.00	200.00
Westside Subway Section 3	Los Angeles, CA	74.27	100.00	50.00	200.00
Mid-Coast Corridor Transit Project	San Diego, CA	74.24	100.00	50.00	191.37
Double Track	Northern Indiana	22.96	50.00	-	-
West Lake Corridor	Northern Indiana	56.86	100.00	-	-
Green Line Extension	Boston, MA	-	48.41	-	-
National Capital Purple Line	Maryland	-	94.75	-	-
Southwest Light Rail	Minneapolis, MN	74.27	100.00	50.00	200.00
Streetcar Main Street Extension	Kansas City, MO	-	24.42	-	-
Federal Way Link Extension	Seattle, WA	74.27	100.00	50.00	268.02
Lynnwood Link Extension	Seattle, WA	74.27	100.00	50.00	200.00
Subtotal Existing New Starts Full Funding Grant Agreements		731.85	1,117.58	350.00	1,522.40

EXISTING CORE CAPACITY FULL FUNDING GRANT AGREEMENTS		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.014 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
Peninsula Corridor Electrification Project	San Carlos, CA	29.04	45.00	-	-
BART Transbay Core Capacity Project	San Francisco, CA	43.30	100.00	-	-
Portal North Bridge	Secaucus, NJ	78.98	100.00	200.00	139.52
Red and Purple Line Modernization Project Phase 1	Chicago, IL	165.48	100.00	-	-
Funding for Other Core Capacity Projects That May Become Ready		-	-	116.80	-
Subtotal Existing Core Capacity Full Funding Grant Agreements		316.80	345.00	316.80	139.52

PROPOSED NEW STARTS PROJECTS		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.014 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
Northwest Extension Phase 2 **	Phoenix, AZ	-	58.12	-	-
METRO Gold Line Bus Rapid Transit	St. Paul, MN	139.35	100.00	-	-
Hudson Tunnels ***	Secaucus, NJ	-	-	100.00	-
Second Avenue Subway Phase 2	New York, NY	-	-	-	400.00
Advanced Rapid Transit North-South Corridor	San Antonio, TX	-	-	-	158.08
Funding for Other New Starts Projects That May Become Ready for Construction Funding and for Project Development and Engineering Grants		-	183.32	421.20	-
Subtotal Recommended New Starts Projects		139.35	341.44	521.20	558.08

RECOMMENDED SMALL STARTS PROJECTS		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.014 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
Rapid Transit	Rochester, MN	-	56.09	-	-
Expo Center Bus Rapid Transit	Austin, TX	-	30.86	-	-
Pleasant Valley Bus Rapid Transit	Austin, TX	-	34.75	-	-
RapidRide I Line	Seattle, WA	-	66.72	-	-
Pacific Avenue/SR 7 Bus Rapid Transit	Tacoma, WA	-	75.20	-	-
East-West Bus Rapid Transit	Madison, WI	45.11	57.89	-	-
Downtown-Uptown-Oakland-East End BRT	Pittsburgh, PA	50.05	-	-	-
Innovation Corridor BRT	Memphis, TN	-	-	46.04	-
RapidRide J Line	Seattle, WA	-	-	60.13	-
Funding for Other Small Starts Projects That May Become Ready for Construction Funding and for Project Development Grants		142.44	-	131.43	151.50
Subtotal Recommended Small Starts Projects		237.60	321.50	237.60	151.50
EXPEDITED PROJECT DELIVERY (EPD) PILOT PROGRAM		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.014 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
BART Silicon Valley Phase II Extension	San Jose, CA	-	-	-	200.00
East San Fernando Valley Transit Corridor Phase 1	Los Angeles, CA	-	-	-	250.00
Funding for Other EPD Projects That May Become Ready		158.40	100.00	158.40	-
Subtotal Recommended Expedited Project Delivery (EPD) Pilot Program		158.40	100.00	158.40	450.00
OVERSIGHT ACTIVITIES		FY22 ADV. APPROP. \$1.600 B *	FY22 OMNIBUS \$2.014 B	FY23 ADV. APPROP. \$1.600 B *	FY23 BUDGET \$2.850 B
		16.00	22.48	16.00	28.50
Grand Total		1,600.00	2,248.00	1,600.00	2,850.00

* Division J of the IJA provides \$1.6 billion per year in advance appropriations for FY 2022 - FY 2026.

** The Phoenix NW project was a proposed FFGA in the FY22 President's Budget, but has now been awarded an FFGA. It is shown in the proposed FFGA category to better show FY22 allocations.

*** These funds will not be allocated to the Hudson Tunnel project until the project sponsor meets statutory requirements for receipt of Federal funds.

FEDERAL RAILROAD ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF)(D/M)	700,000	1,625,819	2,325,819	700,000	1,200,000	1,900,000	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF)(D/M)	1,300,000	1,074,181	2,374,181	1,300,000	3,200,000	4,500,000	1,800,000	3,200,000	5,000,000
<i>AMTRAK SUBTOTAL [non add] (GF)</i>	<i>2,000,000</i>	<i>2,700,000</i>	<i>4,700,000</i>	<i>2,000,000</i>	<i>4,400,000</i>	<i>6,400,000</i>	<i>3,000,000</i>	<i>4,400,000</i>	<i>7,400,000</i>
RAILROAD RESEARCH & DEV (GF)(D)	41,000	-	41,000	41,000	-	41,000	58,000	-	58,000
SAFETY & OPERATIONS (GF)(D)	234,905	-	234,905	234,905	-	234,905	254,426	-	254,426
CRISI GRANTS (GF)(D)	375,000	-	375,000	375,000	1,000,000	1,375,000	500,000	1,000,000	1,500,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF)(D)	-	-	-	-	600,000	600,000	245,000	600,000	845,000
FED STATE PARTNERSHIP (GF)(D)	200,000	-	200,000	200,000	7,200,000	7,400,000	555,000	7,200,000	7,755,000
RESTORATION AND ENHANCEMENT GRANTS (GF)(D)	4,720	-	4,720	4,720	-	4,720	50,000	-	50,000
MAGNETIC LEVITATION TECH DEPL (GF)(D)	2,000	-	2,000	2,000	-	2,000	-	-	-
<i>Cancellation (D) [non-add] Inactive Rail Grant Programs (GF)(D)</i>	<i>(36,921)</i>	<i>-</i>	<i>(36,921)</i>	<i>(2,711)</i>	<i>-</i>	<i>(2,711)</i>	<i>-</i>	<i>-</i>	<i>-</i>
Total:	2,857,625	2,700,000	5,557,625	2,857,625	13,200,000	16,057,625	4,662,426	13,200,000	17,862,426
FTEs:			872			893			1,006

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

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 oversees the safety of the U.S. railroad industry by carrying out a robust regulatory enforcement and technical assistance program that combines rigorous data analysis, continuous stakeholder engagement, and the expertise of a highly skilled and dedicated workforce. FRA also administers a broad portfolio of grants aimed at

improving safety and the condition of the Nation's rail infrastructure, while enhancing the operating performance of both intercity passenger and freight rail service. These investments enable the introduction of new and upgraded intercity passenger rail corridors that help to connect communities, combat climate change, and grow America's economy and job opportunities. FRA's railroad safety and investment programs are supported by cutting edge research and development, through which FRA advances technology innovations and new practices to improve rail safety and efficiency.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 President's Budget includes **\$4.7 billion** for FRA. This funding builds on the Bipartisan Infrastructure Law (BIL)—which included **\$13.2 billion** in supplemental advance appropriations each year for FRA's grant programs from FY 2022 to FY 2026—and will support FRA's five key BIL investment goals:

1. Modernize the Northeast Corridor;
2. Bring world-class passenger rail service to other regions across the country;
3. Renew Amtrak's fleet & facilities and deliver high-quality intercity passenger rail;
4. Grow a safer, cleaner, more equitable rail system; and
5. Build the foundation for a long-term rail program.

The BIL makes the largest investment in passenger rail since the creation of Amtrak. U.S. passenger rail lags behind the rest of the world in reliability, speed, and coverage. The legislation positions rail to play a central role in our transportation and economic future, and the FY 2023 Budget includes \$17.9 billion to continue eliminating the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. This investment will create safe, efficient, and climate-friendly alternatives for moving people and freight.

KEY COMPONENTS OF THE REQUEST

- **Amtrak: \$3 billion** is requested for Amtrak's base operating, capital, and debt service requirements, including \$1.2 billion for the Northeast Corridor (NEC) and \$1.8 billion for the National Network. In addition, Amtrak will receive **\$4.4 billion** in BIL supplemental advance appropriations in FY 2023. The supplemental funding Amtrak receives through both its direct appropriation and potentially through competitive grant programs is intended to help reverse decades of underinvestment in intercity passenger rail and address many of the major state of good repair backlog projects that have accumulated across the network. However, robust annual funding is also required to ensure that Amtrak can deliver the high-quality service that the country deserves and to ensure that no further assets slip into disrepair. The FY 2023 President's Budget also includes \$655 million in COVID relief for Amtrak and its State partners to offset continued revenue shortfalls due to the pandemic.
- **Federal-State Partnership for Intercity Passenger Rail (Partnership): \$555 million** is requested for FRA's primary intercity passenger rail expansion and improvement program. BIL supplemental advance appropriations will provide an additional **\$7.2 billion** in funding for FY 2023. This program will play a key role in providing more rail options for the traveling

public, advancing safety, economic, equity, and climate goals. Investment decisions for projects located both on the NEC and on corridors across the country will be driven by new, statutorily required planning processes that are due to be completed in FY 2023. Partnership funding will advance additional capital renewal and improvement projects on the NEC, enhance existing services on the National Network, restore or introduce new corridor services, and prepare a long-term pipeline of projects through sound planning, environmental, and engineering work.

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$500 million** is requested for CRISI in addition to the **\$1 billion** in supplemental advance appropriations provided by BIL for FY 2023. This program supports a wide range of freight and intercity passenger rail projects that further the Department's safety, economic, equity, and climate goals. CRISI can promote the values of the Justice40 initiative, and as such, the FY 2023 President's Budget proposes to dedicate at least \$200 million in CRISI funds to rail line relocations and other projects to mitigate the detrimental safety and quality of life effects rail transportation can have on underserved or disadvantaged communities. The President's Budget also dedicates \$10 million for new workforce development initiatives, including the establishment of a National Railroad Institute to develop and conduct training and education programs for both public- and private-sector railroad industry employees.

- **Railroad Crossing Elimination: \$245 million** is requested for highway-rail grade crossing improvements under this newly authorized program. Like CRISI, the Railroad Crossing Elimination program can provide a variety of safety, economic, and equity benefits. The FY 2023 Request, in addition to the **\$600 million** provided by the BIL supplemental advance appropriation, will provide sufficient funding to tackle complex, and often costly, grade separation projects that can have pronounced effects on improving transportation safety. Grade separating highway-rail crossings can alleviate hazards to both pedestrians and motor vehicles at crossings that experience high volumes of traffic, are poorly configured and present safety issues due to their design, or block community access due to the frequency or length of trains that pass through.

- **Restoration and Enhancement Grants (R&E): \$50 million** is requested to provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation. This funding is in addition to the **\$50 million** provided as a takedown from the Amtrak National Network account in the BIL supplemental advance appropriation. The passage of BIL and increased funding levels for the Partnership program will directly lead to the introduction of new and expanded intercity passenger rail services. The R&E program will play a vital role in the success of these services—and the realization of their significant public benefits—by offsetting initial operating losses while the new or expanded services build their ridership and revenue base.

- **Safety and Operations (S&O): \$254.4 million** is requested for FRA's core railroad safety programs and the organizational infrastructure (e.g., payroll, information technology, and training) that enables FRA to execute its dual safety and development mission. The S&O request includes:

- › **Automated Track Inspection Program (ATIP): \$16.5 million** to operate FRA's fleet of ATIP vehicles that identify track defects, including the newest hi-rail vehicle that uses ultrasonic technology to identify internal rail flaws, which cannot be readily detected by track geometry technology or visual inspections.

- › **Confidential Close Call Reporting System (C3RS): \$4.3 million** to expand the C3RS program to encourage participation from Class I freight railroad employees. C3RS allows railroad employees to report close calls and unsafe events, identify safety hazards, and mitigate or eliminate threats.

- **Research and Development (R&D): \$58 million** for FRA's R&D program, which provides the scientific and engineering foundation for many of FRA's safety enforcement, oversight, and regulatory actions. The program also advances transformative, next-generation safety technologies and human factors research that spurs innovation, efficiency gains, and safer operating practices across the railroad industry. The FY 2023 President's Budget continues to emphasize opportunities to expand climate and resiliency research. The requested funding will support FRA's efforts to investigate the efficacy of clean fuels and advanced motive power technologies to improve energy efficiency and reduce emissions of rail transportation.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
PIPELINE & HAZARDOUS MATERIALS SAFETY									
OPERATIONAL EXPENSES (GF)(D)	28,715	-	28,715	28,715	-	28,715	30,150	-	30,150
HAZARDOUS MATERIALS SAFETY (GF)(D)	62,000	-	62,000	62,000	-	62,000	74,211	-	74,211
EMERGENCY PREP GRANTS (SF)(M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
EMERGENCY PREP GRANTS (GF)(D)	1,000	-	1,000	1,000	-	1,000	-	-	-
PIPELINE SAFETY (SF)(D)	145,000	-	145,000	145,000	-	145,000	158,800	-	158,800
PIPELINE SAFETY TRUST FUND (TF)(D)	23,000	-	23,000	23,000	-	23,000	29,000	-	29,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
Total:	288,033	-	288,033	288,033	200,000	488,033	338,986	200,000	538,986
FTEs:			556			591			634

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The mission of the Pipeline and Hazardous Materials Safety Administration (PHMSA) is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. PHMSA's FY 2023 Budget request focusses on new congressional directives to address environmental impacts and to promote equity in the distribution of energy to underserved communities. Using modern safety standards, a commitment to innovation, and a focus on addressing aging infrastructure, PHMSA ensures safe delivery of energy and hazardous materials while preserving our most valuable, sensitive environmental areas, promoting economic competitiveness.

PHMSA registers and completes safety assessments of more than 40,000 companies involved in the packaging and shipment of 2.7 billion tons of regulated hazardous materials (e.g., crude oil, explosives, fireworks, and lithium batteries, among others) valued at more than \$3.1 trillion annually. PHMSA oversees a growing domestic pipeline network of more than 2.8 million miles, moving 16 billion barrels of crude oil, hazardous liquids, and natural gas safely to homes and businesses and to points of export. When transport results in an accident or incident, PHMSA's training program and safe remediation standards inform first responders, shippers, and pipeline operators on how to clean up quickly, safely, and completely, thereby protecting lives and the environment, and supporting the economy.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 President's Budget for PHMSA is **\$339 million**. These amounts will be used to invest in the safe transportation of hazardous materials, including energy products through pipelines and by truck and rail carriers, and ships. American production and delivery of energy products, and consumer and industrial products that contain hazardous materials fuels the economy. PHMSA works to make sure these products reach their destination safely and without incident. In FY 2023, PHMSA will oversee the safe movement of electric vehicle batteries, lithium batteries by air, transport of hazardous cryogenic products for domestic use and export, and support the safe operation of natural gas storage in underground facilities, ensuring supply chains operate safely and uninterrupted. The agency will also continue to support the national health response to COVID-19 with safety standards for the shipment of vaccines, vaccine test kits, pathogens used for medical testing, and chemical hand sanitizers. The Budget request includes the continued funding for critical mandates called for in the Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES Act) Act of 2020. This Act directs PHMSA to increase protection for our Nation's most sensitive high-consequence environmental areas, to set standards for safe and reliable delivery of energy to our homes and businesses, and the safe development of natural gas for export—including mandates to hire new regulatory staff and to increase inspection staff.

The Hazardous Materials Safety program supports and finances State inspections of hazardous materials packagers and shippers, lifesaving distribution of medical supplies and test kits, the safe movement of renewable energy stored in lithium batteries, and the overall safe packaging and movement of hazardous materials we rely on every day. PHMSA's Emergency Preparedness Grants program provides support for firefighters and other first responders that are often on the front line of managing hazardous materials incidents. The FY 2023 request fully funds Pipeline Safety, Hazardous Materials Safety, Emergency Preparedness Grants, and Operational Expenses to enable PHMSA to execute its essential safety mission.

In addition to the funding requested in this Budget, the Bipartisan Infrastructure Law provides an additional **\$200 million** in advanced appropriations to fund infrastructure improvements through the Natural Gas Distribution Infrastructure Safety and Modernization Grant Program. The funding will be provided to municipal- and community-owned utilities for the replacement of the most damaged cast and wrought iron pipelines, and other aged pipe, that deliver natural gas to oftentimes underserved communities. The degrading nature of iron alloys, the age of the pipelines, and weak pipe joints design have increased the risk of accidents and climate damaging methane emissions, and this new program will accelerate their repair or replacement, improving safety and access to energy products to these communities. This program will provide \$1 billion over 5 years to repair or replace aged, cracked pipelines that leak climate damaging methane in order to improve the environment, reduce incidents, and provide affordable energy to those who most need it.

KEY COMPONENTS OF THE REQUEST

- **Pipeline Safety:** PHMSA requests **\$187.8 million** to develop pipeline safety standards, encourage the use of safety management systems, conduct safety checkups, investigate pipeline incidents, and conduct research to inform safety regulation and policy, especially as it relates to cleaner fuels that support the environment. PHMSA is addressing and implementing the 36 mandates called for in the PIPES Act (Act) of 2020. The request funds 35 additional inspection and enforcement staff and 8 regulatory experts called for in the Act.
- › **Hazardous Materials Safety:** PHMSA requests **\$74.2 million** to set safety standards and oversee the safe packaging and shipping of hazardous materials with a commitment to support underserved communities that bear a disproportionate share of hazardous material routes, train local first responders for when incidents occur, and invest in promising research and development that solves complex and

emergent packaging and shipping challenges. The request funds 31 additional positions including outreach staff to inform packagers and shippers, many of whom are new E-commerce shippers of hazardous materials, added accident investigation staff, and 3 emerging energy experts to develop better safety standards for the quick rise in new packaging, transport methods, and hazardous products.

- › **Emergency Preparedness Grants: \$46.8 million** is requested to finance communities in their development of hazardous materials emergency response plans and train their first responders to safely manage and remediate hazardous material shipping incidents and accidents. These are often in underserved communities that do not have sufficient emergency preparedness and response resources.
- › **Operational Expenses: \$30.2 million** is requested for operational expenses to support the safety management organization, including \$4.5 million for grants to those communities most impacted by pipelines and pipeline facilities.

MARITIME ADMINISTRATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
MARITIME ADMINISTRATION									
OPERATIONS AND TRAINING (GF)(D)	155,616	-	155,616	155,616	25,000	180,616	192,000	-	192,000
STATE MARITIME ACADEMY OPERATIONS (GF)(D)	432,700	-	432,700	432,700	-	432,700	77,700	-	77,700
SHIP DISPOSAL (GF)(D)	4,200	-	4,200	4,200	-	4,200	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF)(D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF)(D)	314,000	-	314,000	314,000	-	314,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF)(D)	3,000	-	3,000	3,000	-	3,000	3,000	-	3,000
PORT INFRASTRUCTURE DEVELOPMENT (GF)(D)	230,000	-	230,000	230,000	450,000	680,000	230,000	450,000	680,000
CABLE SECURITY FLEET [Defense] (GF)(D)	10,000	-	10,000	10,000	-	10,000	-	-	-
TANKER SECURITY PROGRAM [Defense] (GF)(D)	-	-	-	-	-	-	60,000	-	60,000
<i>Cancellation (D) [non-add] Prior Year Balances [non-Defense] (GF)</i>	-	-	-	-	-	-	(12,000)	-	(12,000)
<i>Cancellation [non-add] MSP Prior Year Balances [Defense] (GF)(D)</i>	-	-	-	-	-	-	(55,000)	-	(55,000)
Total:	1,169,516	-	1,169,516	1,169,516	475,000	1,644,516	906,700	450,000	1,356,700
FTEs:			775			797			873

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

A strong, resilient marine transportation system is essential to keep the United States competitive in the global economy and to provide essential sealift capacity to support our military. The Maritime Administration (MARAD) helps to foster, promote, and develop the maritime industry of the United States to meet our Nation's economic and security needs. MARAD remains focused on implementing policies that address our Nation's maritime infrastructure gaps while fostering and sustaining American job opportunities in the maritime industry, increasing our global competitiveness, and leveraging technology to meet the needs and challenges of the marine transportation system.

MARAD programs support U.S. shipyards, ports, waterways, ships and shipping, vessel operations, strategic mobility for National security, ship disposal, and maritime education and training. In addition, MARAD partners with the Department of Defense (DoD) to maintain the National Defense Reserve Fleet of vessels to provide sealift to transport military equipment and supplies during war and National emergencies. MARAD works to maintain a strong U.S. merchant marine, which is essential to crew our Ready Reserve fleet and U.S.-flagged vessels. MARAD educates and trains future mariners by operating the Federal U.S. Merchant Marine Academy (USMMA). In December 2021, MARAD introduced new policies and procedures to improve safety for cadets during their Sea Year training. To help prevent sexual assault and sexual harassment, support survivors, and strengthen a climate of accountability, MARAD implemented the Every Mariner Builds a Respectful Culture (EMBARC) program, which includes new safety standards that commercial carriers hosting USMMA cadets must adopt. MARAD also released a new Superintendent's Instruction to guide Sea Year and a revised Sea Year guide for cadets. MARAD will be working to regularly review and continuously improve upon these new measures to help support broader culture change across the maritime industry and increase safety for all mariners. MARAD will also work to advance measures to support diversity, equity, and inclusion across the merchant marine.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 Budget includes **\$906.7 million** for MARAD. This level of funding will build upon and sustain Agency programs that help to advance the Secretary's priority goals for Safety, Equity, Economic Strength, Climate and Organizational Excellence. This includes requesting critical investments in: educating and training the U.S. maritime workforce to support an adequate pool of future merchant mariners; the U.S.-flagged fleet to help them compete globally while maintaining sealift readiness to meet national security requirements; and in our Nation's ports and maritime industrial base to modernize and strengthen infrastructure efficiency while improving climate resiliency. In addition to the funding proposed in this Budget, the Bipartisan Infrastructure Law (BIL) provides an additional \$450 million in advance appropriations to support critical investments in our nation's ports to help support American jobs, and more efficient and resilient operations to meet the supply chain needs for delivery of goods to the American people.

KEY COMPONENTS OF THE REQUEST

- **Operations and Training: \$192 million** is requested to support the USMMA and MARAD Operations and Programs. Within this amount:
 - › **United States Merchant Marine Academy: \$99.7 million** is requested to provide world-class education and training opportunities for the next generation of diverse seagoing officers and maritime leaders of exemplary character with a commitment to serve the Nation, regardless of economic, social, or racial background. Funding will provide **\$87.8 million for academic operating expenses**, support additional resources critical for responding to emerging needs, and allow for continued implementation of measures to help **prevent sexual assault and sexual harassment and to support survivors**. In addition, **\$11.9 million** is requested to fund routine and unplanned emergency **facility maintenance and repair needs** of the Academy's aging buildings and infrastructure.
 - › **Operations and Programs: \$92.3 million** is requested for MARAD Operations and Programs to provide the resources to support core agency infrastructure and professional staff working to achieve the operating mission and support program initiatives, and to advance diversity and equity priorities. This funding will also enable MARAD to manage a grants portfolio that has been significantly expanded

by the Bipartisan Infrastructure Law and ensure compliance with Federal grants management requirements. Within this request, **\$10 million** will support the **Maritime Environmental and Technical Assistance (META)** program that advances low carbon alternative energies and technologies that are safe, affordable, and sustainable, while also supporting job growth in clean energy and maritime transportation fields. Funding also provides **\$10.8 million for America's Marine Highway grants** to support the development, expansion and modernization of America's navigable waterways and landside infrastructure to enable the movement of freight by water, reducing highway congestion and associated emissions. Finally, **\$4 million will support program evaluation assessments** aimed at improving the efficiency and resiliency of agency core assets and programs.

- **State Maritime Academy (SMA) Operations: \$77.7 million** is requested to provide Federal assistance to support the six SMAs that educate and train mariners who will become future leaders in the U.S. maritime transportation industry, and will be needed to meet future job requirements in the U.S. maritime workforce.
- › **National Security Multi-Mission Vessel (NSMV): \$35 million** is requested to provide vessel management, logistics, and maintenance oversight to support integration of the NSMVs into the schoolship fleet of training vessels, to fund steel cost increases, and to support SMA pier improvements necessary for heavy weather mooring of the vessels when they are delivered.

› **School Ship Maintenance and Repair: \$30.5**

million is requested to maintain the six legacy SMA training ships in compliance with U.S. Coast Guard (USCG) and American Bureau of Shipping requirements while the NSMVs are in construction, and to enable continued implementation of training ship capacity-sharing measures to ensure uninterrupted availability of mandatory at-sea training time for SMA cadets.

› **Direct Support of SMAs: \$12.2 million** is requested to support the SMAs, which includes **\$6 million** in direct payments to the schools, **\$2.4 million** for **student tuition assistance**, and **\$3.8 million** for **training ship fuel assistance**.

- **Port Infrastructure Development Program (PIDP): \$230 million** is requested for grants to improve port infrastructure and facilities, and to stimulate economic growth in and around ports, while also improving safety, addressing climate change and equity, and strengthening resiliency. In addition to this request, the \$450 million investment in advance appropriations provided in FY 2023 under the BIL will provide additional grant resources for port infrastructure projects focused on strengthening our supply chains and improving climate resiliency, including projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions.
- **Assistance to Small Shipyards: \$20 million** is requested to provide grant funding for infrastructure improvements at qualified small U.S. shipyards to help improve their efficiency and ability to compete for domestic and

international commercial ship construction and maintenance opportunities. Small shipyard grants support the acquisition of equipment by small shipyards that reduces climate impacts, including engines with lower emissions, improved climate control technologies for buildings, and technologies that reduce shipyard power consumption.

- **Ship Disposal: \$6 million** is requested for the Ship Disposal Program, with priority emphasis on the removal of the worst conditioned non-retention vessels to mitigate environmental risks. Funding will also help to sustain the unique infrastructure of the U.S. ship recycling industry base, including supporting American jobs in economically depressed areas. This funding also includes **\$3 million to maintain the Nuclear Ship SAVANNAH (NSS)** in protective storage per Nuclear Regulatory Commission license requirements, while decommissioning of the vessel's defueled nuclear reactor, components, and equipment is in progress.
- **Maritime Guaranteed Loan (TITLE XI) Program: \$3 million** is requested to support administrative costs necessary to manage the current loan guarantee portfolio of the TITLE XI program, as well as new loan agreements. The TITLE XI program helps to promote the growth and modernization of the U.S. shipyard industry by providing additional opportunities for vessel construction and modernization including repowering that may otherwise be unavailable to ship owners.

- **Maritime Security Program (MSP): \$318 million** is requested for the MSP to maintain a viable commercial fleet of 60 vessels that can support a U.S. presence in foreign commerce, while also meeting the Nation's need for sustained military sealift capacity. MSP provides the United States the ability to transfer critical military equipment and supplies by sea during times of conflict, National emergencies, or other contingency situations. This funding also provides a global network of critical capabilities including intermodal facilities to unload and transport the cargo on the ground to final destinations.

- **Tanker Security Program (TSP): \$60 million** is requested for the TSP to address the urgent and critical National security requirements for U.S.-flag product tankers to support our deployed Armed Forces in contingency operations and provide a global network of distribution capabilities. Funding will support militarily useful, commercially viable, product tankers engaged in international trade, and provide assured access to these vessels and global networks in times of crisis.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF)(D)									
Total:	38,000	-	38,000	38,000	-	38,000	38,500	-	38,500
FTEs:	-	-	124	-	-	143	-	-	143

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The Great Lakes St. Lawrence Seaway Development Corporation (GLS), 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, NY, and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

The GLS, 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. The GLS also has an ownership interest with Canada in the binational Seaway International Bridge.

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Commercial trade transiting the GLS's locks and channels in 2021 (38.1 million metric tons) produced nearly \$125 in U.S. economic benefits for each dollar appropriated to the GLS.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 President's Budget requests **\$38.5 million** from the Harbor Maintenance Trust Fund (HMTF) to support the GLS's priority areas of safety, waterway and lock operations, and infrastructure.

The FY 2023 request funds the GLS's lock and waterway operations and maintenance needs to support commercial trade on the St. Lawrence Seaway as well as its Seaway Infrastructure Program (SIP) designed to proactively address the GLS's infrastructure assets.

KEY COMPONENTS OF THE REQUEST

- **Seaway Operations and Maintenance: \$23.7 million** is requested for the operations and maintenance of the U.S. portion of the binational St. Lawrence Seaway. This request will provide the GLS with the financial and personnel resources (143 full-time equivalents) necessary to perform the operational, maintenance, and administrative functions of the organization, including lock operations, marine services, vessel traffic control, engineering and maintenance, safety and environmental inspections, and trade and economic development activities.

While the Secretary's Economic Strength strategic priority is the primary outcome of GLS's operations and maintenance program in terms of job creation and global economic competitiveness, ancillary activities also address the Secretary's Safety,

Equity, and Climate & Sustainability strategic priorities.

The request also includes **\$1 million** in funding for the U.S. portion of operations and maintenance expenses for the Seaway International Bridge, which the GLS co-owns with the Canadian Government.

- **Seaway Infrastructure: \$14.8 million** is requested to fund 18 infrastructure-related capital projects, which support the Secretary's Economic Strength/High-Performing Core Assets strategic priority and include:
 - › **\$3 million** to replace deteriorated and damaged concrete at Eisenhower Lock and Snell Lock;
 - › **\$2 million** to upgrade the ice flushing system at Eisenhower Lock;
 - › **\$1.5 million** to upgrade miter gate machinery at both locks;
 - › **\$1 million** to rehabilitate the diffusers at Snell Lock; and
 - › **\$1 million** to rehabilitate the culvert valve machinery hydraulics at both locks.

The GLS's role as a waterway and lock operator requires continual, proactive capital investments in the Seaway's assets to ensure the waterway's safe, reliable, and efficient commercial operations. The Seaway Infrastructure Program addresses the GLS's infrastructure assets in Massena, N.Y., which include locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment necessary to operate and maintain the Seaway.

OFFICE OF THE SECRETARY OF TRANSPORTATION

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IJA OB LIM)	IJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
OFFICE OF THE SECRETARY									
SALARIES AND EXPENSES (GF)(D)	126,174	[4,000]	126,174	126,174	-	126,174	184,419	-	184,419
FINANCE BUREAU (GF)(D)	5,000	-	5,000	5,000	-	5,000	3,850	-	3,850
TRANSP. PLANNING, RESRCH & DEV (GF)(D)	9,350	-	9,350	9,350	-	9,350	19,648	-	19,648
OFFICE OF CIVIL RIGHTS (GF)(D)	9,600	-	9,600	9,600	-	9,600	20,555	-	20,555
FIN MANAGEMENT CAPITAL (GF)(D)	2,000	-	2,000	2,000	-	2,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (GF)(D)	40,623	23,332	63,955	70,257	-	70,257	81,273	-	81,273
PAYMENT TO AIR CARRIERS (GF)(D)	141,724	-	141,724	247,700	-	247,700	368,727	-	368,727
NAT'L INFRASTRUCTURE INVESTMENTS (GF)(D)	1,000,000	-	1,000,000	1,000,000	2,500,000	3,500,000	1,500,000	2,500,000	4,000,000
RESEARCH AND TECHNOLOGY/ ARPA-I (GF)(D)	22,800	-	22,800	22,800	-	22,800	48,147	-	48,147
CYBER SECURITY INITIATIVE (GF)(D)	22,000	-	22,000	22,000	-	22,000	48,100	-	48,100
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF)(D)	4,714	-	4,714	4,714	-	4,714	7,094	-	7,094
AVIATION JOBS MANUFACTURING PROGRAM (GF)(D)	-	3,000,000	3,000,000	-	-	-	-	-	-
THRIVING COMMUNITIES (GF)(D)	-	-	-	-	-	-	110,737	-	110,737
ELECTRIC VEHICLE FLEET (GF)(D)	-	-	-	-	-	-	16,000	-	16,000
TRANSPORTATION DEMONSTRATION PROGRAM (GF)(D)	100,000	-	100,000	100,000	-	100,000	-	-	-
VOLPE TRANSPORTATION SYSTEM CENTER NEW BUILDING (GF)(D)	-	-	-	-	-	-	4,500	-	4,500
ASSET CONCESSIONS (GF)(D)	-	-	-	20,000	-	20,000	20,000	-	20,000
NAT'L CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF)(D)	-	-	-	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF)(D)	-	-	-	-	100,000	100,000	-	100,000	100,000
SAFE STREETS AND ROADS FOR ALL (GF)(D)	-	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000
OFFICE OF MULTIMODAL FREIGHT INFRA. AND POLICY (GF)(D)	-	-	-	-	-	-	2,000	-	2,000
Total:	1,483,985	3,023,332	4,507,317	1,639,595	3,800,000	5,439,595	2,440,050	3,800,000	6,240,050
FTEs:			1,471			1,663			1,867

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

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, equity and accessibility, and economic viability.

OST is responsible for the selection, award, and oversight of billions of dollars of multimodal discretionary grant funding, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive grants—formerly known as TIGER/BUILD grants—the Infrastructure for Rebuilding America (INFRA) competitive grants, and the new National National Infrastructure Project Assistance program created by the Bipartisan Infrastructure Law (BIL). The BIL also created and provided Advance Appropriations for three new grant programs: the National Culvert Removal, Replacement, Restoration program that focuses on aging culvert replacement, the Strengthening Mobility and Revolutionizing Transportation (SMART) that will support advanced smart city or community technologies, and Safe Streets and Roads for All that will focus on preventing death and serious injury on roads and streets. In addition, OST works to broaden the availability of funding for infrastructure through the management of the Department’s innovative finance programs.

OST plays a crucial role in coordinating the development of National transportation policy to promote the Secretary’s priorities and facilitating the Department’s robust regulatory response to the urgent challenges facing the Nation, including safety issues, economic recovery, racial justice, and climate change. Other critical OST activities include supporting commercial flight access for rural communities and ensuring fairness to airline travelers.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 Budget includes \$6.2 billion for the Office of the Secretary. These resources include funds that will continue through the advance appropriations provided by the Bipartisan Infrastructure Law (BIL). The request includes \$20 million within the Office of Civil Rights, Office of the Under Secretary of Transportation for Policy, the Office of the Assistant Secretary for Research and Technology and other OST Offices to ensure that historic investments under the

BIL will deliver resources and benefits equitably, including communities that have been historically underserved and adversely affected by persistent poverty or income inequality. Additionally, this funding will begin to institutionalize additional diversity, equity, inclusion, and accessibility (DEIA) initiatives along with supporting the implementation of the Department's economic justice strategy in support of the Administration's Equity priorities.

KEY COMPONENTS OF THE REQUEST

Salaries and Expenses (S&E): \$184.4

million is requested to support the overall planning, coordination, and administration of the Department's programs. The budget request includes additional dollars for 57 new FTP to support critical investments that advance the goals of the Department and Administration and implementation of the BIL. This request will also support IT related needs, the increased cost of living expenses, retirement costs, and other critical investments.

- This request also includes the new office of Tribal Government Affairs created in BIL and requests funding for the Office of Public Engagement.

Requested increases in this account include:

- **Undersecretary of Transportation for Policy: \$3.75 million** is requested to **support ten new positions and six FTEs**. One new requested position will oversee transportation economic research; two positions will oversee policy priorities in safety, strategic planning implementation, as well as seven positions to focus on transportation equity.
- **Intelligence, Security, and Emergency Response: \$3 million** is requested for the Transportation Operations Center to replace aging hardware and electrical systems needed to support Departmental operations during an emergency; and, to improve real-time monitoring of transportation incidents or events.
- **Office of the Chief Information Officer: \$11.5 million** is requested to support the implementation and oversight of anticipated

requirements of BIL and to facilitate electronic records management; and increasing access to DOT data assets while strengthening data infrastructure.

- **Chief Financial Officer: \$3.3 million** is requested for **17 new positions** to enhance and expand support of Departmental program performance, overall financial management oversight in OST-B, improved data analytics and reporting, and monitor, report on and execute BIL funding.
- **General Counsel: \$1.4 million** is requested for **14 new positions** to support the Administration's priorities to ensure safety, revitalize our critical infrastructure, help implement BIL, and enhance accountability through regulations.
- **Office of Tribal Government Affairs: \$1 million** is requested to build out the office that was created in BIL to carry out the Tribal self-governance program.
- **Assistant Secretary for Administration: \$6.4 million is requested** for:
 - › **Departmental Human Resources Office: \$3.8 million** to support new tools and initiatives to focus on ensuring a diverse applicant pool and improved internship and hiring experience to prepare the Department for the next generation of employees and to improve the Department's diversity, equity and inclusion training.
 - › **Office of Senior Procurement Executive: \$2.6 million** will support funding to develop space utilization recommendations for workplace space optimization in a hybrid

workforce; fully implement the Program Management Improvement Act to achieve small business goals, spend smarter, buy made in America services, provide credible past performance data, and enhance grants management across the Department.

Financial Management Capital (FMC):

\$5 million to strengthen DOT's capabilities to provide oversight over DOT's risks and controls, continue the execution of the DATA Act compliance requirements and full implementation of G-Invoicing to include data standardization initiatives. This funding will also improve DOT's currently limited financial data analytics capacity.

Office of Civil Rights: \$20.6 million is requested to support the Department's goals of advancing equity and opportunity for all individuals and communities throughout its internal and external programs. This funding will address compliance, technical assistance, and execution of Title VI, Americans with Disabilities Act while launching and institutionalizing additional diversity, equity, inclusion, and accessibility (DEIA) initiatives in support of the Administration's Equity priorities.

Office of Small and Disadvantaged Business Utilization and Outreach: \$7.1 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. OSDBU's work will continue to support the implementation of the Department's economic justice strategy, a key component of the Administration's Equity goals.

Transportation Planning, Research, and Development: \$19.6 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 Office of the Environment, including the Interagency Infrastructure Permitting Improvement Center, will receive **\$7.1 million** to fund 12 positions to address climate change and to continue to streamline the permitting review processes, boosting capacity for NEPA implementation to move projects more efficiently and effectively through the environmental review process.

National Infrastructure Investments: \$1.5 billion is requested for the local and regional infrastructure improvements program (Sec 6702) known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program as well as the **new National Infrastructure Project Assistance** (Sec 6701) discretionary grant program. These programs provide a unique opportunity for the DOT to invest in the Nation's surface transportation infrastructure, including roads and highways, public transportation facilities, freight and passenger rail, and port infrastructure.

Build America Bureau: \$3.8 million, is requested to provide assistance and communicate best practices, financing, and funding opportunities to entities eligible under DOT infrastructure finance programs. Funds requested will also be used to administer the application process for several DOT finance programs.

Research and Technology (R&T): \$48.1 million is requested to support the Secretary's goals to transform transportation by expanding the base of knowledge to transform America's transportation system into one that is safer, cleaner, more equitable, more economically competitive, and innovative. OST-R ensures that the Department's strategic R&T priorities are implemented and leads a range of cross-modal initiatives.

Included in the request:

- \$5 million for the Climate Change Center;
- \$5 million for PNT research activities; and
- \$3.2 million for the planning and development of an Advanced Research Projects Agency-Infrastructure in the Department of Transportation. The Department of Transportation's new Advanced Research Projects Development effort will accelerate the transformative transportation goals of the BIL.

Cyber Security Initiatives: \$48.1 million to continue enhancements and investment in DOT Cybersecurity capabilities, expand cybersecurity and privacy risk management capabilities, integrate DOT's Zero Trust Architecture implementation and upgrade the FAA security operations (SOC) capabilities.

Essential Air Service & Payments to Air Carriers: \$450 million to ensure that eligible small communities retain a link to the national air transportation system, funded from \$81 million of mandatory overflight fees collected by the Federal Aviation Administration and a \$369 million discretionary appropriation.

Thriving Communities: \$110.7 million to provide technical assistance, capacity building and other assistance to help disadvantaged communities advance transformative, equitable and climate-friendly infrastructure projects that will support equitable economic growth, reduce transportation cost-burden, improved public health and mobility and increased access to economic opportunity. This program aims to provide in-depth, hands-on technical assistance resulting in at least one community-led infrastructure project per State and territory.

Electric Fleet Vehicle: \$16 million to purchase electric vehicles (EV) for the Department's owned vehicle fleet and install charging infrastructure as part of the Administration's goal to transition the Federal motor vehicle fleet to clean and zero emission vehicles.

Volpe Transportation Center New Building: \$4.5 million is requested as a one-time appropriation for costs related to final move of the John A. Volpe Transportation Center to its new building in Cambridge, Massachusetts. These costs include limited move and replication moving costs such as preparation and transition of laboratories and necessary communication and coordination with employees. The majority of costs associated with the move and occupancy are funded via the exchange agreement General Services Administration entered into with the private sector partner.

Working Capital Fund: In FY 2023, the working capital fund will obligate an estimated **\$764.2 million**. The increase from FY 2022 is largely attributed to costs that are shifting to the working capital fund from the Operating Administrations associated with building delegation responsibilities and centralized GSA rent payments, and the ongoing transition for Commodity Information Technology shared services.

OFFICE OF THE INSPECTOR GENERAL

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2021			FY 2022			FY 2023 President's Budget		
	ENACTED	COVID-19 SUPPLEMENTAL	BUDGET AUTHORITY	FULL YEAR CR (IIJA OB LIM)	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET AUTHORITY
INSPECTOR GENERAL (GF)(D)									
Total:	98,150	-	98,150	98,150	-	98,150	108,073	-	108,073
FTEs:	-	-	389	-	-	393	-	-	425

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.

OVERVIEW

The Department of Transportation's (DOT) 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 enhance DOT's programs and operations by conducting objective investigations and audits on behalf of the American public. Our audit recommendations lead to substantial financial, programmatic, and safety improvements. Our investigations enhance safety by thwarting criminal activities that put lives at risk and protect taxpayer investments through court-ordered fines, restitutions, recoveries, and forfeitures.

OIG will support DOT's implementation of the Bipartisan Infrastructure Law (BIL) by reviewing the Department's administration of program funds; assessing its efforts to mitigate the risks and oversight challenges associated with managing such a large, rapid infusion of supplemental funds; and by combating fraud, waste, and abuse.

During fiscal year (FY) 2021, OIG issued 38 audit reports containing 209 recommendations, and our investigations resulted in 80 indictments and 69 convictions. From FY 2017 through FY 2021, OIG achieved an average return on investment of \$28 for every appropriated dollar.

HIGHLIGHTS OF THE FY 2023

PRESIDENT'S BUDGET

The FY 2023 Budget includes \$108.1 million to support 412 full-time equivalents (FTE) for OIG to conduct independent oversight of DOT's programs and operations in accordance with the Inspector General Act of 1978, as amended, to promote a safer and more efficient national transportation system. OIG estimates it will be able to support another 3 FTE using carryover funding from the Disaster Relief Appropriations Act of 2013, 5 FTE using carryover funding from the Coronavirus Aid, Relief, and Economic Security Act of 2020, and 5 FTE using funding from BIL for a total of 425 FTE.

SUPPLEMENTARY TABLES

Budgetary Resources (in millions of dollars)

Appropriations, Obligation Limitations, and FHWA and OST Exempt Obligations

ADMINISTRATION	FY 2021	FY 2022	FY 2023
Federal Aviation Administration	27,974	23,065	23,559
Federal Highway Administration	59,062	72,225	68,916
Federal Motor Carrier Safety Administration	748	991	1,008
National Highway Traffic Safety Administration	989	1,500	1,587
Federal Transit Administration	57,420	20,414	21,122
Federal Railroad Administration	5,558	16,058	17,862
Pipeline and Hazardous Materials Safety Administration	288	488	539
Maritime Administration	1,170	1,645	1,357
Great Lakes Saint Lawrence Seaway Development Corporation	38	38	39
Office of the Secretary	4,507	5,440	6,240
Office of Inspector General	98	98	108
Discretionary Offsets (Rescissions and User Fees)	(184)	(150)	(225)
Total DOT Budgetary Resources	157,668	141,810	142,111

Budgetary Authority (in millions of dollars)

ADMINISTRATION	FY 2021	FY 2022	FY 2023
Federal Aviation Administration	27,983	23,063	23,558
Federal Highway Administration	58,103	70,800	67,618
Federal Motor Carrier Safety Administration	672	1,031	1,047
National Highway Traffic Safety Administration	1,094	1,626	1,587
Federal Transit Administration	58,266	21,712	22,422
Federal Railroad Administration	5,521	16,055	17,862
Pipeline and Hazardous Materials Safety Administration	287	487	537
Maritime Administration	1,233	1,647	1,292
Great Lakes Saint Lawrence Seaway Development Corporation	38	38	39
Office of the Secretary	5,351	5,856	6,245
Office of Inspector General	98	101	111
Offsetting Receipts	(1,305)	(1,998)	(1,069)
Total DOT Budget Authority	157,341	140,418	141,249

SUPPLEMENTARY TABLES

Outlays (in millions of dollars)

ADMINISTRATION	FY 2021	FY 2022	FY 2023
Federal Aviation Administration	23,023	25,313	25,936
Federal Highway Administration	47,614	52,093	61,325
Federal Motor Carrier Safety Administration	567	807	977
National Highway Traffic Safety Administration	1,081	1,444	1,652
Federal Transit Administration	24,371	34,284	26,061
Federal Railroad Administration	5,054	7,027	8,181
Pipeline and Hazardous Materials Safety Administration	271	343	363
Maritime Administration	925	1,000	1,163
Great Lakes Saint Lawrence Seaway Development Corporation	36	42	39
Office of the Secretary	2,931	2,946	2,281
Office of Inspector General	95	101	109
Offsetting Receipts	(1,305)	(1,515)	(1,559)
Total DOT Outlays	104,658	123,889	126,532

Full Time Equivalent Employment - TOTAL

ADMINISTRATION	FY 2021	FY 2022	FY 2023
Federal Aviation Administration	44,506	44,775	45,533
Federal Highway Administration	2,684	2,699	2,764
Federal Motor Carrier Safety Administration	1,115	1,209	1,285
National Highway Traffic Safety Administration	606	646	784
Federal Transit Administration	585	669	740
Federal Railroad Administration	872	893	1,006
Pipeline and Hazardous Materials Safety Administration	556	591	634
Maritime Administration	775	797	873
Great Lakes Saint Lawrence Seaway Development Corporation	124	143	143
Office of the Secretary	1,471	1,663	1,867
Office of Inspector General	389	393	425
Total DOT Full Time Equivalent Employment	53,683	54,478	56,054

The President's FY 2023 budget was built upon annualized FY 2022 Continuing Resolution funding levels. See page 5 for FY 2022 enacted appropriated levels.



U.S. Department of Transportation

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