

# Budget Highlights 2024

Secretary of Transportation Pete Buttigieg



U.S. Department of Transportation



# Table of Contents

<b>II</b>	Technical Notes
<b>III</b>	Acronyms
<b>1</b>	Executive Summary
<b>7</b>	U.S. Department of Transportation Funding Request
<b>13</b>	FAA Reauthorization
<b>14</b>	Inflation Reduction Act
<b>15</b>	Federal Aviation Administration
<b>25</b>	Federal Highway Administration
<b>31</b>	Federal Motor Carrier Safety Administration
<b>37</b>	National Highway Traffic Safety Administration
<b>43</b>	Federal Transit Administration
<b>49</b>	Federal Railroad Administration
<b>53</b>	Pipeline and Hazardous Materials Safety Administration
<b>57</b>	Maritime Administration
<b>63</b>	Great Lakes St. Lawrence Seaway Development Corporation
<b>67</b>	Office of the Secretary of Transportation
<b>73</b>	Office of Inspector General
<b>75</b>	Supplementary Tables

# Technical Notes

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

Time frames in this document represent fiscal years (FY). The Federal fiscal year runs from October 1 through September 30.

Full-time equivalent employment (40 hours of work for 52 weeks a year) is identified as FTE throughout this document.

The U.S. Department of Transportation has General Funds (GF), Trust Funds (TF), and Special Funds (SF). Tables in this document use GF, TF, and SF indicators to specify the source of funds in each appropriation account.



# Acronyms

<b>FAA</b>	Federal Aviation Administration
<b>FHWA</b>	Federal Highway Administration
<b>FMCSA</b>	Federal Motor Carrier Safety Administration
<b>NHTSA</b>	National Highway Traffic Safety Administration
<b>FTA</b>	Federal Transit Administration
<b>FRA</b>	Federal Railroad Administration
<b>PHMSA</b>	Pipeline and Hazardous Materials Safety Administration
<b>MARAD</b>	Maritime Administration
<b>GLS</b>	Great Lakes St. Lawrence Seaway Development Corporation
<b>OST</b>	Office of the Secretary
<b>OIG</b>	Office of Inspector General
<b>BA</b>	Budget Authority
<b>CA</b>	Contract Authority
<b>Oblim</b>	Limitation on Obligations
<b>FTE</b>	Full-Time Equivalent
<b>GF</b>	General Fund
<b>TF</b>	Trust Fund
<b>SF</b>	Special Fund
<b>BIL</b>	Bipartisan Infrastructure Law
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>IRA</b>	Inflation Reduction Act
<b>NRSS</b>	National Roadway Safety Strategy
<b>COVID-19</b>	Coronavirus Disease





# Executive Summary

The enactment of the Bipartisan Infrastructure Law, entering its third year in FY 2024, and the more recent passage of the Inflation Reduction Act, have provided historic opportunities for the Department to advance critical infrastructure investments throughout our Nation to build a better America. The Department of Transportation's FY 2024 Budget Request of **\$108.5 billion** will build on our tremendous progress by prioritizing important infrastructure improvements, innovative safety interventions, key systems modernizations, and a multitude of new and continuing grant programs that invest in transportation projects that impact American people's lives. With the inclusion of the additional **\$36.8 billion** in guaranteed advance appropriations provided under BIL, the Department's total budget for FY 2024 will be **\$145.3 billion** to continue our work to invest in our transportation workforce, improve safety, advance equity, protect our climate, and address our most pressing transportation priorities.

Highlights of our Budget Request include:

- **\$19.8 billion** to support critical staffing needs and invest in the modernization of essential systems for the **Federal Aviation Administration**, including:
  - › **\$117.0 million** to fully execute the **air traffic control hiring and training surge**. 1,800 additional controller hires planned in FY 2024, coupled with anticipated attrition, will result in a net increase of approximately 300 additional controllers. This will increase staffing resiliency to serve high-demand markets as air traffic increases to pre-pandemic levels.
  - › **\$75.0 million** for **telecommunications sustainment** and to enhance **operational**

**support** of the National Airspace System (NAS) to strengthen the Air Traffic Organization's field and software maintenance programs. The goal of this investment of resources is to reduce the risk of system outages that can lead to delays to the flying public.

- › **\$115.0 million** to accelerate the modernization of the **National Airspace System (NAS)** through targeted priority projects. This funding will allow FAA the flexibility to adjust to current events in operations and increase capital investments where needed, with a significant long-term commitment required to ensure the continued safe and efficient operation of the air traffic system.
- › **\$340.8 million** for telecommunications infrastructure modernization, including **\$140.8 million** for acceleration of the migration of **Time Division Multiplexing to Internet Protocol (TDM to IP)**. Commercial telecommunications carriers are rapidly transitioning away from providing TDM services to new IP multimedia networks, which require an upgrade in physical infrastructure. This total also provides **\$200.0 million** in funding to design, provision, integrate, and operate a new **FAA Enterprise Network Services (FENS)** program for telecommunications infrastructure, network services, and operational support systems. This initial funding, followed by sustained multiyear investments, will ensure FAA has highly available and secure communications required to support NAS operations.
- › **\$4.2 million** to enhance sustainability by reducing the agency's environmental footprint at FAA-owned facilities and **\$11.2 million** to support climate goals through the analysis and testing of alternative fuels

for general aviation, as well as **\$1.3 million** to implement the FAA's Diversity & Inclusion Strategic Plan to ensure equity, trust, and accountability among the agency's workforce.

- › **\$3.4 billion** for **Grants-in-Aid for Airports** to continue our investment to keep our Nation's airports and their associated infrastructure in good, safe condition. In addition to the request, the Bipartisan Infrastructure Law also provides **\$3.0 billion** for **Airport Infrastructure Grants** and **\$1.0 billion** for **Airport Terminal Grants**, for total budgetary resources of nearly **\$7.4 billion** for airport projects in FY 2024.
- › Overall, the Bipartisan Infrastructure Law provides **\$5.0 billion** in advance appropriations for FAA, which when coupled with the FY 2024 President's Budget represents a **\$24.8 billion** investment to upgrade the FAA's air traffic control facilities and to improve the safety, capacity, accessibility, and efficiency of the Nation's airports.
- **\$60.8 billion** for the **Federal Highway Administration**, including:
  - › **\$3.1 billion** for the **Highway Safety Improvement Program (HSIP)**, one of the most important Federal programs for transportation agencies in their efforts to protect all road users.
  - › **\$29.6 billion** for the **National Highway Performance Program**, which helps to keep our Nation's highways and bridges safe through improvements to the National Highway System, and **\$1.8 billion** for the **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program**, which aims to make transportation infrastructure more resilient to future weather events and other natural disasters.
- › Repurposing **\$60.0 million** in unobligated balances to fund the **Active Transportation Infrastructure Investment Program**, which would provide competitive grants for the construction of active transportation networks, including sidewalks, bikeways, and pedestrian and bicycle trails.
- › The Bipartisan Infrastructure Law also provides **\$9.5 billion** in advance appropriations, which when combined with the FY 2024 President's Budget represents **\$70.3 billion** in total budgetary resources.
- **\$17.0 billion** for the **Federal Transit Administration**, including:
  - › **\$2.9 billion** for **Capital Investment Grants (CIG)**, along with **\$1.6 billion** in advance appropriations from BIL, which will provide a significant investment in the construction of major capital projects and new and expanded transit service to many local communities.
  - › **\$14.0 billion** for **Transit Formula Grants**, which provide critical funding to public transportation systems across the U.S. through existing formula grant programs.
  - › Policy proposals designed to address **transit agencies' anticipated fiscal shortfalls** in the coming years, which include allowing large urbanized areas the flexibility to use formula funding for operating expenses as agencies adapt to post-pandemic shifts in transit ridership.
  - › When combined with **\$4.3 billion** in advance appropriations from the Bipartisan Infrastructure Law, total budgetary resources for transit will be **\$21.3 billion**.

- **\$4.8 billion** for the **Federal Railroad**

- **Administration**, including:

- › **\$3.1 billion for Amtrak**, continuing a historic level of investment that, when combined with **\$4.4 billion** in BIL advance appropriations, will support Amtrak's continued operations across the Northeast Corridor and National Network, reverse decades of underinvestment in intercity passenger rail, and address Amtrak's backlog of state of good repair projects.

- › **\$1.4 billion** to support competitive rail grant programs, in order to enhance intercity passenger rail service, strengthen freight supply chains, and improve railroad safety. This investment will improve nearly all facets of railroad safety, including upgrading track, rolling stock, and signal systems, preventing trespassing and grade crossing collisions, and will support railroad employee safety training programs.

- › **\$59.0 million** for cross-cutting **Research & Development** to advance new technologies and practices to improve railroad safety and efficiency.

- › **\$15.0 million** to be set aside for the **Union Station Redevelopment Corporation** to advance a limited two-year effort to support critical state of good repair projects at Washington Union Station.

- › The Bipartisan Infrastructure Law also provides **\$13.2 billion** in advance appropriations, which when added to the FY 2024 President's Budget represents a **\$18.0 billion** investment.

- **\$1.3 billion** for the **National Highway Traffic Safety Administration** to invest in initiatives that will reduce traffic crashes and fatalities, improve safety for American motorists, cyclists, and pedestrians, and improve the Nation's energy security

through improved fuel economy and efficiency of cars and trucks, including:

- › An additional **\$25.7 million** for expanded rulemaking, enforcement, and research activities to translate automation technology into safety improvements.
- › An additional **\$2.0 million** to support the development of safety standards mandated by BIL.
- › An additional **\$20.0 million** to support cutting-edge safety and accessibility research initiatives, including research on the impact of driver distraction from in-vehicle technology interfaces, development of the 5th WorldSID test dummy that represents small-sized adult females, research on vehicle design considerations to improve accessibility for people with disabilities, and research on the effect of vehicle size and weight on pedestrian safety.
- › The Bipartisan Infrastructure Law also provides **\$321.7 million** in advance appropriations, which when combined with the FY 2024 President's Budget represents a **\$1.6 billion** investment.

- **\$951.3 million** for the **Federal Motor Carrier Safety Administration's** enforcement, regulation, outreach, research, and grants programs to improve commercial motor vehicle safety. Within this amount:

- › The Budget proposes to repurpose **\$60.0 million** from FMCSA's prior year unobligated contract authority balances, of which **\$24.0 million** will initiate a Medium-Duty Truck Crash Causal Factors Study, building on the ongoing Large Truck study, and of which **\$36.0 million** will accelerate progress on FMCSA's ongoing IT modernization plan.
- › The Bipartisan Infrastructure Law also provides **\$134.5 million** in advance appropriations, which when combined with the FY 2024 Budget Request represents nearly **\$1.1 billion** in total resources.

- **\$980.2 million** for the **Maritime Administration**, including:
  - › **\$195.5 million** for the **United States Merchant Marine Academy** to fund academic operating expenses, to implement measures to improve campus culture and help prevent sexual assault and sexual harassment, and for capital improvement projects to repair the Academy's aging buildings and infrastructure.
  - › **\$230.0 million** for the **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 **\$450.0 million** in advance appropriations, for a total investment of **\$1.4 billion** when combined with the FY 2024 President's Budget request.
  
- **\$387.3 million** for the **Pipeline and Hazardous Materials Safety Administration** to sustain essential work to ensure the safe transport of hazardous materials in the face of significant increases in the transport of energy products and other high-value equipment that contains hazardous materials. This amount includes:
  - › An additional **\$21.5 million** for **State Pipeline Safety Grants** in order to increase the reimbursement rate to States to 80 percent of their pipeline safety program costs, as authorized in law, compared with a current reimbursement rate of only about 55 percent of State costs. This increased funding will serve to incentivize these important inspections and improve pipeline safety nationwide.
  - › **\$80.6 million** for **Hazardous Materials Safety**, to set safety standards through rulemakings, ensure proper classification of hazardous materials, and conduct safety inspections of rail cars and shipments, in conjunction with modal partners and States. Within this amount, **\$7.6 million** is for **research and development**, including innovative risk and mitigation methods to improve the safe transportation of hazardous material in rail tank cars.
  
- › **\$46.8 million** for **Emergency Preparedness grants**, which provide training to over 70,000 first responders and firefighters annually, helping them to properly prepare for and respond to incidents – thus reducing the impact on the environment and human life.
- › In addition, the Bipartisan Infrastructure Law also provides **\$200.0 million** in advance appropriations, which, when combined with the FY 2024 President's Budget, represents a **\$587.3 million** investment.
  
- **\$40.3 million** for the Great Lakes St. Lawrence Seaway Development Corporation for essential investments related to safety, waterway and lock operations, and the necessary infrastructure to support commercial trade on the St. Lawrence Seaway, including:
  - › **\$7.0 million** for the construction of a new, smaller, and more energy efficient GLS Administration Building in Massena, N.Y., as part of a multiyear Facility Master Plan to rehabilitate GLS workplaces.
  
- **\$2.3 billion** for the **Office of the Secretary**, including flagship programs such as:
  - › **\$1.2 billion** for the **National Infrastructure Project Assistance (Mega)** discretionary grant program, which supports large, complex projects that are difficult to fund by other means and presents a unique opportunity for DOT to invest in the Nation's

surface transportation infrastructure, including roads and highways, freight and intercity passenger rail, port infrastructure, and related public transportation facilities.

- › **\$100.0 million** for **Thriving Communities**, which provides technical assistance and capacity building to help disadvantaged communities advance transformative, equitable, and climate-friendly infrastructure projects.
- › **\$5.3 million** for the **National Freight Logistics Optimization Works (FLOW) System**, a data-sharing platform to help address supply chain vulnerabilities, ease supply chain congestion, strengthen the resilience of critical supply chains, and ultimately cut costs for American consumers.
- › **\$19.0 million** for the **Advanced Research Projects Agency – Infrastructure (ARPA-I)** to coordinate DOT’s advanced research programs and accelerate the transformative transportation goals of BIL.
- › **\$4.6 million** for the **Office of General Counsel (OGC)**, including **Office of Aviation Consumer Protection (OACP)** system enhancements and associated staffing to help consumers address challenges in interacting with airlines. OACP reviews and responds to consumer complaints and promotes awareness and understanding of consumer rights through online consumer information and education. This amount also includes updates and enhancements for OGC’s rulemaking system.
- › **\$6.2 million** for the Department’s internal **“future of work”** initiatives to meet the needs of our workforce and optimize the use of DOT’s existing building square footage. This includes implementing a DOT-wide space reservation system.
- › **\$49.0 million** for critical **cybersecurity** investments to continue enhancements and investment in DOT cybersecurity capabilities, expand cybersecurity and privacy risk management capabilities, and integrate DOT’s Zero Trust Architecture implementation.
- › **\$26.0 million** for **DOT fleet vehicle electrification**, supporting Departmental and Administration priorities on climate and sustainability.
- › In addition, the Bipartisan Infrastructure Law provides **\$3.8 billion** in advance appropriations, which, when combined with the FY 2024 President’s Budget, represents a **\$6.1 billion** total investment for the Office of the Secretary.
- **\$121.0 million** for the **Office of Inspector General**, to support independent oversight of DOT’s programs and operations.



# U.S. Department of Transportation

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL AVIATION ADMINISTRATION</b>									
OPERATIONS (GF/TF) (D)	11,414,100	-	11,414,100	11,915,000	-	11,915,000	12,740,627	-	12,740,627
FACILITIES & EQUIPMENT (GF/TF) (D)	2,892,888	1,000,000	3,892,888	2,945,000	1,000,000	3,945,000	3,462,000	1,000,000	4,462,000
RESEARCH, ENGINEERING & DEVELOPMENT (TF) (D)	248,500	-	248,500	255,000	-	255,000	255,130	-	255,130
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	554,180	-	554,180	558,555	-	558,555	-	-	-
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
AIRPORT INFRASTRUCTURE GRANTS (GF) (D)	-	3,000,000	3,000,000	-	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	-	1,000,000	1,000,000
<b>TOTAL:</b>	<b>18,459,668</b>	<b>5,000,000</b>	<b>23,459,668</b>	<b>19,023,555</b>	<b>5,000,000</b>	<b>24,023,555</b>	<b>19,807,757</b>	<b>5,000,000</b>	<b>24,807,757</b>
<b>FEDERAL HIGHWAY ADMINISTRATION</b>									
FEDERAL-AID HIGHWAYS (TF) (M)	57,473,430	-	57,473,430	58,764,511	-	58,764,511	60,095,783	-	60,095,783
EXEMPT OBLIGATIONS (TF)	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)	2,444,928	9,454,400	11,899,328	3,417,812	9,454,400	12,872,212	-	9,454,400	9,454,400
ADMIN EXPENSES [non-add]	466,965	86,816	553,781	476,784	86,816	563,600	486,600	86,816	573,416
Cancellation [non-add] Misc. Appropriations, Other	-	-	-	-	-	-	(104,909)	-	(104,909)
<b>TOTAL:</b>	<b>60,615,235</b>	<b>9,454,400</b>	<b>70,069,635</b>	<b>62,879,200</b>	<b>9,454,400</b>	<b>72,333,600</b>	<b>60,792,660</b>	<b>9,454,400</b>	<b>70,247,060</b>

(continued) U.S. Department of Transportation Budgetary Resources

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL MOTOR CARRIER SAFETY ADMIN</b>									
OPERATIONS & PROGRAMS (TF) (M)	360,000	-	360,000	367,500	-	367,500	435,000	-	435,000
OPERATIONS & PROGRAMS (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (TF) (M)	496,000	-	496,000	506,150	-	506,150	516,300	-	516,300
MOTOR CARRIER SAFETY GRANTS (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
<b>TOTAL:</b>	<b>856,000</b>	<b>134,500</b>	<b>990,500</b>	<b>873,650</b>	<b>134,500</b>	<b>1,008,150</b>	<b>951,300</b>	<b>134,500</b>	<b>1,085,800</b>
<b>NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN</b>									
OPERATIONS AND RESEARCH (GF) (D)	200,000	-	200,000	210,000	-	210,000	304,062	-	304,062
OPERATIONS AND RESEARCH (TF) (M)	192,800	-	192,800	197,000	-	197,000	201,200	-	201,200
HIGHWAY TRAFFIC SAFETY GRANTS (TF) (M)	774,300	-	774,300	795,220	-	795,220	813,301	-	813,301
CRASH DATA (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY & BEHAV RESRCH (GF) (D)	-	109,700	109,700	-	109,700	109,700	-	109,700	109,700
SUPP GF HIGHWAY TRAFFIC SAFETY GRANTS (GF) (D)	-	62,000	62,000	-	62,000	62,000	-	62,000	62,000
<b>TOTAL:</b>	<b>1,167,100</b>	<b>321,700</b>	<b>1,488,800</b>	<b>1,202,220</b>	<b>321,700</b>	<b>1,523,920</b>	<b>1,318,563</b>	<b>321,700</b>	<b>1,640,263</b>
<b>FEDERAL TRANSIT ADMINISTRATION</b>									
CAPITAL INVESTMENT GRANTS (GF) (D)	2,248,000	1,600,000	3,848,000	2,635,000	1,600,000	4,235,000	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
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)	504,263	2,050,000	2,554,263	541,959	2,050,000	2,591,959	-	2,050,000	2,050,000
TRANSIT FORMULA GRANTS (TF) (M)	13,355,000	-	13,355,000	13,634,000	-	13,634,000	13,990,000	-	13,990,000
<i>ADMINISTRATIVE EXPENSES [non-add] (TF) (M)</i>	<i>131,000</i>	<i>-</i>	<i>131,000</i>	<i>134,930</i>	<i>-</i>	<i>134,930</i>	<i>138,978</i>	<i>-</i>	<i>138,978</i>
ALL STATIONS ACCESSIBILITY PROG (GF) (D)	-	350,000	350,000	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAMS (GF) (D)	-	50,000	50,000	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
<i>Cancellation [non-add] Inactive Transit Programs (GF) (D)</i>	<i>(6,734)</i>	<i>-</i>	<i>(6,734)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>TOTAL:</b>	<b>16,264,763</b>	<b>4,250,000</b>	<b>20,514,763</b>	<b>16,968,459</b>	<b>4,250,000</b>	<b>21,218,459</b>	<b>17,028,000</b>	<b>4,250,000</b>	<b>21,278,000</b>

(continued) U.S. Department of Transportation Budgetary Resources

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET RESOURCES
<b>FEDERAL RAILROAD ADMINISTRATION</b>									
NE CORR GRANTS TO AMTRAK (GF) (D)	874,501	1,200,000	2,074,501	1,260,000	1,200,000	2,460,000	1,227,000	1,200,000	2,427,000
NAT NETWORK GRANTS TO AMTRAK (GF) (D)	1,456,870	3,200,000	4,656,870	1,193,000	3,200,000	4,393,000	1,841,000	3,200,000	5,041,000
<i>AMTRAK SUBTOTAL [non-add]</i>	<i>2,331,371</i>	<i>4,400,000</i>	<i>6,731,371</i>	<i>2,453,000</i>	<i>4,400,000</i>	<i>6,853,000</i>	<i>3,068,000</i>	<i>4,400,000</i>	<i>7,468,000</i>
RAILROAD RESEARCH & DEV (GF) (D)	43,000	-	43,000	44,000	-	44,000	59,000	-	59,000
SAFETY & OPERATIONS (GF) (D)	240,757	-	240,757	250,449	-	250,449	273,458	-	273,458
CRISI GRANTS (GF) (D)	625,000	1,000,000	1,625,000	560,000	1,000,000	1,560,000	510,000	1,000,000	1,510,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF) (D)	-	600,000	600,000	-	600,000	600,000	250,000	600,000	850,000
FED STATE PARTNERSHIP (GF) (D)	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000	560,000	7,200,000	7,760,000
RESTORATION AND ENHANCEMENT GRANTS (GF) (D)	-	-	-	-	-	-	50,000	-	50,000
<i>Cancellation (D) [non-add] Inactive Rail Grant Programs</i>	<i>(15,042)</i>	<i>-</i>	<i>(15,042)</i>	<i>(3,421)</i>	<i>-</i>	<i>(3,421)</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>TOTAL:</b>	<b>3,340,128</b>	<b>13,200,000</b>	<b>16,540,128</b>	<b>3,407,449</b>	<b>13,200,000</b>	<b>16,607,449</b>	<b>4,770,458</b>	<b>13,200,000</b>	<b>17,970,458</b>
<b>PIPELINE &amp; HAZARDOUS MATERIALS SAFETY</b>									
OPERATIONAL EXPENSES (GF) (D)	29,100	-	29,100	29,936	-	29,936	31,681	-	31,681
HAZARDOUS MATERIALS SAFETY (GF) (D)	66,829	-	66,829	70,743	-	70,743	80,554	-	80,554
EMERGENCY PREP GRANTS (SF) (M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
PIPELINE SAFETY (SF) (D)	155,000	-	155,000	161,385	-	161,385	198,228	-	198,228
PIPELINE SAFETY TRUST FUND (TF) (D)	27,650	-	27,650	29,000	-	29,000	30,000	-	30,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
<b>TOTAL:</b>	<b>306,897</b>	<b>200,000</b>	<b>506,897</b>	<b>319,382</b>	<b>200,000</b>	<b>519,382</b>	<b>387,288</b>	<b>200,000</b>	<b>587,288</b>

(continued) U.S. Department of Transportation Budgetary Resources

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET RESOURCES
<b>MARITIME ADMINISTRATION</b>									
OPERATIONS AND TRAINING (GF) (D)	172,204	25,000	197,204	213,181		213,181	289,773	-	289,773
STATE MARITIME ACADEMY OPERATIONS (GF) (D)	423,300	-	423,300	120,700	-	120,700	53,400	-	53,400
SHIP DISPOSAL (GF) (D)	10,000	-	10,000	6,000	-	6,000	6,021	-	6,021
ASSISTANCE TO SMALL SHIPYARDS (GF) (D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF) (D)	318,000	-	318,000	318,000	-	318,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF) (D)	3,000	-	3,000	3,000	-	3,000	3,020	-	3,020
PORT INFRASTRUCTURE DEVELOPMENT (GF) (D)	234,310	450,000	684,310	212,204	450,000	662,204	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	60,000	-	60,000
<i>Cancellation (D) [non-add] Prior Year Balances [non-Defense]</i>	-	-	-	(12,000)	-	(12,000)	-	-	-
<i>Cancellation [non-add] MSP Prior Year Balances [Defense]</i>	-	-	-	(55,000)	-	(55,000)	-	-	-
<b>TOTAL:</b>	<b>1,250,814</b>	<b>475,000</b>	<b>1,725,814</b>	<b>963,085</b>	<b>450,000</b>	<b>1,413,085</b>	<b>980,214</b>	<b>450,000</b>	<b>1,430,214</b>
<b>GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF) (D)</b>	<b>38,000</b>	<b>-</b>	<b>38,000</b>	<b>38,500</b>	<b>-</b>	<b>38,500</b>	<b>40,288</b>	<b>-</b>	<b>40,288</b>
<b>INSPECTOR GENERAL (GF) (D)</b>	<b>103,150</b>	<b>-</b>	<b>103,150</b>	<b>108,073</b>	<b>-</b>	<b>108,073</b>	<b>121,001</b>	<b>-</b>	<b>121,001</b>

(continued) U.S. Department of Transportation Budgetary Resources

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGET RESOURCES
<b>OFFICE OF THE SECRETARY</b>									
SALARIES AND EXPENSES (GF) (D)	141,500	-	141,500	171,014	-	171,014	220,406	-	220,406
FINANCE BUREAU (GF) (D)	3,800	-	3,800	8,850	-	8,850	10,550	-	10,550
TRANSP. PLANNING, RESRCH & DEV (GF) (D)	29,863	-	29,863	36,543	-	36,543	25,017	-	25,017
OFFICE OF CIVIL RIGHTS (GF) (D)	11,564	-	11,564	14,800	-	14,800	28,595	-	28,595
FIN MANAGEMENT CAPITAL (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF) (M)	90,887	-	90,887	134,132	-	134,132	154,411	-	154,411
PAYMENT TO AIR CARRIERS (TF) (D)	350,000	-	350,000	354,827	-	354,827	348,554	-	348,554
NAT'L INFRASTRUCTURE INVESTMENTS (GF) (D)	775,000	2,500,000	3,275,000	800,000	2,500,000	3,300,000	1,220,000	2,500,000	3,720,000
RESEARCH AND TECHNOLOGY (GF) (D)	51,363	-	51,363	48,996	-	48,996	66,500	-	66,500
CYBER SECURITY INITIATIVE (GF) (D)	39,400	-	39,400	48,100	-	48,100	49,000	-	49,000
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF) (D)	4,977	-	4,977	5,132	-	5,132	7,314	-	7,314
RRIF CREDIT SUBSIDY (GF) (D)	10,000	-	10,000	-	-	-	-	-	-
THRIVING COMMUNITIES (GF) (D)	25,000	-	25,000	25,000	-	25,000	100,000	-	100,000
ELECTRIC VEHICLE FLEET (GF) (D)	-	-	-	-	-	-	26,000	-	26,000
VOLPE TRANSPORTATION SYSTEMS CENTER NEW BUILDING (GF) (D)	-	-	-	4,500	-	4,500	-	-	-
ASSET CONCESSIONS (GF) (M)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
NAT'L CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF) (D)	-	100,000	100,000	-	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	-	1,000,000	1,000,000
<i>Cancellation (D) [non-add]</i> <i>RRIF Year Balances</i>	-	-	-	-	-	-	(2,926)	-	(2,926)
<b>TOTAL:</b>	<b>1,558,354</b>	<b>3,800,000</b>	<b>5,358,354</b>	<b>1,676,894</b>	<b>3,800,000</b>	<b>5,476,894</b>	<b>2,281,347</b>	<b>3,800,000</b>	<b>6,081,347</b>

(continued) U.S. Department of Transportation Budgetary Resources

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGET RESOURCES
<b>TOTAL BUDGETARY RESOURCES</b>	<b>103,960,109</b>	<b>36,835,600</b>	<b>140,795,709</b>	<b>107,460,466</b>	<b>36,810,600</b>	<b>144,271,066</b>	<b>108,478,876</b>	<b>36,810,600</b>	<b>145,289,476</b>
PHMSA USER FEES	(154,600)	-	(154,600)	(160,985)	-	(160,985)	(197,828)	-	(197,828)
Cancellations/Rescissions (Defense)	-	-	-	(55,000)	-	(55,000)	-	-	-
Cancellations/Rescissions	(21,777)	-	(21,777)	(15,421)	-	(15,421)	(107,835)	-	(107,835)
<b>TOTAL BUDGETARY RESOURCES AFTER OFFSETS</b>	<b>103,783,732</b>	<b>36,835,600</b>	<b>140,619,332</b>	<b>107,229,060</b>	<b>36,810,600</b>	<b>144,039,660</b>	<b>108,173,213</b>	<b>36,810,600</b>	<b>144,983,813</b>
Discretionary Subtotal	26,946,120	36,835,600	63,781,720	28,735,353	36,810,600	65,545,953	27,853,516	36,810,600	64,664,116
<i>Non-Defense Discretionary Subtotal</i>	<i>26,558,120</i>	<i>36,835,600</i>	<i>63,393,720</i>	<i>28,402,353</i>	<i>36,810,600</i>	<i>65,212,953</i>	<i>27,475,516</i>	<i>36,810,600</i>	<i>64,286,116</i>
<i>Defense Discretionary Subtotal</i>	<i>388,000</i>	-	<i>388,000</i>	<i>333,000</i>	-	<i>333,000</i>	<i>378,000</i>	-	<i>378,000</i>
Mandatory Subtotal	76,837,612	-	76,837,612	78,493,708	-	78,493,708	80,319,697	-	80,319,697
<b>INFLATION REDUCTION ACT</b>	<b>5,602,000</b>	<b>-</b>	<b>5,602,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
FAA RESEARCH, ENGINEERING & DEV IRA (GF) (M)	297,000	-	297,000	-	-	-	-	-	-
FHWA NEIGHBORHOOD ACCESS & ENVIRONMENTAL PROG (GF) (M)	5,305,000	-	5,305,000	-	-	-	-	-	-
<b>DISASTER RELIEF SUPPLEMENTAL</b>	<b>2,700,000</b>	<b>-</b>	<b>2,700,000</b>	<b>1,016,905</b>	<b>-</b>	<b>1,016,905</b>	<b>-</b>	<b>-</b>	<b>-</b>
FHWA Emergency Relief	2,600,000	-	2,600,000	803,000	-	803,000	-	-	-
FAA Facilities and Equipment	100,000	-	100,000	-	-	-	-	-	-
<b>TOTAL RESOURCES (INCL. DISASTER RELIEF SUPP. &amp; IRA)</b>	<b>112,085,732</b>	<b>36,835,600</b>	<b>148,921,332</b>	<b>108,245,965</b>	<b>36,810,600</b>	<b>145,056,565</b>	<b>108,173,213</b>	<b>36,810,600</b>	<b>144,983,813</b>

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

# FAA Reauthorization

The FAA's current authorization (FAA Reauthorization Act of 2018 (Pub. L. 115-254)) expires on September 30, 2023.

As the Department works to define and present specific proposals that respond to the changing aviation landscape, it is guided by the following key principles:

- Enhancing aviation safety;
- Addressing the maintenance and modernization of the national airspace system;
- Making long-term investments to reduce emissions, deliver on climate action, and enhance resiliency;
- Continuing to safely integrate drones, advanced air mobility, and commercial space operations into the national airspace system;
- Fostering an aviation workforce built on equity, diversity, and inclusion;

- Advancing global aviation safety and innovation by collaborating with international partners; and
- Expanding consumer protection by improving accessibility for passengers in wheelchairs, ensuring families are seated together on commercial aircraft, and enhancing competition.

Through these principles, the FAA's next authorization will improve safety, enable access to the system by current and emerging users, and improve the standards of service and access for air travelers and other stakeholders. We look forward to working with all of our stakeholders to bring to fruition an FAA authorization that is reflective of these core principles and continues to improve the safest and most efficient aerospace system in the world.

# Inflation Reduction Act

The Inflation Reduction Act, enacted on August 16, 2022, provides **\$5.6 billion** in investments for the Department of Transportation. This funding, which remains available through FY 2026, provides an exciting opportunity for DOT to expand on our work to create a more climate-friendly transportation industry and support more equitable transportation planning in all communities:

- **Alternative Fuel and Low-Emission Aviation**

**Technology Program: \$297.0 million** is provided for competitive grants to carry out projects that produce, transport, blend, or store sustainable aviation fuel (SAF), or develop, demonstrate, or apply low-emission aviation technologies. This investment supports the SAF credits also provided through the IRA. Within this amount:

- › **\$244.5 million** is for projects relating to the production, transportation, blending, or storage of sustainable aviation fuel;
- › **\$46.5 million** is for low-emissions aviation technologies projects; and
- › **\$5.9 million** is for administration and oversight.

- **Neighborhood Access and Equity Grant**

**Program: \$3.2 billion** is available for competitive grants to help reconnect communities divided by infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on communities, and support equitable transportation planning and community engagement activities. Within this amount:

- › **\$1.3 billion** is set aside for disadvantaged communities; and

- › **\$50.0 million** is for technical assistance and administration.

- **Low-carbon Transportation Materials Grants**

**Program: \$2.0 billion** is provided to reimburse or incentivize the use of low-embodied carbon construction materials and products in eligible projects.

- **Environmental Review Implementation: \$100.0 million**

is provided to facilitate the development and review of documents for the environmental review process for proposed projects. FHWA's activities may include technical assistance, training, guidance, and local capacity building.

Overall, the Inflation Reduction Act provides a total of **\$437.0 billion** in investments. In addition to funds provided directly for DOT, the law includes several other major transportation-related programs, such as:

- Tax credits and grants for clean fuels and clean commercial vehicles;
- \$10 billion in tax credits to build clean technology manufacturing facilities for electric vehicles, wind turbines, and solar panels;
- \$3 billion in grants to reduce air pollution at ports;
- \$1 billion in grants for clean heavy-duty vehicles like school buses, transit buses, and garbage trucks; and
- A tax credit for sustainable aviation fuel for suppliers that provide fuel with at least a 50% life cycle estimate reduction in greenhouse gas emissions.

# Federal Aviation Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL AVIATION ADMINISTRATION</b>									
OPERATIONS (GF/TF) (D)	11,414,100	-	11,414,100	11,915,000	-	11,915,000	12,740,627	-	12,740,627
FACILITIES & EQUIPMENT (TF) (D)	2,892,888	1,000,000	3,892,888	2,945,000	1,000,000	3,945,000	3,462,000	1,000,000	4,462,000
RESEARCH, ENGINEERING & DEV (TF) (D)	248,500	-	248,500	255,000	-	255,000	255,130	-	255,130
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	554,180	-	554,180	558,555	-	558,555	-	-	-
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
AIRPORT INFRASTRUCTURE GRANTS (GF) (D)	-	3,000,000	3,000,000	-	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	-	1,000,000	1,000,000
<b>TOTAL:</b>	<b>18,459,668</b>	<b>5,000,000</b>	<b>23,459,668</b>	<b>19,023,555</b>	<b>5,000,000</b>	<b>24,023,555</b>	<b>19,807,757</b>	<b>5,000,000</b>	<b>24,807,757</b>
<b>FTEs:</b>			<b>43,915</b>			<b>44,905</b>			<b>46,150</b>

## 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 2024 budget request continues to hold safety as the FAA's highest priority. This request also places an emphasis on the modernization of airspace and telecommunications systems necessary to provide reliable transportation to the flying public. The FAA request continues to invest in programs aimed at mitigating climate change, enhancing workforce development, and ensuring equity.

# President's Budget

For FY 2024, the President's Budget requests a base funding level of **\$19.8 billion**. This budget request works hand in hand with the Bipartisan Infrastructure Law, which provides **\$5.0 billion** in advance annual appropriations to invest in the modernization of our aviation infrastructure. When coupled, this represents a **\$24.8 billion** commitment that will enable the FAA to further enhance aviation safety, accelerate modernization of airspace and

telecommunications systems, bolster our air traffic controller workforce, improve our nation's infrastructure, bring new entrants into the national airspace, and combat the effects of aviation on the climate. 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.

## Key Components of the Request

**Operations: \$12.7 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, and the Aviation Safety Organization (AVS), 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.

- The Budget requests **\$523.1 million** in uncontrollable employee compensation costs, such as annualization of hiring in FY 2023 as well as government-wide pay raises and retirement contributions for FAA's Operations-funded workforce in FY 2024.
- The Budget also requests **\$70.8 million** to support inflationary cost increases across the FAA, in support service contracts, parts, facility leases, and the introduction of new equipment into the system.

- Building upon the **Controller Hiring and Training Surge** initiated in FY 2023, the Budget requests **\$117.0 million and 457 FTE** in the Air Traffic Organization (ATO) to accelerate air traffic control hiring and training to compensate for the restricted hiring experienced during the height of the pandemic. This funding allows FAA to continue training the 1,500 controllers the FAA plans to hire in FY 2023 and hire an additional 1,800 new controllers in FY 2024. The hiring and training surge will streamline the path for controller training while further increasing resiliency to serve high demand markets as air traffic increases to pre-pandemic levels.
- The Budget requests **\$75.0 million** to support the **sustainment of the National Airspace System (NAS)**. This includes **\$50.0 million** for the sustainment of the FAA's telecommunications infrastructure and **\$25.0 million** to enhance operational support of the NAS. These additional resources will strengthen the ATO's field and software

maintenance programs, reducing the risk of system outages that can lead to delays to the flying public.

- A total of **\$39.6 million** is requested for seven additional 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: \$16.2 million and 27 FTE** are requested to hire additional systems engineers, safety inspectors, data scientists, test pilots, and program analysts to continue the strategic implementation of the Aircraft Certification, Safety, and Accountability Act (ACSAA). Funding will allow FAA to keep pace with the significant increased activity in industry growth and the rapid expansion of Urban Air Mobility, Optionally Piloted Aircraft as well as supporting Safety Management Systems (SMS) implementation. These efforts are in large part driven by the AVS Strategic Plan, recommendations from independent reviews such as the Special Committee and Joint Authorities Technical Review, and ACSAA.

- › **Strengthen Aviation Safety Oversight: \$7.9 million and 36 FTE** are requested for Aviation Safety to address the staffing requirements from increased demand for more oversight; safety inspectors to work the backlog of operator certification projects; additional accident investigators to enable coverage for additional domestic and foreign investigation requirements; data analysts, program analysts, and operational support.

- › **Improve Hazardous Materials Transportation Safety Oversight: \$2.1 million and 10 FTE** are requested in the Office of Security and Hazardous Materials Safety to perform expanded certificate and safety performance oversight and improve the FAA's

approach to dangerous goods safety oversight to drive positive safety outcomes across the aviation community.

- › **Enhance Sustainability: \$4.2 million and 3 FTE** are requested to reduce the environmental footprint at FAA-owned facilities, reduce energy consumption, ensure facility compliance with environmental and safety requirements, and meet air quality standards.

- › **Increase Diversity and Inclusion in FAA's Workforce: \$1.3 million and 7 FTE** are requested to attract, retain, and promote a diverse and qualified workforce. It will also support improvements to the FAA's mediation and other alternative dispute resolution programs to ensure trust and accountability within the agency's workforce.

- › **Aviation and Aerospace Talent Development: \$3.7 million and 34 FTE** are requested to support the continued demand on programs for youth of various grade levels and backgrounds such as the Science, Technology, Engineering, and Math Aviation and Space Education. This request includes funding for the Minority Serving Institution Internship program that serves as the primary internship program for college students to experience the FAA and the Samya Rose Stumo Air Grant Fellowship program, which places aerospace-focused graduate students into Congressional committees where they can shape aviation policy.

- › **Chief Counsel Staffing: \$4.2 million and 27 FTE** are requested for the Office of the Chief Counsel to respond to the substantial growth in workload due to new Federal, State, and local laws, new Executive Orders and international treaties, regulatory procedures, aviation events and Congressional scrutiny, new FAA actions and policies, and rapid industry innovation. More staff will aid in the early involvement in FAA's legal matters from a proactive and strategic posture.

**Facilities and Equipment: \$3.5 billion** is requested to sustain the national airspace's aging infrastructure while embarking on a comprehensive modernization effort to transform its telecommunications and airspace systems. Investment in these major programs enables the FAA to reduce the risk of system outages that can lead to delays to the flying public. Examples of major F&E investments include:

- **FAA National Airspace System Modernization Acceleration: \$115.0 million** is requested to accelerate modernization of NAS systems through targeted investments. This funding will allow the FAA flexibility to adjust to current events in operations and increase capital investments where needed. Potential modernization acceleration programs in FY 2024 include Aeronautical Information Management to continue the modernization of the Federal Notice to Air Missions (NOTAM) System, Enterprise - Integrated Display System to accelerate dissemination of supporting information to air traffic controllers across the nation, and other investments under evaluation.
- **FAA Telecommunications Infrastructure Modernization: \$340.8 million** is requested for the modernization of the FAA Telecommunications Infrastructure. This includes **\$140.8 million** to transition from existing Time Division Multiplexing technology to a more modern Internet Protocol infrastructure by 2027. This total also includes **\$200.0 million** to invest in a new FAA Enterprise Network, moving away from point-to-point, hardwired circuits and enabling the innovation needed to support NextGen operations and meet evolving cybersecurity and resiliency needs.

- **FAA Facilities: \$510.8 million** is requested to improve the condition of air traffic control facilities. This funding allows FAA to continue to address its \$5.3 billion backlog in sustainment needs. In addition, the funding will support program management and planning for the replacement of aging facilities. Most air traffic control facilities remain in poor condition. The average age of FAA's air route traffic control centers and Combined Control Facility is 61 years old, and more than 50 percent of the terminal facilities are more than 40 years of age. This request, alongside the funding provided by the Bipartisan Infrastructure Law, will continue to represent a down payment on our commitment to our nation's infrastructure. The programs funded include:

- › **Facilities Improvements and Replacements: \$459.8 million** is requested to enable facilities to sustain current operational and safety needs at FAA through facility modernization, improvement, and replacement.
  - › **Environmental Improvements: \$98.9 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.
- The budget request includes **\$1.4 billion** in support of **core systems infrastructure** providing communications, navigations, surveillance, and other programs that make up our national airspace system.
  - › **Offshore Automation: \$59.6 million** is requested to provide nationally supported standardized automation platforms that will bring the offshore facilities at Honolulu and Anchorage into better strategic alignment with the Continental United States airspace.

- › **Standard Terminal Automation Replacement System (STARS): \$90.1 million** is requested to ensure the safe separation of both military and civilian aircraft within the nation's terminal airspace. Continued STARS sustainment investments will maintain system performance, respond to future security threats, and support Air Traffic Control Terminal operations.
- › **Terminal & En Route Surveillance Portfolio: \$107.3 million** is requested for sustainment and replacement of the aging primary and secondary surveillance radars. The work under this portfolio will prevent gaps in radar coverage. Additionally, it will increase equipment and service availability and reduce system maintenance that can lead to aircraft delays.
- › **Terminal and En Route Voice Switch and Recorder Portfolio: \$75.1 million** is requested for sustaining and replacing aging, obsolete voice switches, voice recorders, and back-up systems located in the Air Route Traffic Control Centers and Terminal Facilities throughout the national airspace system.
- › **Landing and Lighting Portfolio: \$56.8 million** is requested for the successful transition of the national airspace system to more efficient Performance Based Navigation routes and procedures that rely on satellite technology. The FAA will continue to pursue the implementation of satellite navigation and the sustainment of the ground-based navigation infrastructure.
- The budget request includes **\$701.9 million** in support of **NextGen programs**.
  - › **Aeronautical Information Management Program: \$20.0 million** is requested to further enhance the origination, management, and dissemination of Notice to Air Missions (NOTAMs) established by the Federal NOTAM System program. This program is an essential building block to manage the integration of digital aeronautical information and improve data collection, management, and dissemination of data to improve access to and the quality of NOTAMs.
  - › **En Route Automation Modernization (ERAM) System Enhancements and Technology Refresh: \$75.5 million** is requested to refresh the base ERAM infrastructure and complete the operating system transition from IBM Advanced Interactive eXecutive (AIX) to Linux. This program will replace the balance of the original ERAM system equipment that has not yet been refreshed. The remaining ERAM original equipment is at or near the end of its service life and requires replacement to decrease the risk of equipment failure that could result in degradation of system performance.
  - › **System-Wide Information Management: \$52.5 million** is requested for technology refresh, cloud service enhancements and integration, and transition services and capabilities to replace the Enterprise Messaging Service.
  - › **Data Communications in Support of NextGen Air Transportation System: \$70.0 million** is requested to continue network services that provide connectivity between air traffic controllers and the aircraft flight deck. The Data Communications Network Service supports both surface and en route operations.
  - › **Terminal Flight Data Manager (TFDM): \$45.2 million** is requested for equipment and software for the collection, distribution, and update of electronic flight data information in the terminal area to improve access to information for the safe and efficient

control of air traffic. Additionally, TFDM will introduce a surface scheduler/metering capability.

**Research, Engineering & Development: \$255.1**

**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: \$70.8 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, reducing airline costs by \$73 billion dollars and more importantly resulting in CO<sub>2</sub> reductions that are equivalent to removing three million cars from the road from 2020 to 2050.

- **Alternative Fuels – General Aviation: \$11.2**

**million** is requested to support analyses and tests leading to the replacement of leaded aviation gasoline with safe unleaded alternative fuels. Through the Eliminate Aviation Gasoline Lead Emissions initiative, the FAA collaborates with the Environmental Protection Agency and industry stakeholders to transition general

aviation to lead-free aviation fuels by the end of 2030. This funding advances research to eliminate the single largest source (70%) of hazardous airborne lead emissions in the United States and will reduce the impact of general aviation operations on climate change and air quality.

- **Unmanned Aircraft Systems (UAS): \$21.0 million**

is requested to support research that builds upon current drone operations, rules policy, and procedures to achieve full UAS integration in the airspace system. The integration of drones into the national airspace is evolving to operations predominately using electric propulsion. The requested funds also support continued efforts using drones as a learning platform for science, technology, engineering, and mathematics outreach efforts with minority K-12 students.

- **Digital System Safety Program: \$7.1 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 Accessibility Research: \$2.0 million**

is requested to support investigation into the feasibility of enabling passengers to stay in their personal

wheelchairs while travelling on commercial aircraft. Specifically, this program builds on the Access Board/Transportation Research Board Report on the Feasibility of Wheelchair Securement Systems on Passenger Aircraft to support potential future rulemaking by the FAA. The research will evaluate occupant safety/crashworthiness aspects of installing wheelchairs on commercial aircraft.

**Grants-in-Aid for Airports: \$3.4 billion** is

requested in obligation limitation for airport grants.

In addition to the request for Grants-in-Aid for Airports, the Bipartisan Infrastructure Law includes advance appropriations in FY 2024 of **\$3.0 billion** for Airport Infrastructure Grants and **\$1.0 billion** for Airport Terminal Grants, for total budgetary resources of nearly **\$7.4 billion** for airport projects in FY 2024. Airport grants traditionally support projects that keep the pavement of our nation's airports in good, safe condition. BIL funding allows the program to further support pavement and other typical airport infrastructure projects plus projects that mitigate the effects airports have on our environment. BIL also provides funding for projects that support airport terminal and airport-owned tower improvements and multimodal connections to airports.

- › **Airport Grants: \$3.1 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: \$41.8 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: \$15.0 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: \$157.4 million** is requested to fund the administrative expenses of the Office of Airports. This funding supports 47 new positions to address staffing requirements across all nine FAA regions and FAA Headquarters to provide engineering, community planning, and environmental protection oversight due to increased workload, increased complexity, and evolving new entrant needs.

## Facilities and Equipment Summary (in millions of dollars)

FACILITIES AND EQUIPMENT BUDGET LINE ITEM (BLI) NAME	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 REQUEST
<b>Activity 1 – Engineering, Development, Test and Evaluation</b>	<b>135.7</b>	<b>146.5</b>	<b>136.2</b>
William J. Hughes Technical Center Laboratory Sustainment	16.9	16.9	16.9
William J. Hughes Technical Center Infrastructure Sustainment	10.7	15.0	10.0
NextGen - NAS Infrastructure Portfolio	10.5	20.9	12.0
NextGen - Unmanned Aircraft Systems	15.5	13.0	14.0
Other	82.1	80.8	83.3
<b>Activity 2 – Air Traffic Control Facilities and Equipment</b>	<b>1,778.0</b>	<b>1,754.9</b>	<b>2,122.5</b>
En Route Automation Modernization - System Enhancements and Tech Refresh	104.5	108.2	75.5
Next Generation Very High Frequency Air/Ground Communications	46.0	57.0	64.0
System-Wide Information Management	34.0	10.2	52.5
ADS-B NAS Wide Implementation	155.1	155.2	138.4
Time Based Flow Management Portfolio	20.0	21.3	33.0
NextGen Weather Processor	48.2	30.7	48.7
Data Communications in Support of NextGen Air Transportation System	110.3	103.1	70.0
Reduced Oceanic Separation	12.0	2.1	2.0
Commercial Space Integration	6.5	5.0	1.0
Standard Terminal Automation Replacement System (TAMR Phase 1)	63.7	68.0	90.1
Terminal Flight Data Manager	85.4	61.8	45.2
Unmanned Aircraft Systems Implementation	26.6	5.0	5.0
Terminal and EnRoute Surveillance Portfolio	43.4	55.4	117.4
Terminal and EnRoute Voice Switch and Recorder Portfolio	49.5	40.1	75.1
Wide Area Augmentation System for GPS	92.1	91.8	92.1
Landing and Lighting Portfolio	67.9	72.9	56.8
Aircraft Replacement and Related Equipment Program	35.0	46.2	62.0
FAA Telecommunications Infrastructure	64.2	69.0	340.8
Other	713.7	694.5	763.1
<b>Activity 3 – Non-Air Traffic Control Facilities and Equipment</b>	<b>219.8</b>	<b>221.2</b>	<b>206.8</b>
Hazardous Materials Management	9.5	24.3	30.6
Aviation Safety Analysis System	30.5	28.2	28.0
National Air Space Recovery Communications	12.3	12.0	12.0
Facility Security Risk Management	7.8	14.0	18.0
Information Security	21.3	23.0	32.0
System Approach for Safety Oversight	35.4	26.7	21.0
NextGen System Safety Management Portfolio	18.3	17.0	6.0
Other	84.6	76.0	59.2
<b>Activity 4 – Facilities and Equipment Mission Support</b>	<b>209.4</b>	<b>252.3</b>	<b>246.5</b>
System Engineering and Development Support	37.0	38.0	36.5
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	70.4	110.4	106.0
<b>Activity 5 – Personnel and Related Expenses</b>	<b>550.0</b>	<b>570.0</b>	<b>635.0</b>
<b>Activity 6 – NAS Modernization Acceleration</b>	<b>0</b>	<b>0</b>	<b>115.0</b>
<b>Total F&amp;E Amount</b>	<b>2,892.9</b>	<b>2,945.0</b>	<b>3,462.0</b>

## NextGen Programs (in millions of dollars)

	FY 2022 ENACTED	FY 2023 ENACTED	FY 2024 REQUEST
<b>Facilities and Equipment</b>	<b>828.4</b>	<b>735.6</b>	<b>701.9</b>
NextGen – Separation Management Portfolio	20.5	17.0	14.4
NextGen – Traffic Flow Management Portfolio	13.0	15.0	10.0
NextGen – On Demand NAS Portfolio	9.0	8.5	8.5
NextGen – NAS Infrastructure Portfolio	10.5	20.9	12.0
NextGen – Support (NIEC, Test Bed) Portfolio	5.0	5.0	5.0
NextGen – System Safety Management Portfolio	18.3	17.0	6.0
NextGen – Unmanned Aircraft System	15.5	13.0	14.0
NextGen – Enterprise, Concept Development, Human Factors, and Demo Portfolio	10.6	11.0	11.0
Performance Based Navigation Support Portfolio	8.0	8.0	8.0
Unmanned Aircraft Systems Implementation	26.6	5.0	5.0
Enterprise Information Platform	17.6	9.0	11.0
Data Communications in Support of NextGen	110.3	103.1	70.0
En Route Automation Modernization – System Enhancements	104.5	108.2	75.5
System Wide Information Management	34.0	10.2	52.5
ADS-B NAS Wide Implementation	155.1	155.2	138.4
Air Traffic Management Implementation Portfolio	10.0	7.4	32.1
Terminal Flight Data Manager	85.4	61.8	45.2
Time Based Flow Management	20.0	21.3	33.0
Next Generation Weather Processor	48.2	30.7	48.7
Reduced Oceanic Separation	12.0	2.1	2.0
Aeronautical Information Management Program	20.8	29.4	19.6
Activity 5 F&E PCBT – NextGen Staffing	73.6	77.0	80.1
<b>Research Engineering and Development (RE&amp;D)</b>	<b>101.0</b>	<b>98.9</b>	<b>98.3</b>
NextGen – Flight Deck Data Exchange Requirements	1.0	0.0	0.0
NextGen – Information Security	4.8	4.8	6.4
NextGen – Air Ground Integration	3.0	0.0	0.0
NextGen – Weather in the Cockpit	2.7	4.0	0.0
NextGen – Environmental Research, Aircraft Technologies, and Fuels	67.5	68.0	70.8
Unmanned Aircraft Systems Research	22.1	22.1	21.1
<b>Operations</b>	<b>142.0</b>	<b>144.8</b>	<b>157.0</b>
NextGen Staffing	40.3	42.2	43.8
NextGen Unmanned Aircraft System	88.5	92.5	102.1
Performance Based Navigation Activities	13.2	10.1	11.0
<b>Total NextGen Programs</b>	<b>1,071.4</b>	<b>979.2</b>	<b>977.1</b>



# Federal Highway Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST*	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL HIGHWAY ADMINISTRATION</b>									
FEDERAL-AID HIGHWAYS (TF) (M)	57,473,430	-	57,473,430	58,764,511	-	58,764,511	60,095,783	-	60,095,783
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)	2,444,928	9,454,400	11,899,328	3,417,812	9,454,400	12,872,212	-	9,454,400	9,454,400
ADMIN EXPENSES [non-add] (TF) (M)	466,965	86,816	553,781	476,784	86,816	563,600	486,800	86,816	573,616
Cancellation [non-add] Misc. Appropriations, Other (D)	-	-	-	-	-	-	(104,909)	-	(104,909)
<b>Total:</b>	<b>60,615,235</b>	<b>9,454,400</b>	<b>70,069,635</b>	<b>62,879,200</b>	<b>9,454,400</b>	<b>72,333,600</b>	<b>60,792,660</b>	<b>9,454,400</b>	<b>70,247,060</b>
<b>FTEs:</b>			<b>2,650</b>			<b>2,701</b>			<b>2,781</b>

\*Proposed FY 2024 Obligation Limitation assumes repurposing \$60 million in prior year balances.

## Overview

The mission of the Federal Highway Administration (FHWA) is to deliver a world-class system that advances safe, efficient, equitable, and sustainable mobility choices for all, while strengthening the Nation's economy.

FHWA supports State, local, territorial, and Tribal governments, as well as other Federal agencies, in the planning, design, construction, preservation, and repair of our Nation's highways, roads, bridges, and tunnels. FHWA works with States 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 in Washington, D.C., FHWA has personnel in each of the 50 States, the District of Columbia, and Puerto Rico.

# President's Budget

FHWA's FY 2024 Budget request reflects the third year of the President's Bipartisan Infrastructure Law (BIL), which is the largest long-term investment in our infrastructure and economy in our Nation's history. FHWA requests **\$60.8 billion** – which, when added to the **\$9.5 billion** in advance appropriations contained in the BIL, will result in

a total of **\$70.3 billion** in FY 2024 budgetary resources. FHWA is proud to support so many outstanding infrastructure projects in communities large and small, modernizing America's transportation systems to make them safer, more affordable, more accessible, and more sustainable.

## Key Components of the Request

**Safety is FHWA's number one priority.** The rise in deaths and serious injuries on our public roads affects people of every age, race, and income level, in rural communities and big cities alike. FHWA will continue to play an important role in implementing DOT'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 or causing serious injuries. Complete Streets is a key implementation strategy of the Safe System Approach. FHWA is supporting transportation agencies as they plan, implement, and evaluate equitable streets and networks that prioritize safety, comfort, and connectivity to destinations for all people who use the street network. While the following programs are focused on safety projects, many of FHWA's programs can help communities large and small take action to protect all Americans on our roads.

- **Highway Safety Improvement Program (HSIP): \$3.1 billion** is requested to support projects 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. The foundational elements of the HSIP, a focus on reducing fatalities and serious injuries and performance management requirements, support the Safe System Approach principles that death and serious injury are unacceptable, and safety is proactive.

- **Railway-Highway Crossing Program (HSIP set-aside): \$245.0 million** is requested to support projects to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
- **Wildlife Crossings Pilot Program: \$70.0 million** is requested to support projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.
- **Tribal Transportation Program's safety set-aside: \$24.0 million** is requested 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 process as a means for Tribes to determine how transportation safety needs will be addressed in Tribal communities.

BIL provides **historic investment in our roads and bridges**, including the single largest dedicated bridge investment since the construction of the Interstate System. FHWA's programs will help communities across the country move forward to modernize their transportation infrastructure and make it easier for people and goods to move quickly, reliably, and safely to their destinations.

- **Bridge Formula Program: \$5.5 billion** from BIL 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.
- **Bridge Investment Program: \$650.0 million** is requested, along with **\$1.8 billion** in BIL advance appropriations, for grants to rehabilitate or replace aging bridge infrastructure.
- **Infrastructure for Rebuilding America Program: \$1.0 billion** is requested, along with **\$640.0 million** in BIL advance appropriations, to support 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.
- **National Highway Freight Program (NHFP): \$1.4 billion** is requested to invest in infrastructure and operational improvements on the National Highway Freight Network to address the need for more and better-directed investment in freight infrastructure.
- **Congestion Relief Program: \$50.0 million** is requested to support projects in large, urbanized areas to advance innovative, integrated, and multimodal solutions to mitigate congestion in the most densely populated metropolitan areas.
- **National Highway Performance Program (NHPP): \$29.6 billion** is requested to improve the National Highway System (NHS), an approximately 220,000-mile network of high-volume roads and over 145,000 bridges. Improving the NHS through the NHPP keeps our Nation's highways and bridges safe, benefits both urban and rural areas nationwide, and strengthens the economy through the efficient movement of freight.
- **Surface Transportation Block Grant Program (STBG): \$14.4 billion** is requested to provide flexible funding that is available for the over one million miles of Federal-aid highways, bridges on any public road, bicycle and pedestrian facilities, and transit capital projects. Ten percent of STBG funds are set aside for **Transportation Alternatives**, which funds a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, and other community improvements.
- **Territorial and Puerto Rico Highway Programs: \$228.0 million** is requested to 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 U.S. Virgin Islands.

It is critical that the historic infrastructure investments our Nation is making reach the places and people who need them the most. **FHWA is committed to 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. FHWA's programs prioritize making the right construction improvements in a community, particularly in communities that have historically suffered disconnection due to disinvestment and inadequate transportation choices.

- **Active Transportation Infrastructure Investment Program (ATIIP): \$60.0 million** in repurposed funding is requested to make impactful change, particularly in underserved communities. The ATIIP is a new program created by the BIL and authorized as subject to General Fund appropriation. The Budget proposes to redirect unused funding to fund the ATIIP. Many communities are currently experiencing negative safety, climate, health, and equity impacts from a transportation network that does not provide safe, comfortable, and direct connections by walking or bicycling. ATIIP funding will support communities in identifying, prioritizing, and implementing improvements to the largest barriers to safe, accessible, and equitable pedestrian and bicycle network connectivity.
- **On-the-Job Training Supportive Services and Disadvantaged Business Enterprise Supportive Services programs: \$20.0 million** is requested to support the highway construction industry in establishing and maintaining apprenticeship and training programs targeted to move minorities, women, and individuals from disadvantaged communities into journey-level positions, and assist with creating a more diverse makeup of firms participating in improving America's infrastructure.

- **Reconnecting Communities Pilot Program: \$100.0 million** is requested, along with **\$100.0 million** in BIL advance appropriations, for planning efforts and projects with the goal of removing or retrofitting existing transportation facilities that create barriers within communities. This is the first-ever Federal program dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure.
- **Prioritization Process Pilot Program: \$10.0 million** is requested to support States and metropolitan planning organizations in the development of publicly accessible, transparent prioritization processes to assess and score transportation projects according to locally determined priorities, and to use these evaluations to inform the selection of projects.
- **Metropolitan Planning Program: \$456.0 million** is requested to support metropolitan planning organizations in conducting multimodal transportation planning and programming in metropolitan areas.
- **Rural Surface Transportation Grant Program: \$400.0 million** is requested to improve and expand the surface transportation infrastructure in rural areas. At least 25 percent of funds will be reserved for projects that further the completion of designated routes of the Appalachian Development Highway System.
- **Federal Lands Transportation and Access Programs: \$736.0 million** is requested to support projects in and around Federal Lands. These programs are vital in keeping Federal lands safely accessible for millions of visitors and helping grow local economies that are often in rural areas.

- **Tribal Transportation Program: \$602.0 million** is requested for transportation improvements to provide better and more equitable access to housing, emergency services, schools, stores, jobs, medical services, and other destinations, and to improve the quality of life on Tribal lands for all Federally recognized sovereign Tribal governments.
- **Nationally Significant Federal Lands and Tribal Projects Program: \$55.0 million** is requested to provide needed funds for Tribes and Federal lands management agencies to complete projects that provide substantial benefits to their communities or parklands.
- **Appalachian Development Highway System: \$250.0 million** from BIL advance appropriations to provide dedicated funding to Appalachian States to spur economic growth in this historically isolated region and to ensure these rural areas are connected to cities and towns.

Together with the **Joint Office of Energy and Transportation**, a collaborative teaming of the Departments of Energy and Transportation, FHWA will work towards **significantly reducing transportation emissions** by supporting both electrification and decarbonization of the transportation system and safer and more convenient options for walking, biking, and using transit. Furthermore, FHWA emphasizes projects that make our roads and bridges more resilient, thereby helping to safeguard communities against extreme events.

- **National Electric Vehicle Infrastructure (NEVI) Formula Program: \$1.0 billion** from BIL advance appropriations to 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.

- **Charging and Fueling Infrastructure Grants Program: \$500.0 million** is requested to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure. Fifty percent of this funding prioritizes projects that expand access to electric vehicle charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula and Competitive Programs: \$1.8 billion** is requested to make transportation infrastructure more resilient to future weather events and other natural disasters. These are first-of-their-kind programs designed to help communities better prepare for and respond to extreme weather events like wildfires, flooding, and extreme heat.
- **Carbon Reduction Program: \$1.3 billion** is requested to help States reduce emissions and build a more sustainable transportation network that will benefit all travelers.
- **Reduction of Truck Emissions at Port Facilities: \$50.0 million** is requested, along with **\$30.0 million** in BIL advance appropriations, to reduce port-related emissions from idling trucks, including through the advancement of port electrification, improvements in efficiency, and other emerging technologies and strategies.

- **Congestion Mitigation and Air Quality Improvement Program: \$2.6 billion** is requested to support transportation investments that reduce highway congestion and harmful emissions. This 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.
- **Emergency Relief Program: \$100.0 million** is requested to help restore and repair roads and bridges following disasters or catastrophic failures. Through the Emergency Relief Program, FHWA often provides “quick release” funding which helps restore critical transportation infrastructure immediately after an event.

FHWA is a leader in addressing current and emerging needs facing our Nation’s transportation system. FHWA’s **forward-thinking research and training programs** will help make our Nation’s transportation systems safer, greener, and more equitable.

- **Research, Technology, and Education (RT&E) Program: \$500.0 million** is requested, along with **\$19.0 million** in BIL advance appropriations, to develop and deliver solutions that meet current transportation challenges and future needs. The entire innovation life cycle is covered under the RT&E Program umbrella including agenda setting, research and development, technology testing and evaluation, deployment and impact evaluation, and training and education.

- FHWA’s ability to lead research innovation is exemplified by the **Exploratory Advanced Research (EAR) Program**, which conducts longer-term, higher-risk research. These research products have the potential for dramatic breakthroughs in transportation. In FY 2024, the EAR Program will focus on open modeling frameworks that can increase the sustainability and resilience of our Nation’s highway system, as well as edge sensing, computing, and control systems that can improve the safety and mobility of vulnerable road users and underserved communities.
- **FHWA’s Every Day Counts Program (EDC)** is a successful State-based program that helps identify and rapidly deploy proven, yet underutilized, innovations. The seventh round of EDC, for years 2023 through 2024, will feature innovations to improve safety for all users, build sustainable infrastructure for the future, and grow an inclusive workforce. As part of the White House’s Action Plan for Accelerating Infrastructure, the DOT recently committed to expanding the EDC model to more modes of transportation. The new round of innovations is being promoted by FHWA and the Federal Transit Administration and will improve project delivery across highway, rail, and transit agencies at the State and local level.

# Federal Motor Carrier Safety Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST*	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL MOTOR CARRIER SAFETY ADMIN</b>									
OPERATIONS & PROGRAMS (TF) (M)	360,000	-	360,000	367,500	-	367,500	435,000	-	435,000
OPERATIONS & PROGRAMS (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (TF) (M)	496,000	-	496,000	506,150	-	506,150	516,300	-	516,300
MOTOR CARRIER SAFETY GRANTS (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
<b>Total:</b>	<b>856,000</b>	<b>134,500</b>	<b>990,500</b>	<b>873,650</b>	<b>134,500</b>	<b>1,008,150</b>	<b>951,300</b>	<b>134,500</b>	<b>1,085,800</b>
<b>FTEs:</b>			<b>1,089</b>			<b>1,285</b>			<b>1,360</b>

\*Proposed FY 2024 Obligation Limitation assumes repurposing \$60 million in prior year balances.

## Overview

FMCSA's mission is to save lives by reducing the number and severity of crashes involving large trucks and buses. The Agency accomplishes this mission through education, prevention, regulation, enforcement, and collaboration with motor carriers and commercial drivers. FMCSA also uses research, innovative technology, and grants to States to achieve a transportation system with safer people, safer roads, safer speeds, and safer vehicles. FMCSA is responsible for enforcing the Federal Motor Carrier Safety Regulations, the Hazardous Materials Regulations, and the Commercial Regulations for motor carriers, commercial drivers, and commercial motor vehicles (CMV) operating in the United States, including those from Mexico and Canada.

Increasing safety is a shared commitment between the public and private sector. FMCSA continues to engage with the CMV industry and safety partners, working consistently to maintain the safest transportation system possible – a system of excellence that includes holding motor carriers accountable, promoting safe driving, ensuring that commercial motor vehicles are well maintained, ensuring drivers are attentive to road hazards and hazardous materials are transported safely, and encouraging innovation to unleash sound technology to advance highway safety.

FMCSA's FY 2024 Budget, in concert with the Bipartisan Infrastructure Law (BIL), will continue to support forward-thinking investments to address the current realities and the future visions of interstate commerce, CMV operations, and driver safety. The FY 2024 Budget request prioritizes safety as the foundation of everything we do. Investments in research, technology, and financial assistance to State, local, and Tribal governments, non-profit organizations, and educational institutions will provide the resources needed to strengthen the safety focus to end fatalities on our Nation's roads.

## Highlights of the FY 2024

# President's Budget

FMCSA's FY 2024 Budget requests **\$951.3 million** for regulating and providing safety oversight of motor carriers, commercial drivers, and CMVs. Of this amount, **\$60.0 million** is to be provided from repurposed prior year unobligated contract authority, of which **\$24.0 million** will be used for a new Medium-Duty Truck Crash Causal Factors Study, and of which **\$36.0 million** will be used to accelerate FMCSA's IT modernization efforts. In addition to the funding requested in this Budget, the BIL provides an additional **\$134.5 million** in advance appropriations, for a total of **nearly \$1.1 billion** in total budgetary resources, to equip the Agency to strive for and achieve a crash-free transportation system.

FMCSA's primary goal is to improve **Roadway Safety** to reduce large truck and bus fatalities per 100 million vehicle miles traveled. In carrying out its safety mandate, FMCSA embraces and plays a vital role in DOT's National Roadway Safety Strategy (NRSS). The NRSS sets a vision of zero fatalities on our nation's roadways, outlines steps DOT will take to advance towards this goal, and lays out a number of priority actions for FMCSA. Coupled with the BIL requirements, these actions are designed to ensure that motor carriers and drivers operate safely, through research initiatives, compliance interventions, training requirements, medical fitness standards, and outreach efforts. Key efforts in FY 2024 include

promoting the CMV Seat Belt Campaign, conducting the Large Truck Crash Causal Factors Study (LTCCFS), administering the Drug and Alcohol Clearinghouse (DACH), requiring systems for electronic exchange of information to identify unsafe drivers and take them off the road, and performing investigations and safety audits to assess how carriers are meeting FMCSA safety requirements and ensuring carriers have safety management controls in place.

In addition, FMCSA's research and rulemaking activities, which mandate the use of proven CMV safety technologies, have the potential to significantly reduce serious and fatal crashes. In FY 2024, the Agency anticipates the publication of rulemakings concerning automatic emergency braking (AEB) systems to ensure that interstate motor carriers maintain this life-saving technology, which will support a BIL requirement as well as a NHTSA key action listed under Safer Vehicles in the NRSS. The Agency also plans to publish a rulemaking to ensure the safe introduction of automated driving systems-equipped CMVs onto the nation's roadways, following up on the FY 2023 Supplemental Advance Notice of Proposed Rulemaking. Furthermore, the Agency anticipates publication of a Final Rule concerning speed limiters for CMVs, contingent on a review of the public comments to the 2022 Advance Supplemental Notice of Proposed

Rulemaking and whether a supplemental proposal is published in FY 2023. In FY 2024, FMCSA's Research & Technology program will continue its emphasis on research related to enhancing the safety of drivers, vehicles, and carriers, while expanding research in automated driving systems, electric vehicles, and roadside screening technologies which supports climate and sustainability priorities, as well as driver employment, licensing, and fitness.

Finally, FMCSA continues efforts to modernize its information technology (IT) systems, providing IT toolkits (such as the new inspection platform, SafeSpect) to staff, partners, and stakeholders, and ensuring that motor carrier safety data is current and accurate. SafeSpect is FMCSA's new system for collecting data related to the inspection of a CMV, the motor carrier, and its driver. The SafeSpect tool lends itself to assisting roadside investigators to quickly remove unsafe motor carriers from the roadways.

## Key Components of the Request

### **Motor Carrier Safety Operations and Programs:**

**\$435.0 million** is requested for administrative expenses, information technology, and research, including innovation around advanced driver assistance systems (ADAS). Of this amount, **\$60.0 million** is requested from repurposed unobligated contract authority balances. The BIL provides an additional **\$10.0 million** in advance appropriations for administrative expenses, for total budgetary resources of **\$445.0 million**.

- **General Operating Expenses: \$297.8 million** is requested to carry out FMCSA's safety mission and required interagency support functions. This includes salaries and benefits for approximately 1,360 staff, contracts, rent, Working Capital Fund costs, travel, training, and other mission critical services. The request supports 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): \$99.1 million** is requested to continue FMCSA's transition from legacy system operations and maintenance to modern

technology development and digital transformation.

Within this total, **\$36.0 million** of unobligated contract authority balances will be used to accelerate the Agency's IT modernization efforts. The IT modernization roadmap for FY 2024 incorporates the 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 trusted golden record. Delivery of this new data platform will enable the agency to better share, safeguard, govern, and maintain data as the sole authoritative source of CMV safety information. As the authoritative source of CMV safety data, exchange of 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): \$38.1 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 ensure alignment with the NRSS, FMCSA's portfolio of research projects is thoroughly planned and vetted through the Department's Annual Modal Research Plan and the Agency's Research Executive Board processes. Within this total, **\$24.0 million** of unobligated contract authority balances will be used for the new Medium-Duty Truck Crash Causal Factors Study, to be developed in conjunction with the ongoing LTCCFS started in FY 2022.

**Motor Carrier Safety Grants: \$516.3 million** is requested for the Motor Carrier Safety Grant programs. The BIL provides an additional **\$124.5 million** in advance appropriations for grants, for total budgetary resources of **\$640.8 million**. FMCSA's grants represent an ongoing investment into motor carrier, driver, and CMV safety through the consistent nationwide application, education, and enforcement of laws. There are more than 638,000 FMCSA-regulated motor carriers and approximately 6.8 million commercial drivers, including 4.9 million CDL holders who are subject to Federal requirements. FMCSA will continue to partner with State and local agencies and other eligible safety stakeholders to improve safety. FMCSA's discretionary grant programs require applicants to adopt an equity and inclusion program/plan or to institute other equity-focused policies in the overall project delivery and implementation.

- **Motor Carrier Safety Assistance Program (MCSAP): \$406.5 million**, along with **\$80.0 million** from BIL advance appropriations, 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. MCSAP provides resources to States to continue conducting inspections, investigations,

traffic enforcement, new entrant safety audits, and outreach to motor carriers and drivers. Annually, this grant program supports approximately 2.9 million CMV inspections, with a focus on high crash corridors, to identify serious safety deficiencies and stop unsafe companies, drivers, and vehicles from operating on the roadways.

- **Commercial Motor Vehicle Operator Safety Training (CMVOST): \$1.3 million** is requested for these discretionary grants; the BIL advance appropriations provide an additional **\$2.0 million**. CMVOST grants are awarded to State or local governments and accredited post-secondary educational institutions, including truck-driver training schools, to establish training for people to transition to the CMV industry. Priority is given to regional or multi-state educational or not-for-profit associations that recruit and train current and former members of the Armed Forces, their spouses, individuals from underserved communities, and refugees.
- **High Priority Activities Program (HPAP): \$60.0 million** is requested for the HPAP discretionary grant program, with an additional **\$26.5 million** provided from the BIL advance appropriations. HPAP grants provide financial assistance to States, local governments, Federally recognized Tribes, and other political jurisdictions to carry out high-priority CMV safety related activities and support IT projects that promote the deployment of intelligent transportation system applications for CMV operations. In FY 2024, FMCSA will continue to solicit State grant applications for projects that safely demonstrate real-time dissemination of information to CMV drivers of parking space availability through the use of dynamic message signs,

interactive voice recognition, smartphone apps, and other proven technology, in an effort to expand the use of available truck parking for commercial drivers.

- **Commercial Driver License Program**

**Implementation (CDLPI): \$43.5 million** is requested, in addition to **\$16.0 million** in BIL advance appropriations. These discretionary grants are awarded to the States' driver licensing agency responsible for the development, implementation, and maintenance of the commercial driver license program. By FY 2024, States must disqualify prohibited drivers identified by the Agency's DACH, and States will also be completing implementation of the electronic Commercial Driver's License Information System data exchange of driver history records of information between States. With the support of CDLPI grants, State Driver Licensing Agencies will be able to improve accuracy of CDL driver records and to evaluate additional opportunities to use these more accurate records to identify and take unsafe drivers off the road more expeditiously.

- **Commercial Motor Vehicle Enforcement**

**Training & Support (CMV-ETS): \$5.0 million** is requested. This discretionary grant supports training for non-Federal personnel who conduct motor carrier safety activities (inspections, investigations, audits, traffic enforcement, etc.) and is available for nonprofit organizations with expertise in training and CMV safety-related efforts.



# National Highway Traffic Safety Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN</b>									
OPERATIONS AND RESEARCH (GF) (D)	200,000	-	200,000	210,000	-	210,000	304,062	-	304,062
OPERATIONS AND RESEARCH (TF) (M)	192,800	-	192,800	197,000	-	197,000	201,200	-	201,200
HIGHWAY TRAFFIC SAFETY GRANTS (TF) (M)	774,300	-	774,300	795,220	-	795,220	813,301	-	813,301
CRASH DATA (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY & BEHAV RESRCH (GF) (D)	-	109,700	109,700	-	109,700	109,700	-	109,700	109,700
SUPP HIGHWAY TRAFFIC SAFETY PROGRAMS (GF) (D)	-	62,000	62,000	-	62,000	62,000	-	62,000	62,000
<b>Totals:</b>	<b>1,167,100</b>	<b>321,700</b>	<b>1,488,800</b>	<b>1,202,220</b>	<b>321,700</b>	<b>1,523,920</b>	<b>1,318,563</b>	<b>321,700</b>	<b>1,640,263</b>
<b>FTEs:</b>			<b>606</b>			<b>762</b>			<b>884</b>

## Overview

The FY 2024 President's Budget requests **\$1.3 billion** for the National Highway Traffic Safety Administration (NHTSA) to invest in initiatives that reduce traffic crashes and fatalities, improve safety for American motorists, cyclists, and pedestrians, and improve the nation's energy security through improved fuel economy and efficiency of cars and trucks. When combined with **\$321.7 million** in advance appropriations from the Bipartisan Infrastructure Law (BIL), NHTSA will have **\$1.6 billion** in total FY 2024 budgetary resources. This request will strengthen NHTSA's workforce, tools, and capabilities to help save lives on our nation's roads, including deploying the most effective countermeasures to address emerging traffic safety challenges, leveraging authorities to support the safe development and deployment of automated driving systems and other advanced vehicle technologies, ensuring the agency keeps pace with emerging roadway safety trends such as driver distraction, and strengthening the fuel economy of the Nation's vehicle fleet.

NHTSA's FY 2024 budget request fully supports the requirements and resources provided to the agency by the Bipartisan Infrastructure Law (BIL) and advances the Department's National Roadway Safety Strategy (NRSS) and its ambitious long-term goal of reaching zero roadway fatalities.

# Key Components of the Request

**Operations & Research (GF): \$304.1 million** is requested for NHTSA's rulemaking program, enforcement initiatives, and the vehicle safety research portfolio. This funding supports the salaries and benefits for 475 staff, general administration of the agency, and the following initiatives:

- **Automation Safety: \$25.7 million** is requested for expanded rulemaking, enforcement, and research activities to translate automation technology into safety improvements. Additional workforce for NHTSA's Office of Automation Safety (a consolidation within the existing Safety Standards Support area of the rulemaking program) will support the safe deployment of automated driving systems by developing and setting safety standards, evaluating exemption petitions, and overseeing safety demonstrations. Specialized personnel in NHTSA's Enforcement Office will enhance NHTSA's readiness to develop, optimize, and implement enforcement programs on equipment and vehicles using advanced technologies and innovative components. NHTSA will work with governmental and private stakeholders to collect and share crash data from vehicles equipped with advanced systems to research and evaluate the effectiveness of these technologies and will develop a methodology for assessing vehicle safety performance using models of the human body.
- **Safety and Accessibility for all: \$20.0 million** is requested for additional investments in research that will improve safety and accessibility for everyone. This funding will elevate the following priority initiatives:

- › **\$10.0 million to research the impact on driver distraction** from in-vehicle technology interfaces. Since NHTSA's original distraction guidelines were issued, the proliferation of touchscreen controls, voice controls, passenger-side video streaming, infotainment displays, and mobile device integration has required research to evolve and address driver attention management. This research will explore safety benefits related to monitoring and measuring a driver's visual gaze and implement mitigation strategies to direct attention back to the roadway as necessary for the driving environment.
- › **\$5.0 million to develop and test the 5th WorldSID test dummy** that represents small-sized adult females. Equity in safety outcomes is central to NHTSA's mission across all categories of drivers, and this research will accelerate the development and federalization of the test dummy to get it ready for use in side impact testing and New Car Assessment Program (NCAP) test procedures.
- › **\$3.0 million** to continue to advance safety research for **accessible design, improve securement for people who use wheelchairs**, and conduct a systematic survey process to digitally scan representative wheelchair designs – including manual, power, and electric designs. This work will also continue to explore the ADS-vehicle, vehicle electrification, and other design needs for people with disabilities. People with disabilities have had to retrofit their own vehicles with expensive modifications, but as automated vehicles enter the marketplace, there is an opportunity to perform the foundational research to understand how to design vehicles that are both accessible and safe.

› **\$2.0 million to research the effect of various factors related to vehicle size and weight on pedestrian safety.** NHTSA will study how vehicle size, weight, and shape affect fatality and injury in struck pedestrians. This study should isolate and analyze the effects of vehicle weight and geometry on pedestrian crash risk, and develop targeted research, conduct data collection, analysis, simulation, and testing to improve understanding of how vehicle characteristics affect injury outcomes for struck pedestrians.

- **Advanced Safety Technologies: \$27.1 million** is requested for research programs that support the safe testing and deployment of new technologies, including crash prevention countermeasures for passenger vehicles and large trucks, and motor vehicle technologies and systems that assist in the driving task, commonly referred to as advanced driver assistance systems (ADAS). Advanced Safety Technologies have the potential to reduce the risk of crashes and the severity of crashes.
- **Automated Driving Systems (ADS): \$12.2 million** is requested 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.
- **Rulemaking: \$49.1 million** is requested for rulemaking programs and activities, including **\$17.7 million** for the Corporate Average Fuel Economy (CAFE) program and **\$11.6 million** for the New Car Assessment Program (NCAP). The request includes

an additional **\$2.0 million** to support the development of safety standards mandated by BIL, including safety standards for passenger vehicles with advanced drunk and impaired driving prevention technology, child heatstroke prevention in passenger vehicles, headlamp systems, lane departure safety technologies in passenger vehicles, seatback strength of passenger vehicles, automatic shutoff of passenger vehicles equipped with keyless ignitions, and underride protection.

- **Enforcement of Vehicle Safety Standards: \$36.3 million** is requested for programs and activities that will support the enforcement of vehicle safety standards and CAFE regulations, address safety-related defects and recalls, and investigate criminal fraud associated with rolling back and disabling odometers. The requested funding supports defects investigations of vehicles equipped with Advanced Driver Assistance Systems (ADAS), Automated Driving Systems, and alternative fuel propulsion systems. The funding will also enable NHTSA to disseminate critical information to the public; oversee manufacturer remedies and recalls; conduct compliance testing for emerging and existing technologies; and enforce and administer penalties 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 the Safe Cars Save Lives paid media campaign, the 5 Star Safety Rating Program, and the Vehicle Safety Hotline.

**Operations & Research (TF): \$201.2 million** is requested for behavioral research activities. This funding supports the salaries and benefits for 294 staff, general administration of the agency, and the following programs:

- **Highway Safety Programs: \$55.5 million** is requested for the research, development, and evaluation of traffic safety programs that reduce crash-related injuries and fatalities. This includes safety efforts through behavioral research, program development, training, demonstration projects, and technical assistance to States. Consistent with the National Roadway Safety Strategy, resources are intended to prevent destructive behavior, such as speeding and driving while impaired by alcohol and/or other drugs; encourage positive behavior, such as using a seat belt and proper child restraints; protect vulnerable road users, including pedestrians and bicyclists; support equitable traffic law enforcement; and improve lifesaving emergency medical services (EMS), including 911 systems, as part of a comprehensive highway and traffic safety system. In addition to the request, BIL provided **\$39.7 million** in advance appropriations, for total budgetary resources of **\$95.2 million** in FY 2024, to accelerate the agency's behavioral research efforts.

- **National Center for Statistics and Analysis: \$50.1 million** is requested for programs and activities related to 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 allow for an understanding of the nature, causes, and injury outcomes of motor vehicle traffic crashes; the

strategies and interventions that reduce crashes and their consequences; and the potential impact, costs, and benefits of highway safety programs and regulatory activities. In addition to the request, BIL provided **\$150.0 million** in advance appropriations, for a total of **\$200.1 million** in budgetary resources in FY 2024, for improvements to crash data.

- **National Driver Register: \$7.2 million** is requested to support and upgrade 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: \$9.5 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 while increasing seat belt use and child passenger safety.

**Highway Traffic Safety Grants (TF): \$813.3 million** is requested for Highway Traffic Safety grants. The grants that NHTSA provides to State and Territorial Highway Safety Offices, and to the Bureau of Indian Affairs on behalf of Tribes, 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 104 staff, general administration of the agency, and the following programs:

- **Highway Safety Programs (Section 402): \$378.4 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 sub-divisions of the State. In addition to the request, BIL provided **\$20.0 million** in advance appropriations for this program to accelerate State-implemented highway safety efforts.
- **National Priority Safety Programs (Section 405): \$353.5 million** is requested for the programs to address impaired driving, occupant protection, distracted driving, State safety data system improvements, motorcyclist safety, non-motorized safety, preventing roadside deaths, and safety education. In addition to the request, BIL provided **\$22.0 million** in advance appropriations to accelerate State-implemented highway safety efforts.
- **High Visibility Enforcement (Section 404): \$40.3 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 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL TRANSIT ADMINISTRATION</b>									
CAPITAL INVESTMENT GRANTS (GF) (D)	2,248,000	1,600,000	3,848,000	2,635,000	1,600,000	4,235,000	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
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)	504,263	2,050,000	2,554,263	541,959	2,050,000	2,591,959	-	2,050,000	2,050,000
TRANSIT FORMULA GRANTS (TF) (M)	13,355,000	-	13,355,000	13,634,000	-	13,634,000	13,990,000	-	13,990,000
<i>ADMINISTRATIVE EXPENSES [non-add] (TF) (M)</i>	<i>131,000</i>	<i>-</i>	<i>131,000</i>	<i>134,930</i>	<i>-</i>	<i>134,930</i>	<i>138,978</i>	<i>-</i>	<i>138,978</i>
ALL STATIONS ACCESSIBILITY PROGRAM (GF) (D)	-	350,000	350,000	-	350,000	350,000	-	350,000	350,000
ELECTRIC OR LOW-EMITTING FERRY PROGRAM (GF) (D)	-	50,000	50,000	-	50,000	50,000	-	50,000	50,000
FERRY SERVICE FOR RURAL COMMUNITIES (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
<i>Cancellation [non-add] Inactive Transit Programs (GF) (D)</i>	<i>(6,734)</i>								
<b>Total:</b>	<b>16,264,763</b>	<b>4,250,000</b>	<b>20,514,763</b>	<b>16,968,459</b>	<b>4,250,000</b>	<b>21,218,459</b>	<b>17,028,000</b>	<b>4,250,000</b>	<b>21,278,000</b>
<b>FTEs:</b>			<b>590</b>			<b>723</b>			<b>801</b>

## 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.

A well-functioning transit system improves communities and creates a network of mobility options that provides people with access to opportunity. FTA's funding supports the creation and advancement of public transportation systems, including subways, light rail, commuter rail, buses (including metrobuses and commuter buses), trolleys, ferries, and other transit services. Transit investments enable communities to improve the safety of systems, provide mobility options

to people of all backgrounds, improve equity and accessibility, modernize existing public transportation systems, reduce harmful emissions, provide good jobs, and support equitable economic development.

FTA investments will improve riders' experiences and expand access to transportation. According to the 24th Edition of the Status of the Nation's Highways, Bridges, and Transit Conditions & Performance Report, 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, 1,900 passenger stations, 1,300 maintenance facilities, and hundreds of miles of track and guideway, signals, and power systems in need of replacement. To address these needs, which lead to service delays and disruptions, the Bipartisan Infrastructure Law (BIL) authorizes funding to repair and upgrade transit infrastructure across the Nation. As part of this historic investment, BIL also includes funding to support the replacement of thousands of diesel transit vehicles with new low and zero emission vehicles. Investments in our Nation's transit infrastructure made possible by BIL will also help ensure that these systems are prepared to welcome new and returning riders over the coming years.

## Highlights of the FY 2024

# President's Budget

The FY 2024 Budget requests **\$17.0 billion** for FTA, along with **\$4.3 billion** in advance appropriations provided by BIL, for total budgetary resources of **\$21.3 billion**.

The FY 2024 request will advance public transportation in America's communities by focusing on four key priorities aligned with the DOT Strategic Plan: Safety, Transformation, Climate and Sustainability, and Equity. These priorities will ensure the safety of transit, transform the transit industry, 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. The additional BIL resources will help to modernize existing public transit systems, significantly improve the condition of transit infrastructure across the country, and help agencies expand their systems.

The Budget also requests provisions to support transit agencies as they transition to new service and funding models to address changing ridership expectations in the coming years.

## Key Components of the Request

**Transit Formula Grants: \$14.0 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. When combined with **\$1.6 billion** in advance appropriations, the CIG program will have total budgetary resources of **\$4.5 billion**. These investments support economic growth, expand affordable transportation choices, and create and sustain jobs in local communities. Within this amount:

- **\$4.2 billion** is requested for the Capital Investment Grants Program;
- **\$167.0 million** is requested for the Expedited Project Delivery (EPD) Pilot Program; and
- **\$44.5 million** is requested for FTA oversight of the CIG and EPD projects.

**Washington Metropolitan Area Transit Authority (WMATA): \$150.0 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 Research: \$30.0 million** is requested to support public transportation innovation research, demonstration, and deployment projects that improve public transportation through programs of national significance. These

investments accelerate innovation that improves peoples' mobility, enhances public transportation operations, fosters clean energy, and ensures everyone's safety.

**Technical Assistance and Training: \$8.0 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 2024 Budget request, BIL provides **\$2.7 billion** in advance appropriations under other FTA accounts, including:

- **\$2.1 billion** for 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.
- **\$350.0 million** for All Stations Accessibility Program competitive 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.
- **\$50.0 million** for grants for the purchase of electric or low-emitting ferries and the electrification of, or other reduction of emissions from, existing ferries.
- **\$200.0 million** for grants to States to provide basic essential ferry service in rural areas.

## **FY 2024 Policy Proposals:**

FTA proposes three policies to address specific issues transit agencies are currently facing:

- **Providing short-term relief for transit operating**

**shortfalls:** The FY 2024 Budget proposes allowing the use of Section 5307 Urbanized Area Formula Program funds and flexed Federal-Aid Highway funds for operating expenses to give large transit agencies flexibility to address operating shortfalls. Many of the nation's largest transit providers have relied on emergency supplemental funding provided during the COVID-19 pandemic to fill operating shortfalls. As this supplemental funding is depleted and ridership remains below pre-pandemic levels, the largest urban transit providers will need additional support to address the imminent fiscal cliff they are facing. Federal law currently permits all transit systems in smaller urbanized areas, as well as small transit systems in larger urbanized areas, the flexibility to apply Federal formula dollars where they are most needed for sustaining essential services. In the Budget, FTA proposes language that would allow the same flexibility for transit systems in larger urbanized areas to alleviate the operating budget gap due to lost fare revenue.

- **Supporting rural and small operators:** The Budget includes a policy proposal to increase the maximum allowable Federal share to 100 percent for the Enhanced Mobility of Seniors & Individuals with Disabilities and Formula Grants for Rural Areas programs. These programs fund critical services for

older adults, individuals with disabilities, and rural populations. Rural transit services predominantly serve transit-dependent populations, who for reasons of age, disability, or low income are unable to rely on automobiles to meet their mobility needs. Due to the small size of these communities, they often struggle to generate support for providing local match funds. In addition to advancing equity initiatives, this policy change will result in a significant positive impact on rural and nonprofit operators serving seniors and individuals with disabilities at a small dollar cost.

- **Enabling acquisition of real property interests:**

The Budget also includes a policy proposal that expands the situations in which land acquisition is permitted prior to National Environmental Policy Act (NEPA) completion by amending 49 U.S.C. §5323(q) to cover acquisition of "real property interests," not just for "corridor preservation." Project sponsors will be able to purchase needed properties outside of existing transit corridors, consistent with FHWA authorities. Purchasing property for operations and maintenance facilities has proven a major challenge for some transit projects, as current rules only allow agencies to purchase property in advance of project approval if it is within an existing transit corridor. This has been increasingly problematic for transit agencies located in areas with competitive real estate markets. This change brings FTA's programs into parity with FHWA's programs and allows project sponsors greater flexibility to acquire property and preserve it for future use.

# Proposed FY 2024 Funding for the Capital Investment Grants and Expedited Project Delivery Pilot Program (in millions of dollars)

## Existing New Starts FFGAs

Westside Subway Section 2	Los Angeles, CA	165.0
Westside Subway Section 3	Los Angeles, CA	478.0
Southwest LRT	Minneapolis, MN	291.9
Lynnwood Link Extension	Seattle, WA	250.7
<b>Subtotal for Existing New Starts FFGAs</b>		<b>1,185.6</b>

## Proposed New Starts Projects

Charleston, Lowcountry Rapid Transit	Charleston, SC	100.0
Chicago, Red Line Extension	Chicago, IL	350.0
Houston, University Corridor Bus Rapid Transit Project	Houston, TX	150.0
New York, Second Avenue Subway Phase 2	New York, NY	496.8
Secaucus, Hudson Tunnels	New Jersey-New York	700.0
BART Silicon Valley Phase II Project	San Jose, CA	500.0
Funding for Other New Starts Projects That May Become Ready and for Project Development and Engineering Grants		100.0
<b>Subtotal for Proposed New Starts Projects</b>		<b>2,396.8</b>

## Proposed Core Capacity Projects

Salt Lake City, FrontRunner Strategic Double Track Project	Salt Lake City, UT	316.8
<b>Subtotal for Proposed Core Capacity Projects</b>		<b>316.8</b>

## Proposed Small Starts Projects

Denver, East Colfax Avenue BRT	Denver, CO	118.8
Minneapolis, METRO F Line Bus Rapid Transit	Minneapolis, MN	45.3
Monterey SURF! BRT	Monterey, CA	14.0
Raleigh, Wake Bus Rapid Transit: Southern Corridor Project	Raleigh, NC	77.8
Rochester, Rapid Transit	Rochester, MN	28.8
Salt Lake County, Midvalley Connector	Salt Lake County, UT	54.7
<b>Subtotal for Proposed Small Starts Projects</b>		<b>339.3</b>

## Proposed Expedited Project Delivery Pilot Program

Los Angeles East San Fernando Valley Transit Corridor Phase 1	Los Angeles, CA	167.0
<b>Subtotal for Expedited Project Delivery Pilot Program</b>		<b>167.0</b>

<b>FTA Oversight (1%)</b>		<b>44.5</b>
---------------------------	--	-------------

<b>GRAND TOTAL</b>		<b>4,450.0</b>
--------------------	--	----------------



# Federal Railroad Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>FEDERAL RAILROAD ADMINISTRATION</b>									
NE CORR GRANTS TO AMTRAK (GF) (D)	874,501	1,200,000	2,074,501	1,260,000	1,200,000	2,460,000	1,227,000	1,200,000	2,427,000
NAT NETWORK GRANTS TO AMTRAK (GF) (D)	1,456,870	3,200,000	4,656,870	1,193,000	3,200,000	4,393,000	1,841,000	3,200,000	5,041,000
<i>AMTRAK SUBTOTAL [non-add] (GF) (D)</i>	<i>2,331,371</i>	<i>4,400,000</i>	<i>6,731,371</i>	<i>2,453,000</i>	<i>4,400,000</i>	<i>6,853,000</i>	<i>3,068,000</i>	<i>4,400,000</i>	<i>7,468,000</i>
RAILROAD RESEARCH & DEV (GF) (D)	43,000	-	43,000	44,000	-	44,000	59,000	-	59,000
SAFETY & OPERATIONS (GF) (D)	240,757	-	240,757	250,449	-	250,449	273,458	-	273,458
CRISI GRANTS (GF) (D)	625,000	1,000,000	1,625,000	560,000	1,000,000	1,560,000	510,000	1,000,000	1,510,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF) (D)	-	600,000	600,000	-	600,000	600,000	250,000	600,000	850,000
FED STATE PARTNERSHIP (GF) (D)	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000	560,000	7,200,000	7,760,000
RESTORATION AND ENHANCEMENT GRANTS (GF) (D)	-	-	-	-	-	-	50,000	-	50,000
<i>Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)</i>	<i>(15,042)</i>	<i>-</i>	<i>(15,042)</i>	<i>(3,421)</i>	<i>-</i>	<i>(3,421)</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Total:</b>	<b>3,340,128</b>	<b>13,200,000</b>	<b>16,540,128</b>	<b>3,407,449</b>	<b>13,200,000</b>	<b>16,607,449</b>	<b>4,770,458</b>	<b>13,200,000</b>	<b>17,970,458</b>
<b>FTEs:</b>			<b>873</b>			<b>1,026</b>			<b>1,090</b>

## 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 with 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.

The FY 2024 President's Budget requests significant funding for FRA's portfolio of grant programs, which provide critical resources to improve the safety and condition of the Nation's railroad infrastructure, as well as enhance the performance of both intercity passenger and freight rail services. Investments in new and upgraded intercity passenger rail corridors will help to connect communities, combat climate change, and grow an inclusive, equitable, and sustainable economy. FRA's dual mission of railroad safety and development is strengthened by a research and development program that spurs innovative technologies and new practices that support railroad workers, safety, and operating performance.

## Highlights of the FY 2024

# President's Budget

The FY 2024 President's Budget includes **\$4.8 billion** for FRA, in addition to the **\$13.2 billion** in advance appropriations provided through the Bipartisan Infrastructure Law (BIL), for total budgetary resources of **\$18.0 billion**. The \$4.8 billion request includes nearly **\$3.1 billion** for Amtrak and **\$1.4 billion** for FRA's discretionary rail grants. These funds support critical investments to renew the nation's railroad infrastructure, expand and enhance intercity passenger rail service, strengthen the freight rail network and supply chain, and improve railroad safety.

The FY 2024 President's Budget proposes funding and policy considerations that are urgently needed to tackle the climate crisis, address persistent equity issues in our rail transportation system and workforce, and continue building the industry capacity required for the development and delivery of a world-class rail network in the United States. These efforts include:

- Dedicating grant funding and **\$5.0 million** in new research and development (R&D) resources to advance the adoption of **clean energy in railroad operations** and divert passenger and freight traffic from more carbon-intensive modes to rail;
- **Reducing the non-Federal match** in FRA's competitive grant programs from 20 percent to 10 percent for projects benefiting underserved communities to ensure that communities most in need of assistance can better compete for resources; and
- Establishing a temporary set-aside from FRA's competitive grant programs of **up to \$27.5 million** to provide formula funding to States to ensure they can maintain **continuity in executing rail project development and delivery activities** and manage a growing portfolio of complex rail projects.

## Key Components of the Request

- **Amtrak: \$3.1 billion** is requested for Amtrak's base operating, capital, and debt service needs. The FY 2024 President's Budget recognizes that sustained and robust annual Amtrak funding levels are required to support the continued operations of the State-Supported and Long Distance routes that serve 46 of the 48 continental U.S. States, maintain existing capital assets, ensure no further infrastructure or equipment slip into a state of disrepair, and address the programmatic backlog of capital renewal projects that exists on the Northeast Corridor (NEC). This

funding request is in addition to the **\$4.4 billion** provided annually for Amtrak under the BIL advance appropriations. These funds are necessary to rectify 50 years of underinvestment in intercity passenger rail and address state of good repair projects that Amtrak cannot sufficiently fund at its historical funding levels.

- **Federal-State Partnership for Intercity Passenger Rail (Fed-State Partnership or FSP): \$560.0 million** is requested for the

Fed-State Partnership program, in addition to the **\$7.2 billion** provided by the BIL advance appropriations.

The program serves as FRA's primary resource for intercity passenger rail project development and capital investment, with differing requirements and processes for projects located on the NEC and for those located in other areas of the country. These two approaches within the FSP programs are referred to as FSP-NEC and FSP-National, respectively.

- › **FSP-NEC:** In November 2022, FRA issued the NEC Project Inventory, which identified 68 projects on the NEC that are anticipated to be ready for some funding activity before 2025. The funding requested for FY 2024 will support the next tranche of investment against the NEC Project Inventory and enable NEC stakeholders to systematically address the NEC's state of good repair backlog and implement service improvements.
- › **FSP-National:** Similarly, funding requested for FSP-National projects will help to improve existing intercity passenger rail corridors and develop new passenger rail corridors across the country. In conducting outreach for the related Corridor Identification and Development (Corridor ID) Program – a BIL-required planning process that will establish a pipeline of intercity passenger rail corridors for development – potential project sponsors and other stakeholders demonstrated the high demand for intercity passenger rail. These projects range from incremental upgrades to existing services to the development of new intercity and high-speed rail services. FSP-National will provide the funding opportunities to plan, design, and construct these important projects.

- › The FY 2024 President's Budget also proposes to set aside **\$15.0 million** from the Fed-State Partnership program to advance critical state of good repair projects at **Washington Union Station**. This set-aside is envisioned as a limited, two-year effort to address end-of-life essential infrastructure and systems at the station, which is owned by the Federal government.

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$510.0 million** is requested for CRISI, which supports freight and intercity passenger rail projects to improve safety, efficiency, and reliability of the nation's rail system. CRISI is FRA's most oversubscribed program due to the wide range of eligible projects. BIL also provides **\$1.0 billion** in advance appropriations for CRISI, for total budgetary resources of **\$1.5 billion** in FY 2024. In addition to the CRISI program's strong focus on improving railroad safety, the FY 2024 President's Budget proposes to set aside at least \$25.0 million for a locomotive replacement program to help resource-constrained short line railroads rehabilitate, remanufacture, procure, or overhaul their worst-polluting and most inefficient locomotives. This set-aside will help to remove the dirtiest locomotives from America's rail network and further the Department's climate efforts to reduce EPA criteria air pollutants that affect vulnerable communities, diesel fuel consumption, and CO<sub>2</sub> emissions.
- **Railroad Crossing Elimination: \$250.0 million** is requested for grants to improve safety at highway-rail grade crossings. This funding is in addition to **\$600.0 million** provided by the BIL advance appropriations, for **\$850.0 million** in total budgetary resources in FY 2024. The funding requested for this dedicated grade crossing program will enable project sponsors

to address expensive grade separations and corridor-wide safety solutions that are difficult to fund under other Federal grant programs. The projects that can be funded under the Railroad Crossing Elimination program deliver considerable safety improvements, enhance roadway and rail fluidity, reduce emissions (including noise pollution), and improve access to emergency services.

- **Restoration and Enhancement Grants (R&E): \$50.0 million** is requested for R&E grants, which provide operating assistance to initiate, restore, or enhance intercity passenger rail operations. The BIL advance appropriations provide an additional **\$50.0 million** for R&E in FY 2024 as a takedown from the Amtrak National Network funding. The R&E program will complement new and expanded intercity passenger rail services by offsetting the operating subsidy requirements of new passenger rail services. As the ridership and revenue base of these services grow, the R&E support is phased out over six years.

- **Safety and Operations (S&O): \$273.5 million** is requested to support FRA's organizational infrastructure (e.g., payroll, information technology, contract support, and training) and safety programs, including FRA's core railroad safety enforcement, technical assistance, and oversight activities. Major S&O initiatives include:

- › **Automated Track Inspection Program (ATIP): \$17.0 million** to deploy FRA's fleet of ATIP vehicles across the rail network to collect data on track geometry and rail integrity. FRA utilizes this

data to inform the agency's safety oversight and enforcement activities, develop regulations, and audit compliance with Federal Track Safety Standards. FRA shares the infrastructure diagnostics with the track owners and notifies railroads of major safety risks.

- › **Confidential Close Call Reporting System (C3RS): \$4.5 million** to continue expanding participation in the C3RS program. This program enables railroad employees to report close calls and unsafe events, and allows FRA to collectively analyze a larger pool of data to proactively address railroad safety issues. FRA is working through the Railroad Safety Advisory Committee to examine how to expand C3RS industry-wide and enable greater participation from railroads and railroad employees.

- **Research and Development: \$59.0 million** is requested for FRA's R&D program to drive innovative safety improvements across the railroad industry and provide the scientific and engineering basis of FRA's safety enforcement, oversight, and regulation activities. Increased funding is requested in FY 2024 to advance recent efforts under the Biden-Harris Administration to conduct research, development, and testing of clean energy solutions that will build on rail's competitive advantage in energy efficiency and contribute to reductions in the transportation sector's greenhouse gas emissions. Funding will also support workforce development activities and research to improve racial, gender, and LGBTQ+ diversity, equity, and inclusion in the railroad industry.

# Pipeline and Hazardous Materials Safety Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>PIPELINE &amp; HAZARDOUS MATERIALS SAFETY</b>									
OPERATIONAL EXPENSES (GF) (D)	29,100	-	29,100	29,936	-	29,936	31,681	-	31,681
HAZARDOUS MATERIALS SAFETY (GF) (D)	66,829	-	66,829	70,743	-	70,743	80,554	-	80,554
EMERGENCY PREP GRANTS (SF) (M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
PIPELINE SAFETY (SF) (D)	155,000	-	155,000	161,385	-	161,385	198,228	-	198,228
PIPELINE SAFETY TRUST FUND (TF) (D)	27,650	-	27,650	29,000	-	29,000	30,000	-	30,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
<b>Total:</b>	<b>306,897</b>	<b>200,000</b>	<b>506,897</b>	<b>319,382</b>	<b>200,000</b>	<b>519,382</b>	<b>387,288</b>	<b>200,000</b>	<b>587,288</b>
<b>FTEs:</b>			<b>545</b>			<b>646</b>			<b>674</b>

## Overview

The Pipeline and Hazardous Materials Safety Administration (PHMSA) protects people and the environment by advancing the safe transportation of energy products and hazardous materials that are delivered to our homes and businesses. PHMSA's FY 2024 Budget request protects people and the environment from pipeline failures and hazardous materials incidents and promotes equity by repairing high-risk legacy pipes in underserved rural and urban communities. PHMSA's programs deliver needed support to States and first responders who face new challenges as the energy and transportation sectors transition to new technologies like hydrogen and lithium-ion batteries – as well as risks associated with increasing demands for products like liquefied natural gas (LNG). Through a set of modern safety standards, a commitment to innovation, and a focus on addressing aging infrastructure, PHMSA promotes the safe delivery of energy products and hazardous materials, while preserving our most valuable, sensitive environmental areas.

PHMSA oversees packagers and shippers and the world's largest, most sophisticated system of privately owned pipeline facilities – including an additional 400,000 miles of previously unregulated gas gathering pipelines (as of 2022).

Each year, PHMSA registers nearly 40,000 companies involved in the packaging and shipment by rail, roadway, waterway, and air 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 the safety and environmental impacts of a growing domestic pipeline network of more than 3.5 million miles, which move and store 20 billion barrels of crude oil, other hazardous liquids, and natural gas, as well as an increasing amount of carbon dioxide and hydrogen products, from sources across America, to our homes and businesses and to export. PHMSA's training program and remediation standards prepare thousands of first responders, shippers, and pipeline operators to respond to emergencies and mitigate risk to people and the environment.

The PIPES Act of 2020, which expires at the end of FY 2023, provided meaningful steps forward in enhancing pipeline safety throughout the Nation, protecting the environment, and promoting technological innovation. PHMSA and DOT look to continue and build upon these key safety tenets and focus on the Administration's priorities, especially in the areas of safety, U.S economic competitiveness, climate change and environment, and equity. This includes support for developing low carbon energy alternatives, carbon sequestration, and cleaner fuels such as hydrogen and biogas, which are being driven by global market demand, as well as the implementation of the Bipartisan Infrastructure Law and Inflation Reduction Act. These transformational investments require transformational updates to pipeline safety oversight. PHMSA and DOT will continue to play a lead oversight role, in coordination with our Federal, State, and territorial partners, who also have an increasing oversight burden and desire to reduce safety risk and environmental impacts, all while improving performance and U.S. energy independence and competitiveness. We look forward to working with Congress and all our stakeholders on this critical legislation.

## Highlights of the FY 2024

# President's Budget

The FY 2024 President's Budget request for PHMSA is **\$387.3 million**. When combined with **\$200.0 million** in BIL advance appropriations, budgetary resources will total **\$587.3 million** in FY 2024. This amount will support PHMSA's work to maintain the safe transport of hazardous materials, including a significant increase in the transport of energy products and high value equipment that contain hazardous materials such as spacecraft and other items that are essential to the U.S. economy. In FY 2024, PHMSA will set safety standards and perform safety inspections on the movement of lithium-ion batteries via every mode of transportation; crude oil and refined

energy products by truck, rail, and pipeline; and transport of space equipment and products via truck and air; and support the safe operation and maintenance of facilities that transport and store increasing quantities of carbon dioxide, hydrogen, and natural gas (including LNG).

The Pipeline Safety request includes important new responsibilities from the Protecting Our Infrastructure of Pipelines and Enhancing Safety Act of 2020 (PIPES Act), which reauthorized PHMSA's safety programs. PHMSA will protect our Nation's most sensitive high-consequence environmental areas by setting standards for safe and

reliable delivery of energy products from source to refineries or storage, and ultimately to our homes and businesses. PHMSA will continue to improve the oversight of the transportation and storage of natural gas (and LNG) for domestic consumption amid major increases in demand for export. Importantly, the request fully funds the Federal share (80%) of the State cost of intrastate pipeline inspections, strengthening pipeline safety throughout the Nation by supporting State inspectors who bear a significant inspection burden.

The Hazardous Materials Safety request supports an expansion of State inspections of hazardous materials packagers and shippers, the safe movement of renewable energy stored in lithium batteries, and the overall safe packaging and movement of hazardous materials, including high-value products that contain hazardous materials, which are essential to America's market share of the commercial space sector. PHMSA's Emergency Preparedness Grant program provides support for

firefighters and other first responders who are on the front line responding to hazardous materials incidents.

In addition to the funding requested in this Budget, the Bipartisan Infrastructure Law provides **\$200.0 million** in FY 2024 advance appropriations for infrastructure improvements through the Natural Gas Distribution Infrastructure Safety and Modernization Grant Program. The five-year, \$1 billion program provides funding to municipal- and community-owned utilities for the repair, rehabilitation, or replacement of the most damaged cast and wrought iron pipelines, and other aged legacy 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, rehabilitation, or replacement, improving safety and access to energy products for these communities.

## Key Components of the Request

- **Pipeline Safety:** PHMSA requests **\$228.2 million** to develop pipeline safety standards, encourage the use of safety management systems, conduct safety inspections, investigate pipeline incidents, and conduct research to inform safety regulation and policy. This funding will enable PHMSA to focus on improving the safe transportation of hydrogen, carbon dioxide, and other emerging clean energy products. PHMSA will continue its work on the 36 mandates called for in the PIPES Act. The request includes five new positions in engineering and research to manage the added workload from liquefied natural gas (LNG) and emerging energy products.
- **Hazardous Materials Safety:** PHMSA requests **\$80.6 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, and to train local first responders for when incidents occur. The request includes additional staff to manage a growing workload associated with an increase in the transportation of high value hazardous materials containing products bound for outer space, as well as outreach, training and compliance, accident investigation, and emerging energy experts to bring the hazardous materials safety program to scale with an increase in energy

products classified as hazmat. Specifically, this will help address a boom in E-commerce companies that are shipping hazardous materials, large-scale movement of dangerous but necessary medical and other essential equipment, a surge in lithium battery packaging and movement, and new energy products such as hydrogen and other cryogenics being shipped by truck and rail.

- **Emergency Preparedness Grants:** PHMSA requests **\$46.8 million** to help communities develop hazardous materials emergency response plans and train their first responders to safely manage and remediate hazardous material shipping incidents and accidents. These emergency preparedness and response resources are particularly critical for underserved rural and urban communities.
- **Operational Expenses:** PHMSA requests **\$31.7 million** for operational expenses to support the safety management organization, including **\$4.5 million** for grants to those communities most impacted by large-scale commercial pipelines and pipeline facilities. In addition, we are requesting added civil rights professionals to ensure all of PHMSA's programs and financial assistance meet statutory requirements and address equity and fairness.

# Maritime Administration

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>MARITIME ADMINISTRATION</b>									
OPERATIONS AND TRAINING (GF) (D)	172,204	25,000	197,204	213,181	-	213,181	289,773	-	289,773
STATE MARITIME ACADEMY OPERATIONS (GF) (D)	423,300	-	423,300	120,700	-	120,700	53,400	-	53,400
SHIP DISPOSAL (GF) (D)	10,000	-	10,000	6,000	-	6,000	6,021	-	6,021
ASSISTANCE TO SMALL SHIPYARDS (GF) (D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF) (D)	318,000	-	318,000	318,000	-	318,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE XI) (GF) (D)	3,000	-	3,000	3,000	-	3,000	3,020	-	3,020
PORT INFRASTRUCTURE DEVELOPMENT (GF) (D)	234,310	450,000	684,310	212,204	450,000	662,204	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	60,000	-	60,000
<i>Cancellation [non-add] Prior Year Balances [non-Defense] (GF) (D)</i>	-	-	-	<i>(12,000)</i>	-	<i>(12,000)</i>	-	-	-
<i>Cancellation [non-add] MSP Prior Year Balances [Defense] (GF) (D)</i>	-	-	-	<i>(55,000)</i>	-	<i>(55,000)</i>	-	-	-
<b>Total:</b>	<b>1,250,814</b>	<b>475,000</b>	<b>1,725,814</b>	<b>963,085</b>	<b>450,000</b>	<b>1,413,085</b>	<b>980,214</b>	<b>450,000</b>	<b>1,430,214</b>
<b>FTEs:</b>			<b>773</b>			<b>838</b>			<b>875</b>

## Overview

The Maritime Administration's (MARAD) programs promote the economic competitiveness, efficiency, and productivity of the U.S. maritime transportation system, and help to ensure sealift capability and capacity is available to support the national and economic security needs of the Nation. MARAD works in a variety of areas involving ships and shipping, port operations, vessel operations, national security and strategic mobility, ship disposal, and environment and education. MARAD is responsible for maintaining the health of the merchant marine, as commercial mariners, vessels, and intermodal facilities are vital for supporting national security. Through the United States Merchant Marine Academy (USMMA) and support for six State Maritime Academies (SMAs), MARAD educates the majority of the Nation's highly skilled Merchant Marine officers who serve the Nation during times of war and peace.

In addition, MARAD maintains the National Defense Reserve Fleet (NDRF) of vessels that provide strategic sealift to transport military equipment and supplies during war and National emergencies through our partnership with the Department of Defense (DoD). 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).

## Highlights of the FY 2024

# President's Budget

The FY 2024 Budget includes **\$980.2 million** to invest in MARAD's programs and initiatives. This level of funding will build upon and sustain program activities that help advance the Secretary's priority goals for Safety, Equity, Economic Strength, Climate, and Organizational Excellence. In addition to the funding proposed in this Budget, the Bipartisan Infrastructure Law (BIL) provides an

additional **\$450.0 million** in advance appropriations to support critical investments in our nation's ports, for total budgetary resources of **\$1.4 billion**, which in turn supports American jobs and more efficient and resilient operations to meet supply chain needs for delivery of goods to the American people.

## Key Components of the Request

- **Operations and Training: \$289.8 million** is requested for core programs. Within this amount:
  - › **United States Merchant Marine Academy: \$195.5 million** is requested to support the exemplary standard of excellence in education and training opportunities for the next generation of diverse seagoing officers and maritime leaders to serve the Nation, regardless of economic, social, or racial background. **\$103.5 million** is provided for **academic operating expenses**, of which **\$1.8 million** is for **sexual assault and sexual harassment (SASH) prevention and response activities**, including newly created subject matter expert Advisory Council positions and expanded measures to support survivors. In addition, **\$92.0 million** is requested to support **priority capital improvement projects**—both routine and unplanned emergency facility maintenance and repair needs of the Academy's aging buildings and infrastructure.
  - › **Operations and Programs: \$94.3 million** is requested for MARAD Operations and Programs to fund the agency mission and administrative infrastructure, including operating expenses and professional staff working on MARAD operating mission and support programs, and MARAD program initiatives. Headquarters Operations contributes to operational program effectiveness by providing the leadership, management, and administrative support infrastructure for all agency programs. Within this amount, **\$8.5 million** will support the **Maritime Environmental and**

**Technical Assistance (META)** program that provides technical assistance and innovation to address critical maritime environmental issues. META helps to advance climate and sustainability priorities through alternative energies and technologies, while also supporting job growth in clean energy and maritime transportation fields. Funding also provides **\$11.0 million** for the **United States Marine Highway Program** to support the increased use, development, and expansion of the 27,000 miles of America's navigable waterways and landside infrastructure to enable the movement of freight by water, thereby reducing highway congestion and associated emissions.

- **State Maritime Academy (SMA) Operations: \$53.4 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 to meet future job requirements in the U.S. maritime workforce.

- › **National Security Multi-Mission Vessel (NSMV): \$19.2 million** is requested to support Operations & Integration (e.g., program management, vessel custodianship, government material condition surveys, management oversight, outfitting, logistics support, and shore spares) for NSMV I & II with deliveries of the two vessels on track for June 2023 and January 2024, respectively; and funding to support steel cost increases on NSMV IV that are in excess of contingencies. The new NSMVs will provide significant new capabilities that can support National humanitarian and disaster relief needs in addition to training future merchant marine officers. The FY 2024 request also includes the flexibility to use **up to \$8.9 million** in funding to oversee and manage operations of the NSMV

fleet following the construction and delivery of the vessels, and through their entire life cycle.

- › **School Ship Maintenance and Repair: \$22.0 million** is requested to fund **critical maintenance and repairs for the legacy training ships** on loan to the SMAs to ensure they are maintained in compliance with U.S. Coast Guard (USCG) and American Bureau of Shipping requirements while the NSMVs are constructed and delivered. The training ships are the most important assets provided by the Federal government to enable these schools to operate as maritime academies and are essential to each school's ability to provide a training program that prepares students to pass the USCG licensing examination.

- › **Direct Support of SMAs: \$12.2 million** is requested to support the SMAs, which includes **\$6.0 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): \$230.0 million** is requested for PIDP grants to improve port infrastructure and facilities, and to stimulate economic growth in, near, and around ports, while also addressing climate change, environmental justice impacts, safety improvements, and transportation equity. Investing in the repair and modernization of ports creates good-paying union jobs for American workers and helps transform our deteriorating infrastructure into a 21st century system that supports efficiency in our freight supply chains, creates more opportunity in disadvantaged areas, accelerates equitable long-term economic growth and resilience, and increases our global competitiveness. In addition to the funding proposed in this Budget, BIL provides **\$450.0 million** in advance appropriations, for

total budgetary resources of **\$680.0 million** for PIDP to support critical investments in our nation's ports. The request will continue to fund grant resources for port infrastructure projects to support an increase in port capacity, while advancing climate and sustainability priorities, including projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions.

- **Assistance to Small Shipyards: \$20.0 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 upgrades by small shipyards, such as engines with lower emissions, improved climate control technologies for buildings, and technologies that reduce shipyard power consumption and negative climate impacts. In addition, investing in shipbuilding supports job creation in a vital domestic industrial base.
- **Ship Disposal: \$6.0 million** is requested for disposal of deteriorating, obsolete Federal ships, in order to mitigate the risk of fleet and waterfront environmental contamination and its concomitant remediation costs, while reducing maintenance and storage costs from keeping obsolete ships longer than necessary. Funding also helps sustain the unique infrastructure of the U.S. ship recycling industry base, including supporting American jobs in economically depressed areas.
  - This funding also includes **\$3.0 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: \$3.0 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 construction of Jones Act-compliant vessels to support offshore wind farm construction and repowering of existing vessels to improve efficiency and reduce emissions.
- **Maritime Security Program (MSP): \$318.0 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 with assured access to sealift, including transporting critical military equipment and supplies 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 to the required destination on the ground.

The MSP supports and contributes to the expansion of the merchant mariner base, providing employment for approximately 2,400 trained U.S. merchant mariners who crew the U.S. Government-owned surge sealift fleet, as well as up to 5,000 additional shore-side workers. In addition, the MSP supports climate resiliency as vessel operators are required to replace vessels participating in the program after reaching

25 years of age with newer, more efficient ships that consume less fuel per ton/mile while emitting fewer greenhouse gas emissions.

- **Tanker Security Program (TSP): \$60.0 million**

is requested for the TSP to provide both the U.S. economy and DoD with assured access to ten U.S.-flagged, privately owned and operated product tankers; sustain a pool of highly skilled U.S. Merchant Mariners; promote economic security and resilience; and support national security requirements during war

or national emergency. Additionally, TSP advances the DOT's strategic goal of Economic Strength and Global Competitiveness, as well as objectives supporting goods movement and supply chain, system reliability, and job creation. 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. The TSP will create and sustain U.S. mariner jobs and support economic security and global competitiveness by helping to lower reliance on foreign-flag tankers.



# Great Lakes St. Lawrence Seaway Development Corporation

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP. (TF) (D)</b>									
<b>Total:</b>	38,000	-	38,000	38,500	-	38,500	40,288	-	40,288
<b>FTEs:</b>			121			143			143

## 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, N.Y., 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 vehicular 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. Moving 36.3 million metric tons of cargo in 2022, the Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

# President's Budget

The FY 2024 President's Budget requests **\$40.3 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 2024 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:** **\$24.0 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.**

GLS operational activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. States in the Great Lakes region and support the Department's Safety, Economic Strength and Global Competitiveness, Equity, and Climate and Sustainability strategic goals.

- **Seaway Infrastructure: \$16.3 million** is requested to fund 12 infrastructure-related projects at the GLS's facilities in Massena, N.Y., which support the

Department's strategic goal of Economic Strength and Global Competitiveness under the High-Performing Core Assets objective and include:

- › **\$7.0 million** to replace and relocate the GLS's 65-year-old Administration Building with a smaller, more energy efficient facility adjacent to Eisenhower Lock;
- › **\$3.0 million** to replace deteriorated and damaged concrete at Eisenhower Lock and Snell Lock;
- › **\$1.5 million** to upgrade electrical distribution equipment at GLS operational facilities; and
- › **\$1.5 million** to replace paving and drainage infrastructure on GLS roadways.

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 SIP addresses the GLS's infrastructure assets, which include locks, building and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment necessary to operate and maintain the Seaway.

During the 2022 navigation season, the GLS recorded the lowest level of delays on record for lock-related disruptions to navigation (2 hours, 3 minutes), resulting in a lock availability rate of 99.97 percent for the 286-day 2022 season. The successful planning and execution of the SIP, which began in FY 2009, is a key reason for the achievement of the near-perfect reliability rate.



# Office of the Secretary of Transportation

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>OFFICE OF THE SECRETARY</b>									
SALARIES AND EXPENSES (GF) (D)	141,500	-	141,500	171,014	-	171,014	220,406	-	220,406
FINANCE BUREAU (GF) (D)	3,800	-	3,800	8,850	-	8,850	10,550	-	10,550
TRANSP. PLANNING, RESRCH & DEV (GF) (D)	29,863	-	29,863	36,543	-	36,543	25,017	-	25,017
OFFICE OF CIVIL RIGHTS (GF) (D)	11,564	-	11,564	14,800	-	14,800	28,595	-	28,595
FIN MANAGEMENT CAPITAL (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF) (M)	90,887	-	90,887	134,132	-	134,132	154,411	-	154,411
PAYMENT TO AIR CARRIERS (TF) (D)	350,000	-	350,000	354,827	-	354,827	348,554	-	348,554
NAT'L INFRASTRUCTURE INVESTMENTS (GF) (D)	775,000	2,500,000	3,275,000	800,000	2,500,000	3,300,000	1,220,000	2,500,000	3,720,000
RESEARCH AND TECHNOLOGY (GF) (D)	51,363	-	51,363	48,996	-	48,996	66,500	-	66,500
CYBER SECURITY INITIATIVE (GF) (D)	39,400	-	39,400	48,100	-	48,100	49,000	-	49,000
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF) (D)	4,977	-	4,977	5,132	-	5,132	7,314	-	7,314
RRIF CREDIT SUBSIDY (GF) (D)	10,000	-	10,000	-	-	-	-	-	-
THRIVING COMMUNITIES (GF) (D)	25,000	-	25,000	25,000	-	25,000	100,000	-	100,000
ELECTRIC VEHICLE FLEET (GF) (D)	-	-	-	-	-	-	26,000	-	26,000
VOLPE TRANSPORTATION SYSTEMS CENTER NEW BUILDING (GF) (D)	-	-	-	4,500	-	4,500	-	-	-
ASSET CONCESSIONS (GF) (M)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
NAT'L CULVERT REMOVAL, REPLACEMENT, RESTORATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
SMART GRANTS (GF) (D)	-	100,000	100,000	-	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	-	1,000,000	1,000,000
<i>Cancellation [non-add] RRIF Year Balances (GF) (D)</i>	-	-	-	-	-	-	(2,926)	-	(2,926)
<b>Total:</b>	<b>1,558,354</b>	<b>3,800,000</b>	<b>5,358,354</b>	<b>1,676,894</b>	<b>3,800,000</b>	<b>5,476,894</b>	<b>2,281,347</b>	<b>3,800,000</b>	<b>6,081,347</b>
<b>FTEs:</b>			<b>1,512</b>			<b>1,856</b>			<b>1,955</b>

# 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 infrastructure funding, including under the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and the Infrastructure for Rebuilding America (INFRA) discretionary grant program. The Bipartisan Infrastructure Law (BIL) provided additional dollars to the RAISE program and expanded the program to larger projects with a national reach. BIL also created three new grant programs that focus on culvert replacement, advanced smart city and community technologies (Strengthening Mobility and Revolutionizing Transportation, or SMART grants), and preventing death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” (Safe Streets and Roads for All). 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. More specifically, OST assists in identifying regulations that impede the Department’s ability to confront these problems and, in their place, assists in developing appropriate and effective regulatory solutions. Other critical OST activities include supporting commercial flight access for rural communities and ensuring fairness to airline travelers.

## Highlights of the FY 2024

# President's Budget

The FY 2024 Budget includes **\$2.3 billion** for the Office of the Secretary, in addition to **\$3.8 billion** in advance appropriations provided by the Bipartisan Infrastructure Law (BIL), for total budgetary resources of **\$6.1 billion**. This request includes funding to establish the National Freight Logistics Optimization Works (FLOW) System; to provide continued technical assistance and to support the Interagency Network under the Thriving Communities Program; to support the Advanced Research Projects Agency – Infrastructure to coordinate DOT's advanced research programs and accelerate the transformative transportation goals of BIL; and to modernize OST applications to enhance stability and usability, improve customer experiences, and address critical security vulnerabilities. The OST Modernization Initiatives Request includes **\$27.7 million** for 11 systems to gather requirements, begin modernization to address cyber security vulnerabilities, improve business processes, and stand up a new system.

**Salaries and Expenses (S&E): \$220.4 million** is requested to support the overall planning, coordination, and administration of the Department's programs. The Budget Request includes 29 new positions to support critical investments that advance the Department and Administration goals and BIL implementation. This request will also support IT-related needs, increased cost of living expenses, retirement costs, and other critical investments.

This request also includes funding for the National Freight Logistics Optimization Works (FLOW) System and the newly established Office of Multimodal Freight Infrastructure and Policy (OMFIP).

Requested increases in this account include:

- **Undersecretary of Transportation for Policy: \$9.6 million** is requested to support **eight new positions, administrative costs, and to manage the implementation of the FLOW system.**

Within this total amount, **\$5.3 million** will support FLOW. Three newly requested positions will focus on regulatory analysis, international aviation policy analysis, and a regional transportation attaché for the Office of International Aviation; three positions will be focused on international transportation and trade; one position to design and implement key activities in support of the FY 2022-26 DOT Strategic Plan; and one position for policy research and analysis to aid in the design and implementation of equity and Justice40 activities.

- **Office of the Chief Information Officer: \$5.1 million** for OST IT application modernization to fund updates and enhancements to high-priority information systems and websites to improve the digital experience for customers to deliver excellent, equitable, and secure Federal services and customer experience. Within this amount, **\$1.1 million** is requested for the Technology Transformation Services program.

- **Chief Financial Officer: \$485,000** is requested for **four new positions** to enhance and expand support of Departmental data analytics and reporting to monitor, report, and execute BIL funding.

- **General Counsel: \$4.6 million** is requested for **eight new positions to support the Office of Aviation Consumer Protection (OACP)** and to update IT systems. Airline passengers over the last few years have dealt with unprecedented and extensive flight cancellations, delays, hundreds of millions of dollars' worth of unlawfully withheld refunds, and other challenges since the beginning of the pandemic. In calendar year 2020, OACP received a record of more than 100,000 complaints, up 568 percent from approximately 15,000 complaints received in 2019. While travelers and OACP had hoped that the historic surge of complaints from cancellations, disruptions, and poor service would revert to lower historic levels, calendar year 2022, and December 2022 in particular, have made clear that consumer concern regarding poor airline service remains elevated at levels well above pre-pandemic levels. These newly added positions and the modernization of the Aviation Consumer Complaint System (CCA) will dramatically help the American people in receiving the proper restitution with all of the flight challenges. In addition, the request will provide funding for the New Environment for Information and Leadership Rulemaking (NEIL Rule) System. This system will enable the Department to initiate, manage, and track the progress of rulemakings efficiently and accurately, meet the regulatory priorities of the Administration, and provide timely information to Departmental leaders, Congress, the public, interest groups, and others.
- **Assistant Secretary for Governmental Affairs: \$2.8 million** is requested for two new positions to focus on Congressional and intergovernmental matters, and to modernize the Grants Notification System (GNS), which streamlines the process of making grant announcements.
- **Assistant Secretary for Administration: \$8.6 million** is requested for:

  - › **\$524,000** for **five new positions** to support financial assistance policy and oversight functions, which will be transitioned to its own organizational unit within this office to comply with GAO's recommendation for greater documentation and oversight of discretionary grant programs and to ensure the organizational unit is properly managed and staffed.
  - › **\$1.9 million** to modernize the Presidential Review System in compliance with 49 U.S. Code Section 41307.
  - › **\$6.2 million** is requested to meet the needs of our workforce and maximize DOT's existing building square footage while meeting the directives of the Office of Management and Budget's Memorandum M-22-14. This request supports establishing a singular DOT-wide reservation system to optimize workspace for a distributed team environment.
- Financial Management Capital (FMC): \$5.0 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 all data standardization initiatives. This funding will improve DOT's currently limited financial data analytics capacity.
- Office of Civil Rights: \$28.6 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 and the 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 (OSDBU): \$7.3 million**

is requested 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: \$25.0 million**

is requested for research activities and studies to support the Secretary's formulation of National transportation policies and advance emerging transportation technologies. Of this funding, the Inter-agency Infrastructure Permitting Improvement Center will receive **\$8.6 million** to fund 19 positions and continue to streamline the permitting review processes.

**National Infrastructure Investments: \$1.2 billion**

is requested for the **National Infrastructure Project Assistance** (Sec. 6701) discretionary grant program (also known as the Mega program). This program provides a unique opportunity for 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: \$10.6 million** is requested to provide assistance and communicate best practices, financing, and funding opportunities to entities eligible under DOT infrastructure finance programs.

**Research and Technology (R&T): \$66.5 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. R&T 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 **Highly Automated Systems Safety Center of Excellence** to review, assess, and validate the safety of highly automated systems across all modes of transportation.
- › **\$5 million** for the **Climate Change Center** to measure and reduce transportation-related greenhouse gas emissions and to mitigate the effects of climate change from transportation.
- › **\$5 million** for **Positioning, Navigation, and Timing (PNT)** to address PNT capability gaps, such as interference with GPS, and the need for PNT resiliency.
- › **\$19 million** for the Department's new **Advanced Research Projects Agency – Infrastructure (ARPA-I)**, to develop and deploy advanced transportation infrastructure technologies and solutions that can significantly enhance transportation safety and climate resilience.

**Cyber Security Initiatives: \$49.0 million** to continue enhancements and investment in DOT cybersecurity capabilities, expand cybersecurity and privacy risk management capabilities, and integrate DOT's Zero Trust Architecture implementation.

**Essential Air Service & Payments to Air Carriers: \$503.0 million** to ensure that eligible small communities retain a link to the national air transportation system, funded from \$154.4 million of mandatory overflight fees collected by the Federal Aviation Administration and \$348.6 million in discretionary appropriations.

**Thriving Communities: \$100.0 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, improve public health and mobility, and increase access to economic opportunity. This Program aims to provide in-depth, hands-on technical assistance resulting in an accelerated project plan for at least one transformative, community-led infrastructure project per State and territory.

**Electric Fleet Vehicle: \$26.0 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.

**Working Capital Fund:** As in previous years, the FY 2024 Budget proposes no limitation for the Working Capital Fund. **\$764.2 million is estimated** to cover increased costs that are shifting to the working capital fund from the Operating Administrations associated with building delegation responsibilities and the ongoing transition of IT shared services.

# Office of Inspector General

## Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2022			FY 2023			FY 2024 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	ENACTED	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
<b>INSPECTOR GENERAL (GF) (D)</b>									
<b>Total:</b>	<b>103,150</b>	<b>-</b>	<b>103,150</b>	<b>108,073</b>	<b>-</b>	<b>108,073</b>	<b>121,001</b>	<b>-</b>	<b>121,001</b>
<b>FTEs:</b>			<b>387</b>			<b>410</b>			<b>425</b>

## 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, and 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.

In FY 2022, OIG issued 42 audit reports with 222 recommendations, and our investigations resulted in 73 convictions and 54 indictments. From FY 2018 through FY 2022, OIG achieved an average return on investment of \$26 for every appropriated dollar.

## Highlights of the FY 2024 President's Budget

The FY 2024 Budget includes **\$121.0 million** for the Office of Inspector General to conduct independent oversight of DOT's programs and operations to promote a safer and more efficient national transportation system.



# Supplementary Tables

## Budgetary Resources (in millions of dollars)

### Appropriations, Obligation Limitations, and FHWA and OST Exempt Obligations

ADMINISTRATION	FY 2022	FY 2023	FY 2024
Federal Aviation Administration	23,857	24,024	24,808
Federal Highway Administration	77,975	73,137	70,247
Federal Motor Carrier Safety Administration	991	1,008	1,086
National Highway Traffic Safety Administration	1,489	1,524	1,640
Federal Transit Administration	20,515	21,432	21,278
Federal Railroad Administration	16,540	16,607	17,970
Pipeline and Hazardous Materials Safety Administration	507	519	587
Maritime Administration	1,726	1,413	1,430
Great Lakes St. Lawrence Seaway Development Corporation	38	39	40
Office of the Secretary	5,358	5,477	6,081
Office of Inspector General	103	108	121
Discretionary Offsets (Rescissions and User Fees)	(176)	(231)	(306)
<b>Total DOT Budgetary Resources</b>	<b>148,921</b>	<b>145,057</b>	<b>144,984</b>

## Budgetary Authority (in millions of dollars)

ADMINISTRATION	FY 2022	FY 2023	FY 2024
Federal Aviation Administration	23,856	24,022	24,806
Federal Highway Administration	76,750	71,657	68,825
Federal Motor Carrier Safety Administration	1,058	1,075	1,092
National Highway Traffic Safety Administration	1,617	1,652	1,640
Federal Transit Administration	21,601	22,733	22,578
Federal Railroad Administration	16,525	16,603	17,970
Pipeline and Hazardous Materials Safety Administration	504	517	585
Maritime Administration	1,726	1,488	1,432
Great Lakes St. Lawrence Seaway Development Corporation	38	39	40
Office of the Secretary	5,587	5,808	6,101
Office of Inspector General	107	112	125
Offsetting Receipts	(2,622)	(7,060)	(5,644)
<b>Total DOT Budget Authority</b>	<b>146,747</b>	<b>138,646</b>	<b>139,550</b>

## Outlays (in millions of dollars)

ADMINISTRATION	FY 2022	FY 2023	FY 2024
Federal Aviation Administration	23,071	26,317	26,960
Federal Highway Administration	50,137	58,224	65,755
Federal Motor Carrier Safety Administration	703	981	1,118
National Highway Traffic Safety Administration	1,114	1,471	1,660
Federal Transit Administration	34,077	20,315	20,105
Federal Railroad Administration	2,759	4,253	5,591
Pipeline and Hazardous Materials Safety Administration	280	316	442
Maritime Administration	739	1,179	1,211
Great Lakes St. Lawrence Seaway Development Corporation	33	50	40
Office of the Secretary	2,244	2,547	2,701
Office of Inspector General	101	112	122
Offsetting Receipts	(2,622)	(7,060)	(5,644)
<b>Total DOT Outlays</b>	<b>112,636</b>	<b>108,705</b>	<b>120,061</b>

## Full Time Equivalent Employment—TOTAL

ADMINISTRATION	FY 2022	FY 2023	FY 2024
Federal Aviation Administration	43,915	44,905	46,150
Federal Highway Administration	2,650	2,701	2,781
Federal Motor Carrier Safety Administration	1,089	1,285	1,360
National Highway Traffic Safety Administration	606	762	884
Federal Transit Administration	590	723	801
Federal Railroad Administration	873	1,026	1,090
Pipeline and Hazardous Materials Safety Administration	545	646	674
Maritime Administration	773	838	875
Great Lakes St. Lawrence Seaway Development Corporation	121	143	143
Office of the Secretary	1,512	1,856	1,955
Office of Inspector General	387	410	425
<b>Total DOT Full Time Equivalent Employment</b>	<b>53,061</b>	<b>55,295</b>	<b>57,138</b>





U.S. Department of Transportation

**1200 New Jersey Avenue, SE  
Washington DC 20590**