

FY 2025 Budget Highlights

Secretary of Transportation

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U.S. Department of Transportation



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Technical Notes

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

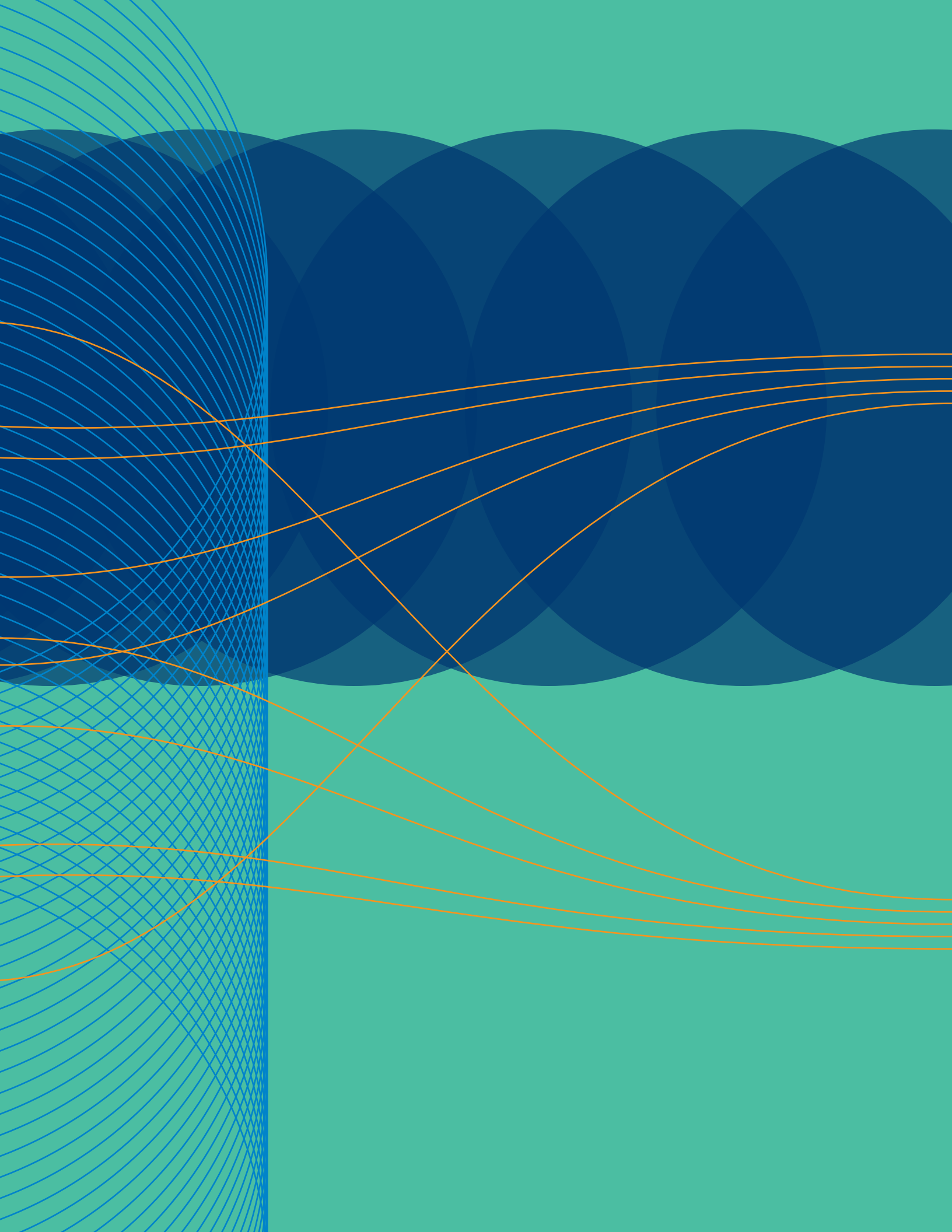
Time frames in this document represent fiscal years (FY). The Federal fiscal year runs from October 1 through September 30.

Full-time equivalent employment (40 hours in a standard workweek 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

FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
NHTSA	National Highway Traffic Safety Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
PHMSA	Pipeline and Hazardous Materials Safety Administration
MARAD	Maritime Administration
GLS	Great Lakes St. Lawrence Seaway Development Corporation
OST	Office of the Secretary
OIG	Office of Inspector General
BA	Budget Authority
CA	Contract Authority
Oblim	Limitation on Obligations
FTE	Full-Time Equivalent
GF	General Fund
TF	Trust Fund
SF	Special Fund
CR	Continuing Resolution
BIL	Bipartisan Infrastructure Law
IIJA	Infrastructure Investment and Jobs Act
IRA	Inflation Reduction Act
NRSS	National Roadway Safety Strategy
COVID-19	Coronavirus Disease 2019



Executive Summary

As we look ahead to Fiscal Year (FY) 2025, the U.S. Department of Transportation (DOT) anticipates great opportunity for innovative improvements in safety, technology, and capital investments. Through this fourth year of the Bipartisan Infrastructure Law (BIL), DOT will continue historic investments in nationwide infrastructure, building the physical strength of transportation facilities and bolstering our supply chains through the modernization of our infrastructure. DOT will focus not only on getting grant dollars out the door, but also on helping projects get off the ground through technical assistance, environmental reviews, civil rights compliance, and meaningful public involvement to ensure that projects meet the needs of the communities they impact. Safety remains the Department's utmost priority, motivating important activities ranging from policy and rulemaking to research and data collection.

The FY 2025 Budget requests **\$109.3 billion** to continue operations of the National Airspace System, invest in rail and pipeline safety, sustain our safety programs, educate our students at the U.S. Merchant Marine Academy, and invest in the organizational health of our Department, including needed investments in cybersecurity. When combined with **\$36.8 billion** in guaranteed advance appropriations provided under BIL, the Department's total budget for FY 2025 will be **\$146.2 billion**. This Budget provides the resources to sustain our Administration's efforts in infrastructure investment and a lasting transportation legacy that will benefit our Nation and the economy for years to come.

Highlights of our Budget Request include:

- **\$21.8 billion** to support the aviation workforce and critical capital investments for the **Federal Aviation**

Administration, including:

- **\$3.6 billion** to sustain and modernize the **National Airspace System**.
 - **\$13.6 billion** in Operations to promote aviation safety and efficiency, personnel costs, and telecommunications.
 - Continuing the **air traffic controller hiring and training surge**, with a plan to hire a total of 2,000 new controllers in FY 2025.
 - A proposed mandatory appropriation of **\$1.0 billion**, with **\$8.0 billion over five years**, for a long-term commitment to Facility Replacement and Radar Modernization.
- **\$62.8 billion** to advance safe, efficient, and equitable highway mobility through the **Federal Highway Administration**, including:
 - **\$30.2 billion** for the **National Highway Performance Program** to help maintain over 220,000 miles of roadway in good condition.
 - **\$3.2 billion** for the **Highway Safety Improvement Program** to support strategic, data-driven State safety programs.
 - **\$102.0 million** for the **Reconnecting Communities** pilot program, which addresses barriers created by transportation facilities.
 - **\$964.6 million** to support commercial drivers and vehicles through the **Federal Motor Carrier Safety Administration's** essential safety activities, including:
 - **\$526.5 million** for **Motor Carrier Safety Grants**.
 - **\$43.6 million** to continue **IT modernization** initiatives, including the revamp of public-facing and mission-critical data systems.
 - **\$12.0 million** for the **Medium-Duty Truck Crash Causal Factors Study**.

- **\$1.3 billion** for the **National Highway Traffic Safety Administration** to invest in initiatives that reduce traffic crashes and fatalities on the Nation's roadways, including:
 - **\$13.9 million** in dedicated funding for the newly formed **Office of Automation Safety**, which will lead NHTSA's efforts to safely and securely integrate autonomous vehicles onto the Nation's roadways.
 - **\$34.3 million** for **rulemaking** activities, including updates to the Corporate Average Fuel Economy standards and New Car Assessment Program.
- **\$16.8 billion** for the **Federal Transit Administration** to support reliable, safe, and accessible public transportation system and respond to emerging issues in transit, including:
 - **\$14.3 billion** for **Transit Formula Grants**.
 - **\$2.4 billion** for major capital projects through the **Capital Investment Grants** program.
 - Proposals for funding flexibility to address the threat of a **fiscal cliff** at large transit agencies, and to **increase the share of Federal funding** for grant recipients who otherwise may have difficulty accessing the available funds.
- **\$3.2 billion** to improve the safety and condition of the Nation's railroad infrastructure and rail services through the **Federal Railroad Administration**, including:
 - **\$2.5 billion** for grants to Amtrak, including **\$1.2 billion** for the Northeast Corridor and **\$1.3 billion** for the National Network.
 - Increasing **safety inspector staffing** to a record 400 inspectors and adding new staff dedicated to carrying out multidisciplinary safety audits.
- **\$400.6 million** for the **Pipeline and Hazardous Materials Safety Administration** to complete safety inspections, conduct proactive monitoring, and respond promptly to incidents, including:
 - **\$82.0 million** to reimburse up to 80 percent of States' costs for pipeline safety inspections.
- **The use of \$46.8 million** in registration fees to help communities develop emergency response plans and train first responders.
- **\$859.7 million** for the **Maritime Administration** to strengthen the U.S. maritime transportation system and train the next generation of maritime leaders, including:
 - **\$80.0 million** for the **Port Infrastructure Development Program**.
 - **\$86.0 million** for the U.S. Merchant Marine Academy's **Capital Asset Management Plan**, including **\$20.0 million** for critical repairs to midshipman barracks.
- **\$40.6 million** for the **Great Lakes St. Lawrence Seaway Development Corporation** to support lock operations and infrastructure investments that promote maritime commerce on the St. Lawrence Seaway, including:
 - **\$6.0 million** to construct two buildings in Massena, N.Y., as part of the multi-year **Facility Master Plan**—a new warehouse and a Marine Services office.
- **\$1.8 billion** for the **Office of the Secretary** for program and policy development, grants management, and innovative research to support essential infrastructure, advancements in safety and technology, equity and accessibility, and economic viability, including:
 - **\$800.0 million** for the Mega Grant Program and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants from repurposed FHWA Transportation Infrastructure Finance and Innovation Act (TIFIA) program balances.
 - **\$74.6 million** for a comprehensive **cybersecurity strategy** to improve the cyber resilience of infrastructure, systems, and processes.
 - Investments in **positioning, navigation, and timing (PNT)** to support spectrum management, GPS interference detection and mitigation, and other activities to sustain resilient PNT operations.
- **\$122.2 million** for the **Office of Inspector General**.

Snapshot on FAA



The Federal Aviation Administration (FAA) proposed budget for FY 2025 marks a pivotal moment in the strengthening of our Nation's air traffic control system. This request continues our sustained and robust investments in aviation safety. Anchored in a multi-year commitment to hire and expertly train additional air traffic controllers, this budget not only addresses the pressing need for a growing skilled workforce but also spearheads the crucial recapitalization of our aging air traffic control facilities and surveillance radar systems. Lastly, it introduces a proposal to bolster the Airport and Airway Trust Fund through enhanced revenue generation. These strategic investments and reforms promise to transform our air traffic control infrastructure, enhancing safety, efficiency, and sustainability for years to come.

Aviation Safety

The FAA's recent temporary grounding of certain Boeing 737-9 MAX aircraft is a reminder of the enormity of the FAA's safety mission while the agency works to expand capacity and increase efficiency to meet the future needs of the traveling public. To continue addressing emerging safety priorities while also maintaining efficient operation of the National Airspace System (NAS), we must think beyond conventional methods of oversight and continue to engage with our stakeholders and Congress to develop and resource additional tools and measures necessary to maintain the safest, most efficient aerospace system in the world. The FY 2025 President's Budget request includes \$1.8 billion for the Office of Aviation Safety to provide crucial support for air carrier surveillance, production oversight, and continued operational safety.

Controller Hiring and Training

The FAA is in the midst of a multi-year hiring and training surge to ensure an adequate level of certified air traffic controllers. Necessary pauses in hiring and training activities due to the COVID-19 pandemic, and a faster-than-expected recovery in air travel, created a new urgency for certifying additional air traffic controllers. The FAA developed a plan to address this urgency with a training surge during FY 2023 and FY 2024. The goal of this surge effort was to streamline the path for controller training while further increasing resiliency to serve high-demand markets as air traffic increases. The FAA exceeded its goal to hire 1,500 controllers in FY 2023 and plans to hire at least 1,800 in FY 2024. This budget request includes \$43.0 million to continue the hiring surge by hiring and training at least 2,000 new air traffic controllers in FY 2025.

Facility Replacement and Radar Modernization

The Bipartisan Infrastructure Law (BIL) provided \$5.0 billion over five years as a down payment to replace and modernize air traffic control facilities. To build on this investment and continue to ensure the highest level of safety and integrity of the NAS, DOT is proposing \$1.0 billion in FY 2025 and \$8.0 billion over five years (FY 2025-2029) to replace additional air traffic control facilities and modernize radars across the Nation. This proposal would fund the first-ever recapitalization of FAA's Air Route Traffic Control Centers, alongside the replacement of over 20 air traffic control towers. The mandatory Facility Replacement and Radar Modernization Program will ensure our major infrastructure assets are recapitalized in time to mitigate service degradations and safety risks. This sustained level of investment will ensure the U.S. has a vibrant and safe airspace for the future.

Reform Excise Taxes on Business Aviation

The NAS serves many users, including commercial and general aviation aircraft, commercial space flights, and Unmanned Aircraft Systems (UAS). However, not all users of the airspace pay a proportionate share into the Airport and Airway Trust Fund, which funds the bulk of the FAA's costs of operating and maintaining the NAS. The Safety Review Team's recently published report includes a recommendation to "Update Airport and Airway Trust Fund funding sources to account for FAA funding needs and changes in the aviation and aerospace use of the NAS."

This President's Budget takes an important step towards the Safety Review Team's recommendation by including a proposal to enhance excise taxes for business aviation activities so that revenues related to business aviation are aligned to their use of the aviation system. Going forward, the Department looks forward to working with aviation and aerospace stakeholders, including Congress, other Federal agencies, and the private sector, on additional options to ensure proper resourcing to FAA's operation of the NAS.

Budgetary Resources Table

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF) (D)	11,915,000	-	11,915,000	11,915,000	-	11,915,000	13,603,399	-	13,603,399
FACILITIES & EQUIPMENT (GF/TF) (D)	2,945,000	1,000,000	3,945,000	2,945,000	1,000,000	3,945,000	3,600,000	1,000,000	4,600,000
FACILITIES REPLACEMENT AND RADAR MODERNIZATION (TF) (M)	-	-	-	-	-	-	1,000,000	-	1,000,000
RESEARCH, ENGINEERING & DEV (TF) (D)	255,000	-	255,000	255,000	-	255,000	250,000	-	250,000
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	558,555	-	558,555	558,555	-	558,555	-	-	-
GRANTS-IN-AID FOR AIRPORTS (OBLIM) (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
TOTAL:	19,023,555	5,000,000	24,023,555	19,023,555	5,000,000	24,023,555	21,803,399	5,000,000	26,803,399
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (OBLIM) (TF) (M)	58,764,511	-	58,764,511	58,764,511	-	58,764,511	62,114,171	-	62,114,171
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)	3,417,812	9,454,400	12,872,212	3,417,812	9,454,400	12,872,212	-	9,454,400	9,454,400
ADMIN EXPENSES (OBLIM) [non-add] (TF) (M)	476,784	86,816	563,600	476,784	86,816	563,600	564,016	86,816	650,832
TOTAL:	62,879,200	9,454,400	72,333,600	62,879,200	9,454,400	72,333,600	62,811,048	9,454,400	72,265,448
FEDERAL MOTOR CARRIER SAFETY ADMIN									
OPERATIONS & PROGRAMS (OBLIM) (TF) (M)	367,500	-	367,500	367,500	-	367,500	438,100	-	438,100
OPERATIONS & PROGRAMS (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (OBLIM) (TF) (M)	506,150	-	506,150	506,150	-	506,150	526,450	-	526,450
MOTOR CARRIER SAFETY GRANTS (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
TOTAL:	873,650	134,500	1,008,150	873,650	134,500	1,008,150	964,550	134,500	1,099,050
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN									
OPERATIONS AND RESEARCH (GF) (D)	210,000	-	210,000	210,000	-	210,000	248,000	-	248,000
OPERATIONS AND RESEARCH (OBLIM) (TF) (M)	197,000	-	197,000	197,000	-	197,000	205,400	-	205,400
HIGHWAY TRAFFIC SAFETY GRANTS (OBLIM) (TF) (M)	795,220	-	795,220	795,220	-	795,220	831,445	-	831,445
CRASH DATA (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY & BEHAV RESEARCH (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
TOTAL:	1,202,220	321,700	1,523,920	1,202,220	321,700	1,523,920	1,284,845	321,700	1,606,545

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF) (D)	2,635,000	1,600,000	4,235,000	2,635,000	1,600,000	4,235,000	2,365,525	1,600,000	3,965,525
WASHINGTON METRO AREA TRANSIT AUTHORITY (GF) (D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
TRANSIT RESEARCH (GF) (D)	-	-	-	-	-	-	-	-	-
TECHNICAL ASSISTANCE & TRAINING (GF) (D)	7,500	-	7,500	7,500	-	7,500	8,000	-	8,000
TRANSIT INFRASTRUCTURE GRANTS (GF) (D)	541,959	2,050,000	2,591,959	541,959	2,050,000	2,591,959	-	2,050,000	2,050,000
TRANSIT FORMULA GRANTS (OBLIM) (TF) (M)	13,634,000	-	13,634,000	13,634,000	-	13,634,000	14,279,000	-	14,279,000
ADMINISTRATIVE EXPENSES [non-add] (TF)	134,930	-	134,930	134,930	-	134,930	143,147	-	143,147
ALL STATIONS ACCESSIBILITY PROG (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
TOTAL:	16,968,459	4,250,000	21,218,459	16,968,459	4,250,000	21,218,459	16,802,525	4,250,000	21,052,525
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF) (D)	1,260,000	1,200,000	2,460,000	1,260,000	1,200,000	2,460,000	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF) (D)	1,193,000	3,200,000	4,393,000	1,193,000	3,200,000	4,393,000	1,304,475	3,200,000	4,504,475
AMTRAK SUBTOTAL [non-add] (GF)	2,453,000	4,400,000	6,853,000	2,453,000	4,400,000	6,853,000	2,504,475	4,400,000	6,904,475
RAILROAD RESEARCH & DEV (GF) (D)	44,000	-	44,000	44,000	-	44,000	52,000	-	52,000
SAFETY & OPERATIONS (GF) (D)	250,449	-	250,449	250,449	-	250,449	293,965	-	293,965
CRISI GRANTS (GF) (D)	560,000	1,000,000	1,560,000	560,000	1,000,000	1,560,000	250,000	1,000,000	1,250,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF) (D)	-	600,000	600,000	-	600,000	600,000	-	600,000	600,000
FED STATE PARTNERSHIP (GF) (D)	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000
Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)	(3,421)	-	(3,421)	-	-	-	-	-	-
TOTAL:	3,407,449	13,200,000	16,607,449	3,407,449	13,200,000	16,607,449	3,200,440	13,200,000	16,400,440
PIPELINE & HAZARDOUS MATERIALS SAFETY									
OPERATIONAL EXPENSES (GF) (D)	29,936	-	29,936	29,936	-	29,936	32,633	-	32,633
HAZARDOUS MATERIALS SAFETY (GF) (D)	70,743	-	70,743	70,743	-	70,743	86,586	-	86,586
EMERGENCY PREP GRANTS (SF) (M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
PIPELINE SAFETY (SF) (D)	161,385	-	161,385	161,385	-	161,385	203,580	-	203,580
PIPELINE SAFETY TRUST FUND (TF) (D)	29,000	-	29,000	29,000	-	29,000	31,000	-	31,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
TOTAL:	319,382	200,000	519,382	319,382	200,000	519,382	400,624	200,000	600,624

Budgetary Resources (in thousands of dollars)

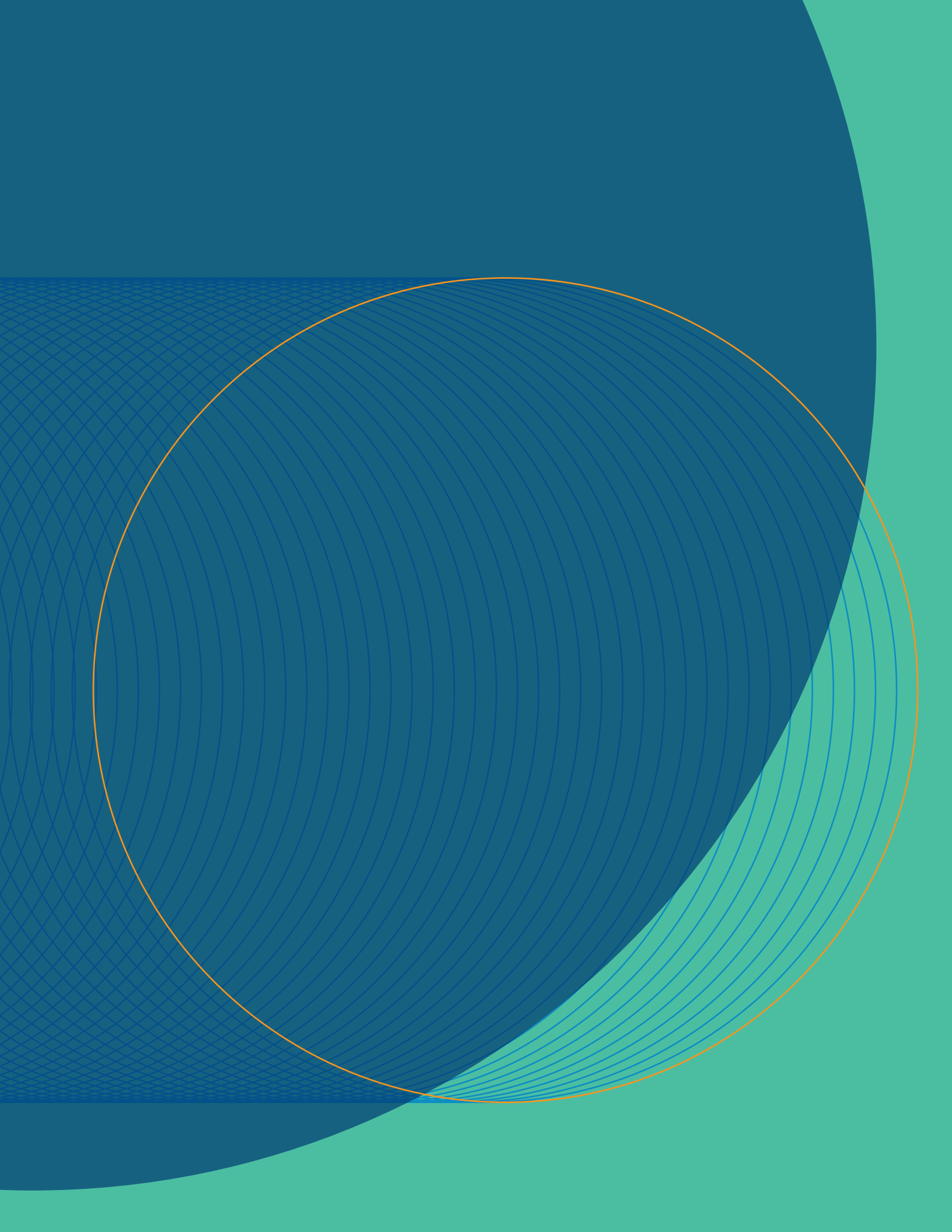
ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
MARITIME ADMINISTRATION									
OPERATIONS AND TRAINING (GF) (D)	213,181	-	213,181	213,181	-	213,181	285,000	-	285,000
STATE MARITIME ACADEMY OPERATIONS (GF) (D)	120,700	-	120,700	120,700	-	120,700	87,000	-	87,000
SHIP DISPOSAL (GF) (D)	6,000	-	6,000	6,000	-	6,000	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF) (D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF) (D)	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	3,700	-	3,700
PORT INFRASTRUCTURE DEVELOPMENT (GF) (D)	212,204	450,000	662,204	212,204	450,000	662,204	80,000	450,000	530,000
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
Cancellation [non-add] Prior Yr Balances [non-Defense] (GF) (D)	(12,000)	-	(12,000)	(12,000)	-	(12,000)	-	-	-
Cancellation [non-add] MSP Prior Yr Balances [Defense] (GF) (D)	(55,000)	-	(55,000)	(32,252)	-	(32,252)	-	-	-
TOTAL:	963,085	450,000	1,413,085	963,085	450,000	1,413,085	859,700	450,000	1,309,700
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP (TF) (D)	38,500	-	38,500	38,500	-	38,500	40,605	-	40,605
INSPECTOR GENERAL (GF) (D)	108,073	-	108,073	108,073	-	108,073	122,176	-	122,176
OFFICE OF THE SECRETARY									
SALARIES AND EXPENSES (GF) (D)	171,014	-	171,014	171,014	-	171,014	209,916	-	209,916
FINANCE BUREAU (GF) (D)	8,850	-	8,850	8,850	-	8,850	10,692	-	10,692
TRANSP. PLANNING, RESRCH & DEV (GF) (D)	36,543	-	36,543	36,543	-	36,543	24,780	-	24,780
OFFICE OF CIVIL RIGHTS (GF) (D)	14,800	-	14,800	14,800	-	14,800	22,403	-	22,403
FIN MANAGEMENT CAPITAL (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF) (M)	134,132	-	134,132	154,411	-	154,411	164,249	-	164,249
PAYMENT TO AIR CARRIERS (TF) (D)	354,827	-	354,827	354,827	-	354,827	423,000	-	423,000
NAT'L INFRASTRUCTURE INVESTMENTS (GF) (D)	800,000	2,500,000	3,300,000	800,000	2,500,000	3,300,000	800,000	2,500,000	2,500,000
RESEARCH AND TECHNOLOGY (GF) (D)	48,996	-	48,996	48,996	-	48,996	61,930	-	61,930
CYBER SECURITY INITIATIVE (GF) (D)	48,100	-	48,100	48,100	-	48,100	74,600	-	74,600
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF) (D)	5,132	-	5,132	5,132	-	5,132	7,226	-	7,226
THRIVING COMMUNITIES (GF) (D)	25,000	-	25,000	25,000	-	25,000	25,000	-	25,000
ELECTRIC VEHICLE FLEET (GF) (D)	-	-	-	-	-	-	5,310	-	5,310
VOLPE TRANSPORTATION SYSTEMS CENTER NEW BUILDING (GF) (D)	4,500	-	4,500	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
TIFIA/RRIF NEGATIVE SUBSIDY [non-add] (GF) (D)	(45,000)	-	(45,000)	(64,000)	-	(64,000)	(23,000)	-	(23,000)
TOTAL:	1,676,894	3,800,000	5,476,894	1,697,173	3,800,000	5,497,173	1,054,106	3,800,000	4,854,106

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
TOTAL BUDGETARY RESOURCES	107,460,467	36,810,600	144,271,067	107,480,746	36,810,600	144,291,346	109,344,018	36,810,600	146,154,618
GROSS DISCRETIONARY BA	28,966,759	36,810,600	65,777,359	28,966,759	36,810,600	65,777,359	25,671,501	36,810,600	62,482,101
PHMSA USER FEES	(160,985)	-	(160,985)	(160,985)	-	(160,985)	(203,180)	-	(203,180)
Cancellations/ Rescissions (Defense)	(55,000)	-	(55,000)	(32,252)	-	(32,252)	-	-	-
Cancellations/Rescissions	(15,421)	-	(15,421)	(12,000)	-	(12,000)	-	-	-
Negative Subsidy	(45,000)	-	(45,000)	(64,000)	-	(64,000)	(23,000)	-	(23,000)
TOTAL BUDGETARY RESOURCES AFTER OFFSETS	107,184,061	36,810,600	143,994,661	107,211,509	36,810,600	144,022,109	109,117,838	36,810,600	145,928,438
Non-Defense Discretionary Subtotal	28,357,353	36,810,600	65,167,953	28,341,774	36,810,600	65,152,374	25,067,321	36,810,600	61,877,921
Defense Discretionary Subtotal	333,000	-	333,000	355,748	-	355,748	378,000	-	378,000
Mandatory Subtotal	78,493,708	-	78,493,708	78,513,987	-	78,513,987	83,672,517	-	83,672,517
DISASTER RELIEF SUPPLEMENTAL	1,016,905	-	1,016,905	-	-	-	-	-	-
FHWA Emergency Relief	803,000	-	803,000	-	-	-	-	-	-
FTA Public Transportation Emergency Relief	213,905	-	213,905	-	-	-	-	-	-
TOTAL RESOURCES*	108,200,966	36,810,600	145,011,566	107,211,509	36,810,600	144,022,109	109,117,838	36,810,600	145,928,438

* The Fiscal Responsibility Act of 2023 included rescissions of COVID Relief funding totaling \$94.8 million. Those amounts from various DOT programs are not included in this table.

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Federal Aviation Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL AVIATION ADMINISTRATION									
OPERATIONS (GF/TF) (D)	11,915,000	-	11,915,000	11,915,000	-	11,915,000	13,603,399	-	13,603,399
FACILITIES & EQUIPMENT (GF/TF) (D)	2,945,000	1,000,000	3,945,000	2,945,000	1,000,000	3,945,000	3,600,000	1,000,000	4,600,000
FACILITIES REPLACEMENT AND RADAR MODERNIZATION (TF) (M)	-	-	-	-	-	-	1,000,000	-	1,000,000
RESEARCH, ENGINEERING & DEV (TF) (D)	255,000	-	255,000	255,000	-	255,000	250,000	-	250,000
GRANTS-IN-AID FOR AIRPORTS (GF) (D)	558,555	-	558,555	558,555	-	558,555	-	-	-
GRANTS-IN-AID FOR AIRPORTS (OBLIM) (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
TOTAL:	19,023,555	5,000,000	24,023,555	19,023,555	5,000,000	24,023,555	21,803,399	5,000,000	26,803,399
FTEs:			44,472			44,799			46,752

Overview

The Federal Aviation Administration (FAA) oversees all aspects of civil aviation in the United States, operating the world's largest, safest, and most complex aerospace system. The FY 2025 budget request holds safety as the FAA's highest priority, boosting resources to expand our air traffic controller workforce and strengthen aviation safety oversight. In addition, this request emphasizes the need to replace air traffic control facilities, continuously improve safety oversight, modernize radar systems, and sustain the legacy infrastructure necessary to ensure the safe and efficient operation of the National Airspace System (NAS).

Highlights of the FY 2025

President's Budget

For FY 2025, the President's Budget requests **\$21.8 billion**. This includes **\$1.0 billion (\$8.0 billion over five years)** for a new Facility Replacement and Radar Modernization proposal. When coupled with BIL funding, which provides **\$5.0 billion** in advance appropriations to modernize aviation infrastructure, this **\$26.8 billion** investment will enable the FAA to bolster our air traffic

controller workforce, further enhance aviation safety, 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.

The FAA's recent temporary grounding of certain Boeing 737-9 MAX aircraft is a reminder of the enormity of the FAA's safety mission while the agency works to expand capacity and increase efficiency to meet the future needs of the traveling public. To continue addressing emerging safety priorities while also maintaining efficient operation of the National Airspace System (NAS), we must think beyond conventional methods of oversight and continue to engage with our stakeholders and Congress to develop and resource additional tools and measures necessary to maintain the safest, most efficient aerospace system in the world. The agency's FY 2025 budget request includes **\$1.8 billion** for the **Office of Aviation Safety**. This funding supports over 7,900 positions to provide crucial support for air carrier surveillance, production oversight, and continued operational safety.

The President's Budget proposes a mandatory appropriation of **\$1.0 billion** for FY 2025 and **\$8.0 billion** over five years to make further investments in the air traffic system. This historic level of investment is needed to begin addressing the declining condition of air traffic control facilities and radar systems. Fully addressing the condition of the FAA's facilities, however, will require a more sustained effort over many years. The FAA shoulders the critical responsibility of overseeing a vast network

of nearly 350 air traffic control towers (ATCT) and terminal radar approach control (TRACON) facilities, in addition to managing 21 air route traffic control centers (ARTCC). Pivoting to a more reliable, stable source of funding via a multi-year mandatory account is necessary to recapitalize our major infrastructure assets and ensure the continued safety and efficiency of U.S. airspace. A failure to replace air traffic control facilities and modernize radar networks promptly will degrade FAA's ability to keep pace with the aviation economy and undermine opportunities to improve safety.

The NAS serves many users, including commercial and general aviation aircraft, commercial space flights, and Unmanned Aircraft Systems (UAS). However, not all users of the airspace pay a proportionate share into the Airport and Airway Trust Fund, which funds the bulk of the FAA's costs of operating and maintaining the NAS. The Safety Review Team's recently published report includes a recommendation to "Update Airport and Airway Trust Fund funding sources to account for FAA funding needs and changes in the aviation and aerospace use of the NAS."

This President's Budget takes an important step towards the Safety Review Team's recommendation by including a proposal to enhance excise taxes for business aviation activities so that revenues related to business aviation are aligned to their use of the aviation system. Going forward, the Department looks forward to working with aviation and aerospace stakeholders, including Congress, other Federal agencies, and the private sector, on additional options to ensure proper resourcing to FAA's operation of the NAS.

Key Components of the Request

Operations: \$13.6 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,

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 the agency to preserve the highest level of safety in the NAS while investing in innovation.

- In FY 2025, the budget proposes to shift **\$194.0 million** for subscription services from the Facilities and Equipment account to the Operations account. These subscription services represent FAA's fixed costs for long-term service contracts and are necessary for the safe operation of the NAS. These funds support subscription services for the Data Communications, Wide Area Augmentation System (WAAS), and Automatic Dependent Surveillance—Broadcast (ADS-B) programs.
- The Budget requests an additional **\$43.0 million** to continue the controller hiring and training surge initiated in FY 2023. This funding will allow the FAA to increase its new controller hiring target from 1,800 in FY 2024 to 2,000 in FY 2025. This increase will allow FAA to rebuild the pipeline of the Certified Professional Controller staffing levels to meet current traffic demands, which overall have nearly rebounded to pre-pandemic levels.
- The Budget requests **\$311.7 million** in uncontrollable employee compensation costs, such as annualization of FY 2024 hiring, including air traffic controllers, and government-wide pay raises for FAA's Operations-funded workforce in FY 2025.
- The Budget requests **\$110.0 million** to support inflationary cost increases in support service contracts like the Federal Contract Tower program, equipment parts, facility leases, and the introduction of new equipment into the system.
- The Budget also requests **\$110.0 million** for funding to sustain the FAA's existing telecommunications network

while the FAA transitions to the FAA Enterprise Network Services (FENS). The majority of FAA sites will remain on the legacy FAA Telecommunications Infrastructure in FY 2025, which is experiencing significant cost increases to continue services that are otherwise being discontinued by industry.

- An additional **\$94.1 million** is requested for proposals in four critical areas that will equip the FAA to meet the challenges of tomorrow. These proposals, many of which support efforts across multiple FAA organizations, include the following increases:

Safety and Security

- **Aviation Safety: \$15.9 million and 2 FTEs** are requested to continue multi-year efforts to address recommendations on aircraft certification reform from independent safety reviews. This request will allow FAA to keep pace with the significant industry growth and the rapid expansion of Urban Air Mobility, Optionally Piloted Aircraft, and supporting Safety Management Systems implementation. Additionally, funding is requested to complete the modernization of the Aircraft Registry system to digitize airmen certificates, aircraft registration, and airworthiness certificates.
- **Hazardous Materials Safety: \$2.7 million and 14 FTEs** are requested to expand oversight of hazardous materials safety through performance inspections, certificate management, evaluations, research, and accident or incident investigations, including lithium battery heat/smoke/fire incidents. In addition, funding is requested to develop the regulatory structure for the safe carriage of hazardous materials by innovative aircraft.
- **Aeronautical Information Management Modernization: \$10.0 million** is requested to modernize several aeronautical information systems that are integral to flight safety and compliance with national security. Modernization of these systems will improve the reliability of the data provided to the Notice to Air Missions (NOTAM) system.

- **Cybersecurity: \$4.0 million and 5 FTEs** are requested to increase Federal staffing at the 24-7 FAA/DOT Security Operations Center. This funding will facilitate the secure electronic transfer of information and secure transactions across computer networks.

Innovation

- **Commercial Space Operations: \$21.0 million and 38 FTEs** are requested for the Office of Commercial Space Transportation (AST) to meet the anticipated growth in launch licensing and for the Air Traffic Organization to manage increased airspace complexities associated with enhanced space operations. Funding is also requested for AST to initiate the development of regulations, licensing applications, and inspections processes for Orbital Human Spaceflight and Mission Authorization.
- **Unmanned Aircraft Systems: \$3.7 million and 7 FTEs** are requested to process an increase in industry applications related to environmental impacts. This funding will also aid in identifying credible threats to determine how to integrate new drone technology safely and securely into the NAS.
- **Data Analytics: \$15.9 million and 12 FTEs** are requested to implement an analytical platform to support safety, operational, and other mission-critical data analysis needs, build an advanced analytic framework, provide oversight and enhancements on the tools needed to conduct vulnerability discovery, identify emerging safety risk, and evaluate impacts of changes to the NAS.

Climate

- **FAA Electric Vehicle Fleet: \$4.9 million and 1 FTE** are requested for construction, installation, and upgrading and maintaining electric vehicle (EV) charging infrastructure at FAA owned and leased facilities.

Infrastructure Support

- **FAA Business Application Modernization: \$8.7 million and 1 FTE** are requested to remediate and modernize legacy applications utilized by FAA organizations, such as the Medical Support Systems Tool. Currently, most of the legacy applications rely on outdated technology and frameworks that have passed their end of life, posing a security risk.
- **Facility Maintenance and Sustainment: \$4.2 million and 1 FTE** are requested for facility operations, maintenance, and utility increases for the Mike Monroney Aeronautical Center and the William J. Hughes Technical Center.
- **Staff Office Support: \$3.1 million and 9 FTEs** are requested to advance U.S. aviation engagement, leadership, and influence globally and increase staffing in the FAA's Office of Chief Counsel and Office of Human Resources to support the increased workload and service demand.

Facilities and Equipment: \$3.6 billion is requested to sustain the NAS's aging infrastructure and implement modernization projects for the NAS. Investment in these legacy systems enables the FAA to address critical needs and deliver improvements that benefit the aviation industry and traveling public.

- **FAA Telecommunications Infrastructure Modernization: \$419.5 million** is requested for the modernization of the FAA Telecommunications Infrastructure. This request includes \$246.0 million to transition from existing Time Division Multiplexing technology to a more modern Internet Protocol infrastructure by 2027. This request also includes \$140.0 million to invest in the 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 Modernization: \$501.2 million** is requested to address our Nation's air traffic control facilities

sustainment needs. Funding requested will improve the condition of air traffic control en route radar facilities and centers, while continuing to address the \$5.2 billion backlog in sustainment needs. This request will continue to address the poor condition of air traffic control facilities through improvements, modernization, and replacement, which alongside the funding for new facility construction provided by BIL and the new Facility Replacement and Radar Modernization program, will help to tackle aging infrastructure needs. The programs to be funded include:

- **Facilities Improvements and Replacements: \$427.2 million** is requested to sustain current operational and safety needs through facility improvements, modernization, and replacement. Additional funding to replace aging air traffic control towers is included in the mandatory proposal to provide multi-year funding to address infrastructure that has exceeded its life cycle.
- **Environmental Improvements: \$74.0 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 **\$1.5 billion** in support of **core systems infrastructure** providing communications, navigation, surveillance, weather, and other programs that make up NAS.
 - **Terminal and En Route Voice Switch and Recorder Portfolio: \$120.1 million** is requested for sustaining and replacing aging, obsolete voice switches, voice recorders, and back-up systems located in the air traffic control facilities throughout the NAS. The replacement of new voice switches will provide reliable communication from controller to controller and controllers to pilots, creating a safer and more efficient NAS.
 - **Standard Terminal Automation Replacement System (STARS): \$136.8 million** is requested to ensure the safe separation of 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 and En Route Surveillance Portfolio: \$95.7 million** is requested for critical sustainment of primary and secondary surveillance radars, some of which date back to the 1970s and 1980s. The work under this portfolio will prevent gaps in radar coverage, including five Department of Defense facilities. Additionally, funding will go toward replacement projects of unsustainable portions of the legacy Mode Select system, providing modern surveillance interfaces with air traffic control automation systems.
- **Airport Ground Surveillance Portfolio: \$105.2 million** is requested for sustainment of surface surveillance capabilities to ensure runway safety, improved efficiency in air traffic, and increased airport throughput. Funding is also requested for replacement of aged surface detection equipment with updated surface movement radars. The FAA will also deploy surface situational aids to airports without surveillance systems to reduce runway incursions.
- **Landing and Lighting Portfolio: \$57.8 million** is requested for the successful transition of the NAS 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.
- **Commercial Space Integration: \$4.5 million** is requested for automation systems to ensure the availability of airspace for space launch and reentry operations. The FAA will operationalize the Space Operations Portal which will provide improved situational awareness and planning for broader aviation stakeholders, reducing risk of errors due to manual coordination and communication.

- The Budget requests **\$643.8 million** to support **NextGen programs and staffing.**
 - **Aeronautical Information Management Program: \$53.7 million** is requested for replacement and continued enhancements to the origination, management, and dissemination of Notice to Air Missions (NOTAMs) established by the Federal NOTAM System program. This program is essential for the integration of digital aeronautical information and to improve data collection, management, and dissemination to improve access to and the quality of NOTAMs to sustain safety.
 - **En Route Automation Modernization (ERAM) System Enhancements and Technology Refresh: \$70.0 million** is requested to upgrade the ERAM operating system which includes software development, systems engineering, and regression testing. The funding will also continue technology refreshes to sustain the ERAM equipment, which has become obsolete.
 - **System-Wide Information Management: \$80.9 million** is requested for technology refresh and integration, as well as transition services and capabilities to replace the Enterprise Messaging Service. The STARS infrastructure will be expanded and ready to sustain air traffic demands and accommodate new automation functions, creating technological efficiencies.
 - **Data Communications in Support of NextGen Air Transportation System: \$5.0 million** is requested for network services connectivity between air traffic controllers and the aircraft flight deck. The Data Communications Network Service supports both tower and en route operations.
 - **Terminal Flight Data Manager (TFDM): \$59.1 million** is requested for the modernization of flight data by transitioning the system from paper flight strips to electronic flight data representation and exchange information. Additionally, TFDM will introduce a surface scheduler/metering capability.

Facility Replacement and Radar Modernization Program:

In addition to a robust request for Facilities & Equipment funding, the President's Budget proposes **\$1.0 billion** in mandatory funds for FY 2025 and **\$8.0 billion** over five years to begin improving the condition of FAA's air traffic control facility infrastructure and radar systems. This proposal complements the BIL advance appropriations, providing necessary investments in NAS infrastructure that cannot be accommodated by existing funding levels.

This funding will support the design and construction of at least 20 new air traffic control towers in addition to the 30 air traffic control towers already funded by BIL, as well as allow FAA to begin recapitalization of aging en route Air Route Traffic Control Centers. In addition to manned facilities, the funding will support the replacement of obsolete airport terminal radar systems that have long surpassed their expected lifespan.

Research, Engineering & Development: \$250.0 million is requested to support transformation, safety, economic growth, and climate goals through FAA's applied research on new and advanced technologies. These research efforts enable the timely and safe introduction of technologies to improve performance across all elements of the aviation system. Noteworthy investments in the request include:

- **NextGen Environmental Research: \$71.0 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.
- **Alternative Fuels – General Aviation: \$8.4 million** is requested to support continuing analyses and testing of unleaded alternative candidate fuels leading to the replacement of current leaded aviation gasoline with safe unleaded alternative fuels.

- **Unmanned Aircraft Systems (UAS): \$15.6 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 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.
- **Commercial Space Transportation Safety Program: \$5.4 million** is requested to support research for new propellant combinations, human space flight, spaceport infrastructure, systemic safety initiatives, and regulatory reform.

Grants-in-Aid for Airports: \$3.4 billion is requested in obligation limitation. In addition to the request for Grants-in-Aid for Airports, BIL includes advance appropriations in FY 2025 of **\$3.0 billion** for Airport Infrastructure Grants and **\$1.0 billion** for Airport Terminal Grants, for FAA grant funding of nearly **\$7.4 billion** in FY 2025. 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 a 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.
- **Airport Technology Research: \$43.4 million** is requested to support the safe and efficient integration of new and innovative technologies into the airport environment. This funding supports seven new positions to conduct research

on ground infrastructure to safely integrate new and emerging entrants. Additional research activities include continued testing of unmanned aircraft systems for integration at airports, field testing of solar-based technologies for runway and taxiway 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 also includes 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: \$163.6 million** is requested to fund the administrative expenses of the Office of Airports. This funding supports \$6.1 million in annualization of new hiring and uncontrollable pay and non-pay increases for FY 2025.

Facilities and Equipment Summary (\$ in millions)

BUDGET LINE ITEM (BLI) NAME	FY 2023 ACTUAL	FY 2024 FULL-YEAR CR*	FY 2025 REQUEST
Activity 1 – Engineering, Development, Test and Evaluation	146.5	136.2	173.8
William J. Hughes Technical Center Laboratory Sustainment	16.9	16.9	23.4
William J. Hughes Technical Center Infrastructure Sustainment	15.0	10.0	39.0
NextGen – NAS Infrastructure Portfolio	20.9	12.0	12.5
NextGen – Unmanned Aircraft Systems	13.0	14.0	20.0
Other	80.8	83.3	78.9
Activity 2 – Air Traffic Control Facilities and Equipment	1,754.9	1,756.5	2,235.6
En Route Automation Modernization – System Enhancements and Tech Refresh	108.2	75.5	70.0
Next Generation Very High Frequency Air/Ground Communications	57.0	64.0	53.2
System-Wide Information Management	10.2	40.0	80.9
ADS-B NAS Wide Implementation	155.2	138.4	92.7
Time Based Flow Management Portfolio	21.3	33.0	15.7
NextGen Weather Processor	30.7	48.7	29.8
Data Communications in Support of NextGen Air Transportation System	103.1	70.0	5.0
Reduced Oceanic Separation	2.1	2.0	-
Commercial Space Integration	5.0	1.0	4.5
Standard Terminal Automation Replacement System (TAMR Phase 1)	68.0	90.1	136.8
Terminal Flight Data Manager	61.8	45.2	59.1
Unmanned Aircraft Systems Implementation	5.0	5.0	10.0
Terminal and En Route Surveillance Portfolio	113.0	92.3	95.7
Terminal and En Route Voice Switch and Recorder Portfolio	40.1	60.1	120.1
Wide Area Augmentation System for GPS	91.8	92.1	73.2
Landing and Lighting Portfolio	72.9	41.8	57.8
Aircraft Replacement and Related Equipment Program	46.2	53.0	113.1
FAA Telecommunications Infrastructure	69.0	340.8	419.5
Other	694.5	463.5	798.5
Activity 3 – Non-Air Traffic Control Facilities and Equipment	221.2	202.8	220.0
Hazardous Materials Management	24.3	30.6	23.6
Aviation Safety Analysis System	28.2	28.0	29.9
National Air Space Recovery Communications	12.0	12.0	12.0
Facility Security Risk Management	14.0	18.0	15.0
Information Security	23.0	32.0	38.7
System Approach for Safety Oversight	26.7	21.0	13.2
NextGen System Safety Management Portfolio	17.0	6.0	15.0
Other	76.0	55.2	72.6
Activity 4 – Facilities and Equipment Mission Support	252.3	232.5	280.6
System Engineering and Development Support	38.0	36.5	38.0
Transition Engineering Support	19.0	17.0	19.0
Technical Support Services Contract	28.0	28.0	28.0
Center for Advanced Aviation System Development	57.0	50.0	57.0
Other	110.4	101.0	138.6
Activity 5 – Personnel and Related Expenses	570.0	617.0	690.0
Total F&E Amount	2,945.0	2,945.0	3,600.0

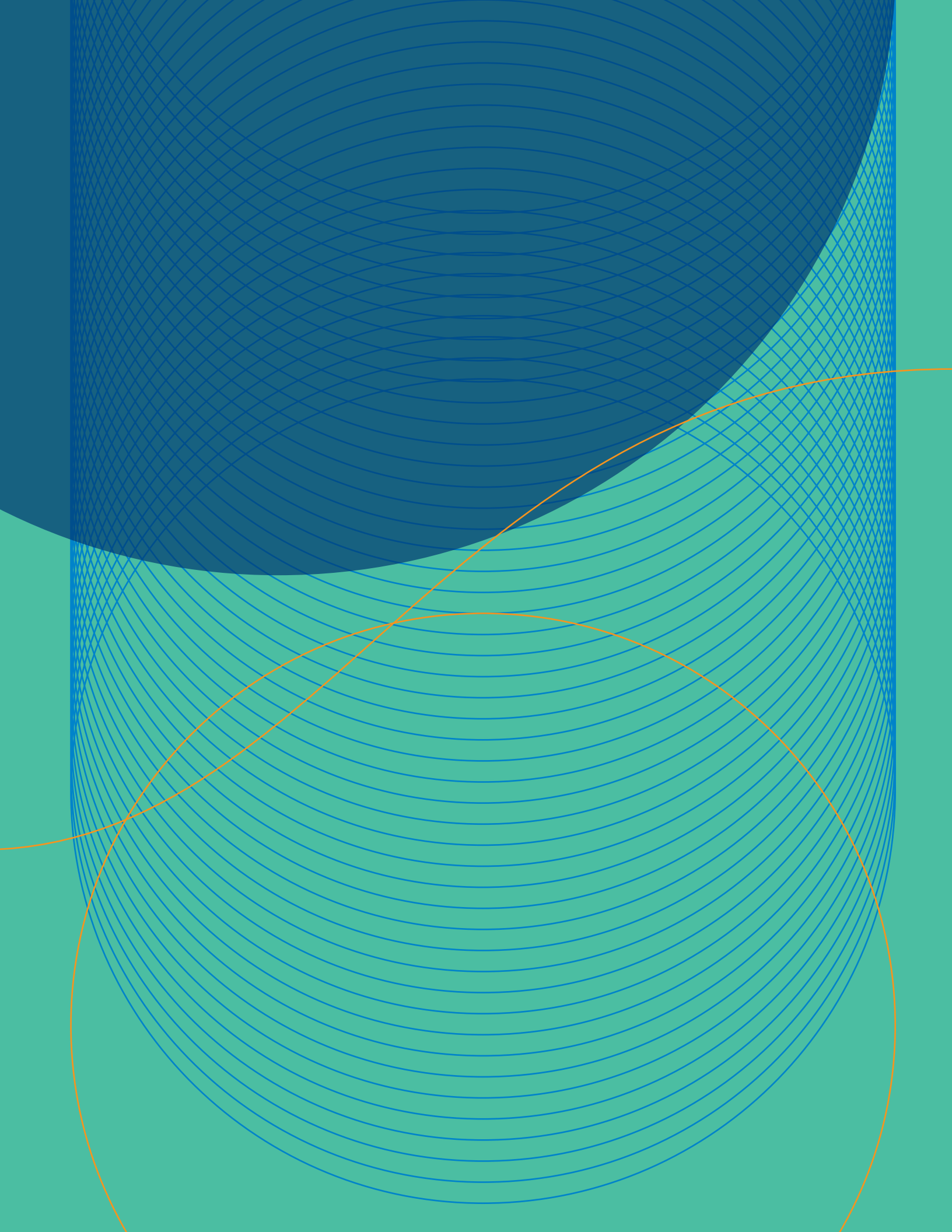
* The amounts shown in the FY 2024 Full-Year CR column differ from those in the FY 2023 Actual column to illustrate FAA's discretion in how funding would be proposed to be allocated under this scenario. The higher funding for Activity 5 reflects the level approved in Section 137 of the Continuing Appropriations Act, 2024 (P.L. 118-15). Additional adjustments have been proposed to programs in Activities 1-4 to accommodate the Activity 5 increase as well as align with existing program implementation plans.

NextGen Programs (\$ in millions)

	FY 2023 ACTUAL	FY 2024 FULL-YEAR CR**	FY 2025 REQUEST
Facilities and Equipment	735.6	677.3	643.8
NextGen – Separation Management Portfolio	17.0	14.4	11.0
NextGen – Traffic Flow Management Portfolio	15.0	10.0	9.0
NextGen – On Demand NAS Portfolio	8.5	8.5	9.0
NextGen – NAS Infrastructure Portfolio	20.9	12.0	12.5
NextGen – Support (NIEC, Test Bed) Portfolio	5.0	5.0	8.0
NextGen – System Safety Management Portfolio	17.0	6.0	15.0
NextGen – Unmanned Aircraft System	13.0	14.0	20.0
NextGen – Enterprise, Concept Development, Human Factors, and Demo Portfolio	11.0	10.0	10.0
Performance Based Navigation Support Portfolio	8.0	0.0	0.0
Unmanned Aircraft Systems Implementation	5.0	5.0	10.0
Enterprise Information Platform	9.0	11.0	9.0
Data Communications in Support of NextGen	103.1	70.0	5.0
En Route Automation Modernization – System Enhancements	108.2	75.5	70.0
System Wide Information Management	10.2	40.0	80.9
ADS-B NAS Wide Implementation	155.2	138.4	92.7
Air Traffic Management Implementation Portfolio	7.4	32.1	41.7
Terminal Flight Data Manager	61.8	45.2	59.1
Time Based Flow Management	21.3	33.0	15.7
Next Generation Weather Processor	30.7	48.7	29.8
Reduced Oceanic Separation	2.1	2.0	0.0
Aeronautical Information Management Program	29.4	19.5	53.7
Activity 5 F&E PCBT – NextGen Staffing	77.0	77.0	81.7
Research Engineering and Development (RE&D)	98.9	98.9	96.5
NextGen – Information Security	4.8	4.8	5.9
NextGen – Weather in the Cockpit*	4.0	4.0	4.0
NextGen – Environmental Research, Aircraft Technologies, and Fuels	68.0	68.0	71.0
Unmanned Aircraft Systems Research	22.1	22.1	15.6
Operations	144.8	147.7	150.0
NextGen Staffing	42.2	42.2	44.7
NextGen Unmanned Aircraft System	92.5	97.8	96.3
Performance Based Navigation Activities	10.1	7.7	9.0
Total NextGen Programs	979.2	923.8	890.3

* The FY 2025 President's Budget proposes moving this funding to the Weather Program line item.

** The F&E amounts shown in the FY 2024 Full-Year CR column differ from those in the FY 2023 Actual column to illustrate FAA's discretion in how funding would be proposed to be allocated under this scenario. The higher funding for Activity 5 reflects the level approved in Section 137 of the Continuing Appropriations Act, 2024 (P.L. 118-15). Additional adjustments have been proposed to programs in Activities 1-4 to accommodate the Activity 5 increase as well as align with existing program implementation plans.



Federal Highway Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IIJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL HIGHWAY ADMINISTRATION									
FEDERAL-AID HIGHWAYS (OBLIM) (TF) (M)	58,764,511	-	58,764,511	58,764,511	-	58,764,511	62,114,171	-	62,114,171
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)	3,417,812	9,454,400	12,872,212	3,417,812	9,454,400	12,872,212	-	9,454,400	9,454,400
ADMIN EXPENSES [non-add] (TF) (M)	476,784	86,816	563,600	476,784	86,816	563,600	564,016	86,816	650,832
TOTAL:	62,879,200	9,454,400	72,333,200	62,879,200	9,454,400	72,333,600	62,811,048	9,454,400	72,265,448
EMERGENCY RELIEF SUPPLEMENTAL (GF) (D)	803,000	-	803,000	-	-	-	-	-	-
FTEs:			2,741			2,810			2,860

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 exists to save lives and make people's lives better. FHWA delivers programs that make a positive contribution to the economic and social well-being of all Americans. FHWA assists communities nationwide, with staff working out of offices in every State, the District of Columbia, and Puerto Rico. Working with State, local, and Tribal governments, as well as other Federal agencies, FHWA supports the design, construction, and maintenance of our Nation's highway system, including highways on Federal and Tribal-owned lands, to sustain and strengthen American roads and bridges.

Highlights of the FY 2025

President's Budget

FHWA's FY 2025 Budget request reflects the fourth year of BIL, which is the largest long-term investment in our infrastructure and economy in our Nation's history. **\$62.8 billion** is requested for FHWA, which, when added to **\$9.5 billion** in advance appropriations contained in BIL, will result in a total of **\$72.3 billion**. The FY 2025 Budget also includes a legislative proposal to address August Redistribution balances, which have grown in recent years.

Key Components of the Request

The safety of all roadway users—drivers and passengers, pedestrians on foot and in wheelchairs, cyclists, and transit passengers as they are going to or from their station or stop—is FHWA’s top priority. FHWA implements several important programs that focus on reducing traffic fatalities and serious injuries for all roadway users on all public roads. These programs contribute to the Department’s National Roadway Safety Strategy and DOT’s long-term goal of zero deaths on our Nation’s roadways.

- **Highway Safety Improvement Program (HSIP):**

\$3.2 billion is requested 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 HSIP empowers States to develop and administer a safety program that best meets their safety needs, while ensuring that safety programs are data-driven, strategic, and performance-based.

- **Railway-Highway Crossings Program: \$245.0 million**

is requested to support State and local agencies in implementing data-driven practices to successfully address highway-railway crossing safety planning, implementation, and evaluation challenges.

- **Wildlife Crossings Pilot Program: \$75.0 million**

is requested to reduce wildlife-vehicle collisions, which each year cause roughly 200 fatalities, and many more injuries, in the more than one million collisions involving wildlife and vehicles. The program also supports ecological sustainability by improving habitat connectivity for terrestrial and aquatic species.

- **Tribal Transportation Program’s safety set-aside: \$24.5 million**

is requested to reduce deaths or serious injuries in

transportation-related crashes in Tribal areas. FHWA emphasizes deploying roadway improvements designed to keep drivers in their lane, to provide recoverable roadsides, and to reduce the severity of a roadway departure crash if one does occur.

BIL provides historic investment in our roads and bridges.

FHWA’s programs bring long-needed improvements to America’s network of roads, bridges, and highways, strengthening supply chains, creating good-paying jobs, and connecting communities nationwide.

- **Bridge Formula Program: \$5.5 billion** from BIL to help communities across our Nation rebuild, repair, and replace their bridges. Nationwide, the Bridge Formula Program is expected to help repair approximately 15,000 highway bridges. In addition to providing funds to States to replace, rehabilitate, preserve, protect, and construct highway bridges, the Bridge Formula Program has dedicated funding for Tribal transportation facility bridges as well as “off-system” bridges, which are generally locally owned facilities not on the Federal-aid highway system.

- **Bridge Investment Program: \$675.0 million** is requested, along with **\$1.8 billion** in BIL advance appropriations, for grants to rehabilitate or replace aging bridge infrastructure. This program will help to ensure that our Nation’s bridges remain safe and operational, meet current and future traveler needs, support local economies, and strengthen our supply chains.

- **Infrastructure for Rebuilding America Program: \$900.0 million** is requested, along with **\$640.0 million** in BIL advance appropriations, for multimodal freight and highway projects of national or regional significance to improve the

safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

- **National Highway Freight Program: \$1.5 billion** is requested to invest in infrastructure and operational improvements on the National Highway Freight Network (NHFN), which consists of over 60,000 miles of roadways and bridges. These investments will improve safety, strengthen economic competitiveness, and reduce the cost of freight transportation on the NHFN.
- **Congestion Relief Program: \$50.0 million** is requested to advance innovative, integrated, and multimodal solutions to congestion relief in the most congested metropolitan areas of the United States, as well as reduce the economic and environmental costs associated with congestion, including transportation emissions.
- **National Highway Performance Program (NHPP): \$30.2 billion** is requested to improve the National Highway System (NHS), an approximately 222,000-mile network of high-volume roads and over 145,000 bridges. The NHS is a vital national network of roads which carries 55 percent of vehicle miles traveled nationally. Through the NHPP, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users, proactively address equity, and invest in sustainable infrastructure.
- **Surface Transportation Block Grant Program (STBG): \$14.7 billion** is requested for a wide range of projects including improvements on the one million miles of Federal-aid highways, bridges on any public road, bicycle and pedestrian facilities, and transit capital projects. The STBG's extensive project eligibilities promote flexibility in State and local transportation decisions helping States and localities to best address their transportation needs. Ten percent of STBG funds are set aside for Transportation Alternatives, which funds a variety of smaller-scale transportation projects including pedestrian and bicycle facilities,

recreational trails, Safe Routes to School projects, road safety assessments, and community improvements such as historic preservation and vegetation management.

- **Territorial and Puerto Rico Highway Programs: \$232.5 million** is requested to increase safety and mobility, improve transportation equity, and grow local economies 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.

FHWA is committed to creating a more equitable transportation system that helps ensure underserved communities have greater empowerment and engagement in transportation decision-making, increased transportation investment, expanded transportation access, and opportunities for job and wealth creation. FHWA administers several programs that proactively address equity, workforce development, economic development, and removing barriers to opportunity.

- **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 disadvantaged individuals into journey-level positions, and assist with creating a more diverse makeup of firms working to improve America's infrastructure.
- **Reconnecting Communities Pilot Program: \$102.0 million** is requested, along with **\$100.0 million** in BIL advance appropriations, to reconnect communities that are cut off from opportunity and burdened by past transportation infrastructure decisions. This first-of-its-kind initiative, established by the BIL, supports projects that reconnect neighborhoods by removing, retrofitting, or mitigating transportation barriers such as highways and railroad tracks.

- **Prioritization Process Pilot Program: \$10.0 million** is requested to support States and metropolitan planning organizations (MPOs) in the development of publicly accessible, transparent prioritization processes that will lead to accessible and equitable public input opportunities and the development of project prioritization that will benefit all communities. Through the development and implementation of an accessible, transparent, data-driven, and locally determined project evaluation and selection process, this program will support the Administration's goal of reducing inequities across our transportation systems and the communities they affect.
- **Metropolitan Planning Program: \$464.9 million** is requested to support MPOs in equitable transportation planning through the identification of options such as improved access to all transportation modes including bicycle, pedestrian, and transit facilities, increased transportation network connectivity, and improved telecommunications and delivery services.
- **Rural Surface Transportation Grant Program: \$450.0 million** is requested to support projects that will improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life. 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: \$751.9 million** is requested to support projects in and around Federal Lands. These programs are vital in keeping these areas safely accessible for millions of visitors each year and help grow local economies that are often in rural areas.
- **Tribal Transportation Program: \$613.0 million** is requested to help advance projects that consider the

unique circumstances affecting Tribal community members' mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA works with Tribes to support projects that proactively address equity, improve workforce development, economic development, and remove barriers to opportunity.

- **Nationally Significant Federal Lands and Tribal Projects Program: \$55.0 million** is requested to provide needed funds for Tribes and Federal land management agencies to complete significant projects that provide substantial benefits to their communities or parklands.

FHWA supports States, MPOs, and local agencies in reducing transportation emissions in a manner that ensures our economy works for everyday Americans. Additionally, 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 strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. Funding under this program is directed to designated Alternative Fuel Corridors for electric vehicles to build out this national network, particularly along the Interstate Highway System. When the national network is fully built out, funding may be used for charging infrastructure on any public road or in other publicly accessible locations. This program supports DOT's Agency Priority Goal on establishing a national network of EV chargers.
- **Charging and Fueling Infrastructure Grants Program: \$600.0 million** is requested to strategically deploy publicly accessible EV charging infrastructure and other alternative fueling infrastructure. This program prioritizes bringing EV charging into urban and rural communities, downtown

areas, and local neighborhoods, particularly in underserved and disadvantaged communities.

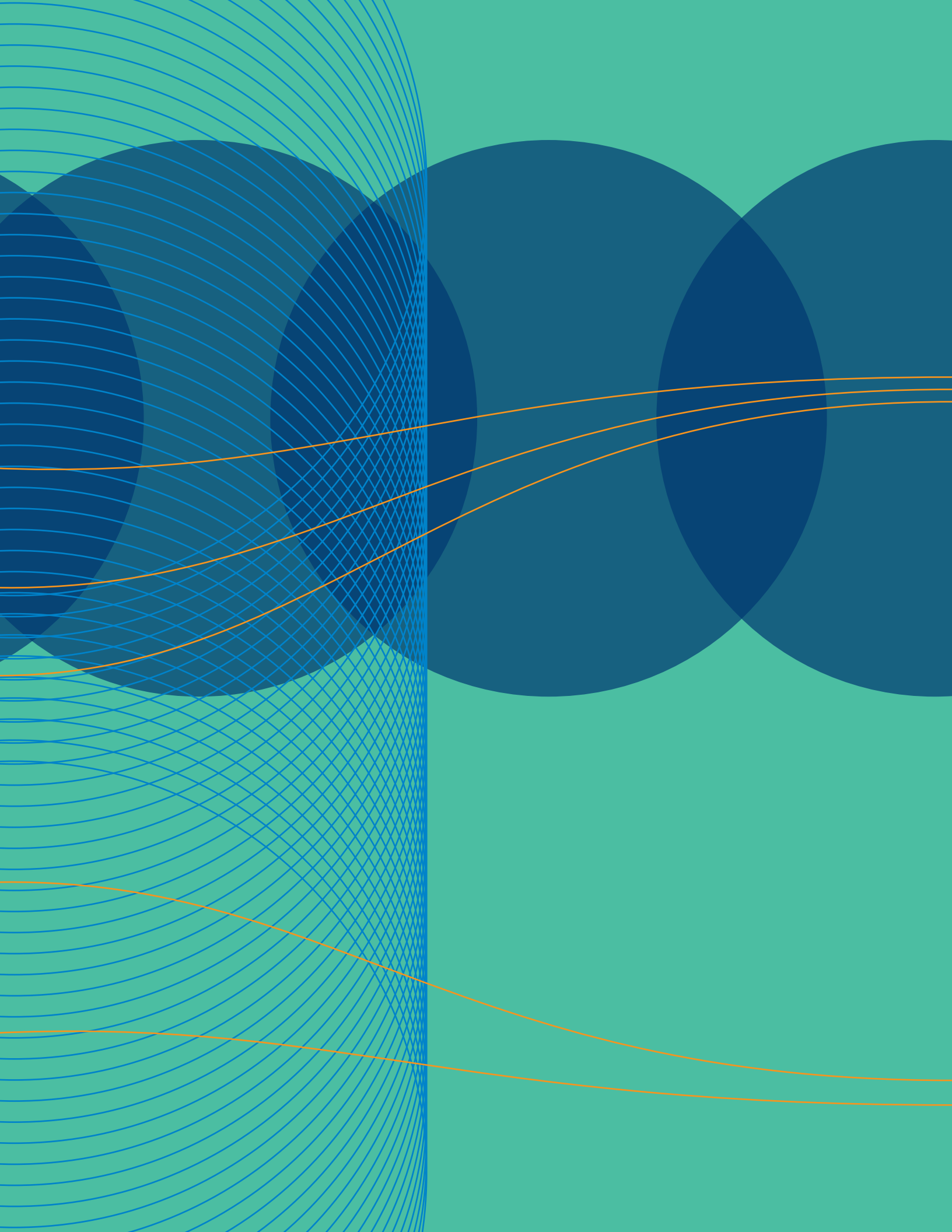
improve environmental outcomes for traditionally underserved communities.

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program: \$1.8 billion** is requested for formula and competitive grants to make the country's surface transportation system more resilient to the worsening impacts of climate change, reduce long-term costs by minimizing demands for more expensive future maintenance, and rebuilding and prioritizing the needs of disadvantaged communities that are often the most vulnerable to hazards.
- **Carbon Reduction Program: \$1.3 billion** is requested to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions. Through this program, FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, electrification, or other zero emission vehicle infrastructure, climate change resilience, and environmental justice.
- **Reduction of Truck Emissions at Port Facilities: \$50.0 million** is requested, along with **\$30.0 million** in BIL advance appropriations, to support projects that reduce emissions from idling trucks at our Nation's ports, which negatively impact air quality for surrounding communities. These investments will save truck drivers time and money, help ports reduce congestion and emissions, and deliver better air quality for workers and communities alike.
- **Congestion Mitigation and Air Quality Improvement Program: \$2.7 billion** is requested to support transportation investments that reduce highway congestion and harmful emissions, which greatly impact quality of life, particularly for densely populated communities. By helping to meet the National Ambient Air Quality Standards, which act as a public health benchmark for many of the densely populated areas of the country, this program helps to

- **Emergency Relief Program: \$100.0 million** to help restore and repair roads and bridges following disasters or catastrophic failures. Through this program, FHWA often provides "quick release" funds shortly after an event to help restore essential transportation. Additional funding is often provided to complete restoration projects and better prepare the infrastructure for future weather events.

FHWA's research, technology, and education programs support the development and deployment of innovations to improve safety, increase mobility of people and goods, reduce congestion, extend the life of transportation infrastructure, accelerate project delivery, and support the transition to an equitable transportation system that serves all road users.

- **Research, Technology, and Education Program: \$501.0 million** is requested, along with **\$19.0 million** in BIL advance appropriations, to develop and accelerate the adoption of proven innovative practices and technologies as standard practices to significantly improve safety, system efficiency, infrastructure health, reliability, and performance.
- FHWA is at the forefront of transportation innovation. This is exemplified by the **Exploratory Advanced Research Program**, which conducts longer-term, higher-risk research that has the potential for dramatic breakthroughs in transportation.
- FHWA is committed to helping innovations reach communities nationwide. For example, the **Advanced Transportation Technologies and Innovative Mobility Deployment program (\$60.0 million)** promotes technology-based solutions that improve the travel experience for millions of Americans who use our highway and transit systems, with expanded eligibility for projects in communities that have previously lacked investments, including rural areas and areas of persistent poverty.



Federal Motor Carrier Safety Administration (FMCSA)

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL MOTOR CARRIER SAFETY ADMIN									
OPERATIONS & PROGRAMS (OBLIM) (TF) (M)	367,500	-	367,500	367,500	-	367,500	438,100	-	438,100
OPERATIONS & PROGRAMS (GF) (D)	-	10,000	10,000	-	10,000	10,000	-	10,000	10,000
MOTOR CARRIER SAFETY GRANTS (OBLIM) (TF) (M)	506,150	-	506,150	506,150	-	506,150	526,450	-	526,450
MOTOR CARRIER SAFETY GRANTS (GF) (D)	-	124,500	124,500	-	124,500	124,500	-	124,500	124,500
TOTAL:	873,650	134,500	1,008,150	873,650	134,500	1,008,150	964,550	134,500	1,099,050
FTEs:			1,091			1,285			1,450

Overview

The mission of the Federal Motor Carrier Safety Administration (FMCSA) is to save lives by significantly decreasing the number and severity of crashes involving large trucks and buses. This is accomplished through education, prevention, regulation, enforcement, and collaboration with State and local governments, law enforcement, Tribes, colleges and universities, and nonprofit organizations; motor carriers; and commercial drivers. Additionally, FMCSA uses research, innovative technology, and grants to achieve a transportation system with safer people (including vulnerable road users), safer roads, safer speeds, safer vehicles, and post-crash care. FMCSA is responsible for enforcing Federal Motor Carrier Safety, Hazardous Materials, and Commercial Regulations for motor carriers, commercial drivers, and commercial motor vehicles (CMV) operating in the United States, including those from Mexico and Canada.

FMCSA's FY 2025 budget, in conjunction with BIL advance appropriations, sets the stage for investments in roadway safety, interstate commerce, CMV operations, and driver safety. Investments also focus on addressing root causes of roadway safety, considering situations that may negatively impact driver behavior, such as driver compensation and the frequency and severity of detention times that can lead to speeding. These investments and underlying policies provide the resources needed to strengthen the safety focus to end fatalities on our Nation's roads.

President's Budget

FMCSA's FY 2025 Budget requests **\$964.6 million** for providing safety oversight of motor carriers, commercial drivers, and CMVs. Of this amount, **\$55.6 million** is to be provided from repurposed prior year unobligated contract authority, of which **\$12.0 million** will be used for a new Medium-Duty Truck Crash Causal Factors Study (MDTCCFS) and **\$43.6 million** will be used to accelerate FMCSA's IT modernization efforts. In addition to the funding requested in this Budget, 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 top priority is to improve **Roadway Safety** to reduce large truck and bus fatalities. 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 several significant actions for FMCSA. To ensure the safe operation of motor carriers and drivers, FMCSA carries out various activities, including research, compliance interventions, training, medical fitness standards, and outreach efforts. Key efforts in FY 2025 include accelerating IT modernization, focusing on the driver, fostering equity and economic strength, incentivizing safe CMV operations, sponsoring the Protect Your Move Campaign, continuing the Large Truck Crash Causal Factors Study (LTCCFS), administering the Drug and Alcohol Clearinghouse (DACH), and performing investigations and safety audits to assess how carriers are meeting FMCSA safety requirements and ensuring carriers have secure management controls in place.

Additionally, 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. Following the FY 2024 Notice of Proposed Rulemaking, the Agency plans to publish a Final Rule for the safe deployment of commercial vehicles with automated driving systems on the Nation's roadways. Furthermore, the Agency anticipates publication of a Notice of Proposed Rulemaking affecting speed limiters for CMVs. In FY 2025, FMCSA's Research & Technology program will continue its emphasis on enhancing the safety of drivers, vehicles, and carriers, such as research examining driver employment, licensing, and fitness. The program will also expand research in automated driving systems, electric vehicles, and roadside screening technologies, all of which support climate and sustainability priorities by reducing vehicle emissions and idling times.

In FY 2025, FMCSA will work with stakeholders to implement recommendations from the two new advisory committees mandated under BIL. The Women of Trucking Advisory Board (WOTAB) focuses on issues related to the recruitment, career advancement, and safety of women in the CMV driver workforce, and the Truck Leasing Task Force (TLTF) examines predatory truck leasing arrangements impacting CMV drivers seeking careers as independent operators. Implementing these committees' recommendations will help with the recruitment and retention of qualified CMV drivers who are committed to operating safely on the Nation's roadways.

Finally, FMCSA continues its critical efforts to modernize its legacy information technology (IT) portfolio, providing IT capabilities to staff, partners, and stakeholders, and ensuring that motor carrier safety data is current and accurate. FMCSA remains on track to deliver critical IT milestones in FY 2025, such as the Unified Registration System, a modernized platform to streamline the FMCSA registration experience; capabilities

for SafeSpect, the one-stop-shop for all inspection and investigative capabilities; a modernized National Consumer Complaint Database to provide an effective mechanism for citizen engagement on safety-related issues; and a modernized data

and analytics platform that lays the foundation for seamless, secure, and authoritative enterprise data and analytical capabilities, including AI and machine learning.

Key Components of the Request

Motor Carrier Safety Operations and Programs: \$438.1 million is requested for administrative expenses, information technology, and research. This amount includes **\$55.6 million** in repurposed prior year contract authority. BIL provides an additional **\$10.0 million** in advance appropriations for administrative expenses, for total budgetary resources of **\$448.1 million**.

- **General Operating Expenses: \$305.3 million** is requested to carry out FMCSA's safety mission, commercial enforcement, and interagency support functions. This includes salaries and benefits for approximately 1,450 staff, contracts, rent, Working Capital Fund, travel, and training. The request supports operational efficiencies, provides greater transparency, and ensures full accountability across headquarters and the field offices in all 50 States, the District of Columbia, and U.S. Territories.
- **Information Technology (IT): \$106.7 million**, of which **\$43.6 million** is to come from unobligated contract authority, is requested to continue FMCSA's necessary transition from legacy system operations and maintenance to modern technology development and digital transformation. Within this total, **\$43.6 million** of unobligated contract authority balances will be used to accelerate the Agency's IT modernization efforts to mitigate risks, detect and prevent fraud, and reduce the movement of stolen and illicit goods and human trafficking. The IT modernization roadmap for FY 2025 maintains the Agency's trajectory for transforming

FMCSA's current technology landscape into a simple, seamless, and secure ecosystem of seven interrelated platforms that improve interactions between FMCSA and regulated entities. FMCSA remains on target to better share, safeguard, govern, and maintain data as the sole authoritative source of CMV safety information. Data exchange among internal and external stakeholders will significantly improve compliance and enforcement operations.

- **Research & Technology (R&T): \$26.1 million**, of which **\$12.0 million** is requested from prior year unobligated contract authority balances, is requested to implement FMCSA's multiyear 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, **\$12.0 million** of unobligated contract authority will be used for the new MDTCCFS, to be developed in conjunction with the ongoing LTCCFS started in FY 2022.

Motor Carrier Safety Grants: \$526.5 million, along with **\$124.5 million** in BIL advance appropriations, is requested for the Motor Carrier Safety Grant programs. FMCSA's grants represent a continuing investment into improving motor carrier, driver, and CMV safety through effective implementation,

consistent nationwide application, and enforcement of laws. There are more than 800,000 FMCSA-regulated motor carriers and approximately 7.2 million commercial drivers, including 5.3 million commercial driver's license (CDL) holders who are subject to Federal requirements. FMCSA will continue to partner with State and local agencies and other eligible stakeholders to improve safety. FMCSA's discretionary grant programs require applicants to prioritize safety, climate, sustainability, equity, and workforce to the extent practicable in the overall project delivery and implementation.

- **Motor Carrier Safety Assistance Program (MCSAP): \$414.5 million**, along with **\$80.0 million** in BIL advance appropriations, is requested for 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. States work to reduce the number and severity of crashes involving CMVs by 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 and work zones, to identify serious safety deficiencies and stop unsafe companies, drivers, and vehicles from operating on the roadways. Additionally, MCSAP funding supports the prevention of criminal trafficking in a CMV, including human trafficking.
- **Commercial Motor Vehicle Operator Safety Training (CMVOST): \$1.4 million**, along with **\$2.0 million** in BIL advance appropriations, is requested for these discretionary grants. CMVOST grants are awarded to State and local governments and accredited post-secondary educational institutions, including truck driver training schools, to establish training for people to transition into 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): \$61.2 million**, along with **\$26.5 million** in BIL advance appropriations, is requested for the HPAP discretionary grant program. HPAP grants provide financial assistance to State and local governments, Tribes, and other political jurisdictions to carry out high-priority CMV safety activities and support IT projects that promote the deployment of intelligent transportation system applications for CMV operations. In FY 2025, FMCSA will continue to solicit applications for projects that demonstrate real-time dissemination of information to CMV drivers of parking space availability using dynamic message signs, interactive voice recognition, smartphone apps, and other proven technology, to expand the use of available truck parking for commercial drivers.
- **Commercial Driver License Program Implementation (CDLPI): \$44.4 million**, along with **\$16.0 million** in BIL advance appropriations, is requested for this discretionary grant program supporting the development, implementation, and maintenance of the commercial driver license program. Effective early FY 2025, FMCSA will implement the Drug and Alcohol Clearinghouse (DACH) Rule 2, where States must disqualify prohibited drivers identified by the Agency's DACH. States will also finalize the 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 the accuracy of CDL records and to evaluate additional opportunities to use this data to identify and remove unsafe drivers from the road more rapidly.
- **Commercial Motor Vehicle Enforcement Training & Support (CMVETS): \$5.0 million** is requested for this discretionary grant program that supports training for

non-Federal personnel who conduct motor carrier safety activities, such as inspections, investigations, audits, and traffic enforcement. The grant is available for nonprofit organizations with expertise in CMV safety-related training.



National Highway Traffic Safety Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
NATIONAL HIGHWAY TRAFFIC SAFETY ADMIN									
OPERATIONS AND RESEARCH (GF) (D)	210,000	-	210,000	210,000	-	210,000	248,000	-	248,000
OPERATIONS AND RESEARCH (OBLIM) (TF) (M)	197,000	-	197,000	197,000	-	197,000	205,400	-	205,400
HIGHWAY TRAFFIC SAFETY GRANTS (OBLIM) (TF) (M)	795,220	-	795,220	795,220	-	795,220	831,445	-	831,445
CRASH DATA (GF) (D)	-	150,000	150,000	-	150,000	150,000	-	150,000	150,000
VEHICLE SAFETY & BEHAV RESEARCH (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
TOTAL:	1,202,220	321,700	1,523,920	1,202,220	321,700	1,523,920	1,284,845	321,700	1,606,545
FTEs:			675			848			897

Overview

The National Highway Traffic Safety Administration (NHTSA) is charged with reducing traffic crashes and related deaths and injuries. The FY 2025 President's Budget request of \$1.3 billion will enable NHTSA to deliver on key elements of the Department's National Roadway Safety Strategy (NRSS) and address the crisis of traffic fatalities. The request focuses on key priorities such as improving recall management and defects investigations, expanding capabilities for the New Car Assessment Program (NCAP), and increased efforts on researching behavioral issues. This request will continue to establish and enforce safety standards for motor vehicles and motor vehicle equipment, conduct research and development on vehicle safety and driver behavior, conduct public awareness campaigns to combat safety risks, provide consumers with independent and reliable information about the crashworthiness and safety features of new vehicles, operate the National Driver Register, and administer a comprehensive program of safety grants to States.

President's Budget

The FY 2025 President's Budget requests **\$1.3 billion** for NHTSA to deliver on key elements of the Department's National Roadway Safety Strategy (NRSS) and invest in initiatives that reduce traffic crashes, injuries, and fatalities; improve safety for American motorists, cyclists, and pedestrians; and improve the environment as well as the Nation's energy security through

improved fuel economy and efficiency of cars and trucks. When combined with **\$321.7 million** in BIL advance appropriations, NHTSA will have **\$1.6 billion** in total FY 2025 budgetary resources. This request will strengthen NHTSA's workforce, tools, and capabilities to help save lives on our Nation's roads.

Key Components of the Request

Operations and Research (GF): \$248.0 million is requested to support NHTSA's rulemaking program, enforcement initiatives, and the vehicle safety research portfolio. This funding supports the salaries and benefits for 451 staff, general administration of the agency, and the following initiatives:

- **Vehicle Electronics and Cybersecurity: \$8.0 million** is requested for targeted research on contemporary approaches to assuring the safety of electronics-based features in the increasingly software-defined vehicles. This area includes methods to address vehicle cybersecurity risks such as identifying, protecting, detecting, responding, and recovering from cybersecurity threats posed by the potential malicious manipulation of software, hardware, sensors, and communication networks onboard the vehicle. The requested funds will also support functional safety methods research to aid in identification of potential issues and proactive management of the reliability, integrity, and safety of advanced electronics, sensors, and software-controlled systems during component or system malfunctions.
- **Advanced Safety Technologies: \$13.5 million** is requested for research programs that support the safe testing and deployment of new technologies to advance and accelerate the responsible deployment of safety beneficial Advanced Driver Assistance Systems (ADAS) across the U.S. automotive fleet. The program will focus on safety systems and innovations that can directly mitigate crashes involving light and heavy vehicles, pedestrians, bicyclists, motorcyclists, and other vulnerable roadway users. The requested funding also supports efforts to quantify ADAS performance, capabilities, limitations, and effectiveness, and understand potential new risks.
- **Rulemaking: \$34.3 million** is requested for rulemaking programs and activities, including **\$9.0 million** for the Corporate Average Fuel Economy (CAFE) program to develop and implement light vehicle standards for model year 2027 and beyond, and **\$9.5 million** for the New Car Assessment Program (NCAP) to continue efforts to incorporate advanced technologies into the program. NHTSA tests and rates 85 percent of each new model year vehicle fleet

(based on projected sales volume) under NCAP and disseminates vehicle safety information to the American public. **\$15.8 million** in Safety Standards Support includes **\$13.9 million** in dedicated funding for NHTSA's Office of Automation Safety. The request also supports the development of safety standards mandated by the 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 truck underride protection. In addition to the request, BIL provides **\$70.0 million** in advance appropriations to accelerate the agency's vehicle safety efforts.

- **Enforcement of Vehicle Safety Standards: \$21.6 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 request includes **\$1.7 million** for investments in advanced tools for data analysis that will leverage machine learning and artificial intelligence to ensure that the agency keeps pace with the exponential growth in the variety and volume of data received by the Office of Defect Investigations, especially data related to vehicles equipped with automated driving systems (ADS) and advanced driver assistance systems (ADAS).
- **Communication and Consumer Information: \$6.1 million** is requested to support NHTSA's mission by developing and disseminating messages to encourage higher vehicle recall response rates to promote the 5 Star Safety Rating program; to operate and promote the Vehicle Safety Hotline; and to increase awareness of new and existing automated driver assistance technologies.

Operations and Research (TF): \$205.4 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: \$54.4 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 NRSS, 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 provides **\$39.7 million** in advance appropriations to accelerate the agency's behavioral research efforts.
- **National Center for Statistics and Analysis: \$48.7 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 provides **\$150.0 million** in advance appropriations for improvements to crash data.

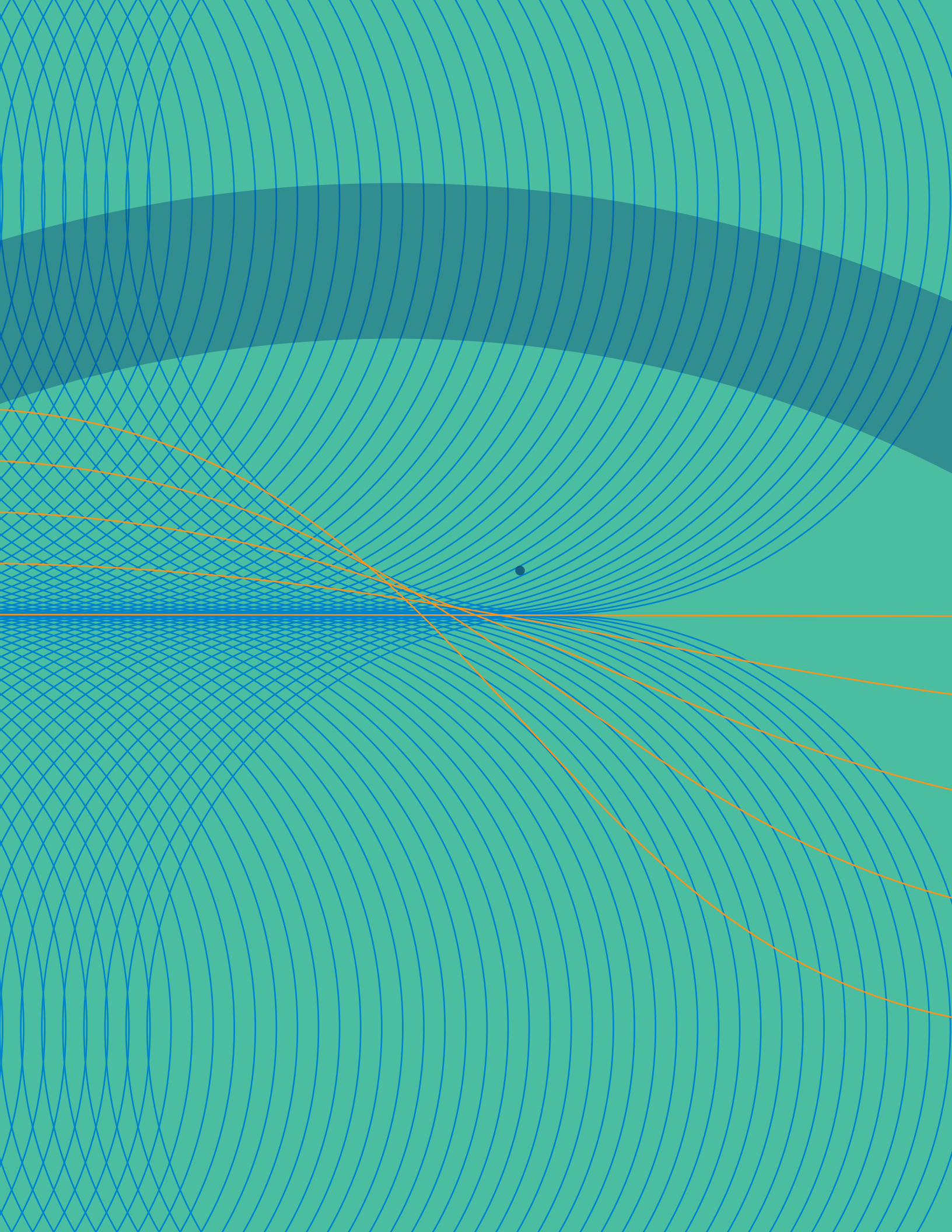
- **National Driver Register: \$7.4 million** is requested to support and upgrade the nationwide computerized database that contains information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled, or denied, or who have been convicted of serious traffic-related offenses.
- **Communication and Consumer Information: \$9.4 million** is requested to develop and execute communication tools and activities to support NHTSA's mission. Creative messaging, marketing, and materials development accelerate initiatives designed to address risky behavior on the Nation's roadways. This effort seeks 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): \$831.5 million is requested for Highway Traffic Safety grants, which are annual formula grants to States, the District of Columbia, U.S. Territories, and the Bureau of Indian Affairs on behalf of the Federally recognized Tribes to carry out highway safety programs within their jurisdictions. These grants help improve road safety by implementing proven effective and innovative countermeasures for efforts such as promoting the proper use of seat belts and car seats; preventing impaired, distracted, and aggressive driving; and implementing behavioral safety strategies to improve pedestrian safety. This funding supports the salaries and benefits of 104 Regional Operations and Program Delivery staff, general administration of the agency, and the following programs:

- **Highway Safety Programs (Section 402): \$385.9 million** is requested. These formula grants provide flexibility to States to address pervasive and emerging highway safety problems specific to the jurisdiction, with at least 40 percent of these funds spent directly on local expenditures for counties, cities, towns, and

other local political subdivisions of the State. In addition to the request, BIL provides **\$20.0 million** in advance appropriations to accelerate State-implemented highway safety efforts.

- **National Priority Safety Programs (Section 405): \$360.5 million** is requested for the programs to address occupant protection, State safety data system improvements, impaired driving, distracted driving, motorcyclist safety, non-motorized safety, preventing roadside deaths, and driver and officer safety education. In addition, BIL provides **\$22.0 million** in advance appropriations to accelerate State-implemented highway safety efforts.
- **High Visibility Enforcement (Section 404): \$42.3 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." In FY 2025, NHTSA will initiate a program evaluation on the "Click It or Ticket" campaign.



Federal Transit Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL TRANSIT ADMINISTRATION									
CAPITAL INVESTMENT GRANTS (GF) (D)	2,635,000	1,600,000	4,235,000	2,635,000	1,600,000	4,235,000	2,365,525	1,600,000	3,965,525
WASHINGTON METRO (GF) (D)	150,000	-	150,000	150,000	-	150,000	150,000	-	150,000
TECHNICAL ASSISTANCE & TRAINING (GF) (D)	7,500	-	7,500	7,500	-	7,500	8,000	-	8,000
TRANSIT INFRASTRUCTURE GRANTS (GF) (D)	541,959	2,050,000	2,591,959	541,959	2,050,000	2,591,959	-	2,050,000	2,050,000
TRANSIT FORMULA GRANTS (OBLIM) (TF) (M)	13,634,000	-	13,634,000	13,634,000	-	13,634,000	14,279,000	-	14,279,000
ADMINISTRATIVE EXPENSES [non-add] (TF) (D)	134,930	-	134,930	134,930	-	134,930	143,147	-	143,147
ALL STATIONS ACCESSIBILITY PROG (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
TOTAL:	16,968,459	4,250,000	21,218,459	16,968,459	4,250,000	21,218,459	16,802,525	4,250,000	21,052,525
EMERGENCY RELIEF (GF) (D)	213,905	-	213,905	-	-	-	-	-	-
FTEs:			655			781			805

Overview

The mission of the Federal Transit Administration (FTA) is to improve America's communities through public transportation. FTA fulfills 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 provides mobility options that help to improve community and people's access to opportunity. FTA's programs support the creation and advancement of public transportation systems, including subways, light rail, commuter rail, buses (including metrobuses and commuter buses), trolley, ferry, and other transit services. Transit investments supported by FTA's programs enable communities to improve systems' safety, provide mobility options to people of all backgrounds, improve equity and accessibility, modernize existing transit systems, reduce harmful emissions, provide good jobs, and support equitable economic development.

FTA investments will improve riders' experiences and access to transportation. Decades of underinvestment in infrastructure have led to an over \$105 billion backlog in transit state of good repair needs. In response, 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 help ensure that these systems are prepared to welcome new and returning riders over the coming years.

Highlights of the FY 2025

President's Budget

FTA's FY 2025 Budget requests **\$16.8 billion** to improve America's communities through public transportation. The Budget builds on BIL, which provides **\$4.3 billion** in advance appropriations, bringing the total for transit investments to **\$21.1 billion** in FY 2025. The request supports FTA's ability

to fund transit infrastructure enhancements, ensure continued safety and compliance oversight, and provide technical assistance to nearly 4,000 local transit systems that operate buses, subways, light rail, commuter rail, and ferries, as well as on-demand service for seniors and individuals with disabilities.

Key Components of the Request

Transit Formula Grants: \$14.3 billion is requested for Transit Formula Grants, as authorized in BIL. The request supports core transit programs for capital and planning, operating support, research, technical assistance, and data collection. Funding will support public transportation systems' efforts to sustain or increase service levels, maintain a state of good repair, and increase ridership. Through both competitive grants and research funding, the request also supports the performance goals of increasing the number of zero-emission buses in the Nation's transit fleets and improving the safety for workers and riders through financial assistance, technical assistance, training, and oversight. Additionally, it provides resources to administer and oversee these programs, including evaluations of key programs, and to ensure that they deliver results for the American people, including through the development of a new performance goal and measure to monitor equitable access to public transit stations.

Capital Investment Grants (CIG): \$2.4 billion is requested for CIG. The request supplements State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. These project investments support increasing transit ridership, economic growth, affordable transportation choices, and job creation and retention in local communities. When combined with **\$1.6 billion** in BIL advance appropriations, **\$4.0 billion** will be available for CIG in FY 2025. Within this amount:

- **\$3.9 billion** is requested for the Capital Investment Grants Program.
- **\$60.0 million** is requested for the Expedited Project Delivery (EPD) Pilot Program.
- **\$39.7 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 improve the safety and reliability of service. This funding is in addition to the support WMATA receives through FTA's core formula programs.

Technical Assistance and Training: \$8.0 million is requested to increase the capacity and capabilities of States and transit agencies to: train, retain, and recruit the workforce to operate and maintain emerging technologies; effectively apply for Federal grants and implement transit programs that meet Federal requirements; and transform transit to meet mobility, equity, climate, and safety challenges.

In addition to the FY 2025 Budget request, BIL provides **\$4.3 billion** in advance appropriations, including:

- **\$1.6 billion** to support the Capital Investment Grants Program.
- **\$2.1 billion** to support State of Good Repair grants (\$950.0 million); Low or No Emission grants (\$1.1 billion); and Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (\$50.0 million).
- **\$350.0 million** to support competitive All Stations Accessibility Program grants to State or local government authorities to upgrade the accessibility of legacy rail fixed guideway systems for persons with disabilities, including those who use wheelchairs.
- **\$50.0 million** to support 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** to support competitive grants to States to provide basic essential ferry service in rural communities.

New and Continued Policy Proposals: FTA is proposing several policy provisions designed to address emerging needs among transit agencies and the transit industry, including funding flexibilities that will improve access to existing grant resources to fulfill important local needs.

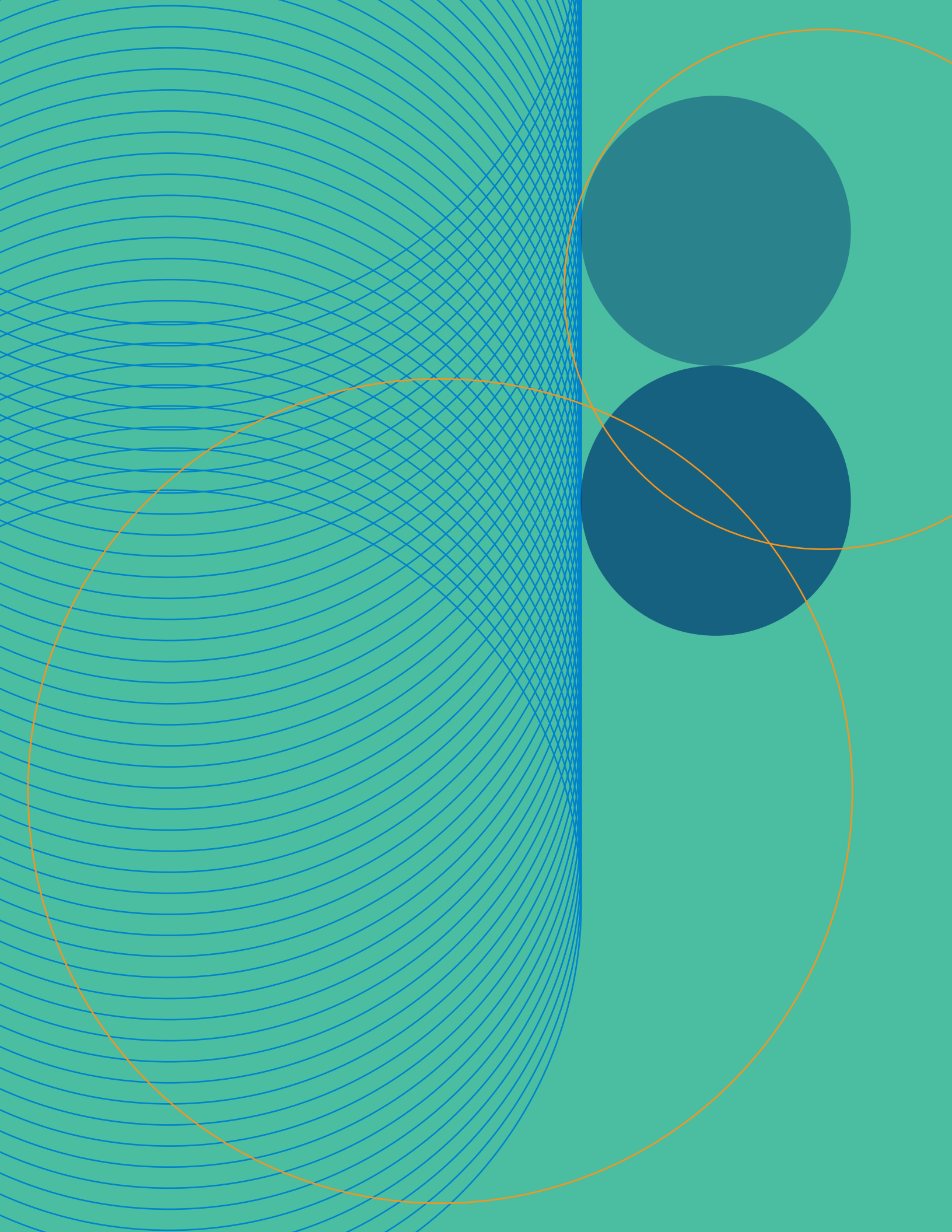
- **Improving access to Federal funding:** FTA proposes a provision to improve Tribal transit agencies' access to competitive bus funding by supporting a 100 percent Federal share for Tribal applicants to the Buses and Bus Facilities Competitive Grants Program. Additionally, FTA proposes provisions to improve access to the Rural Formula and Enhanced Mobility for Seniors and Individuals with Disabilities funding by waiving the match requirement for rural, Tribal, and nonprofit providers. These provisions support the Department's Equity goal by making it easier for communities to access available Federal funding.
- **Enable large urbanized area transit agencies to address operating fund shortfalls:** As COVID-19 emergency funding is depleted and transit fare collection remains below pre-pandemic levels, the looming fiscal cliff continues to be a concern for many large transit agencies around the country. FTA proposes provisions that would allow large urbanized areas the flexibility to use Urbanized Area Formula funds and funding transferred from the Federal Highway Administration (flex funds) for operating assistance, so long as there is a local maintenance of effort.
- **Allow transit agencies to purchase real property:** FTA proposes a provision to enable transit agencies to purchase real property outside an existing transit corridor to support transit agencies' efforts to plan for future needs.
- **Encourage standardized purchases of low and no emission buses:** This new provision would give FTA the flexibility to incentivize standardization in the purchase of low and no emission buses, with a goal of more efficient and economical vehicle production costs.

- **Support funding for micromobility systems:** This new provision would enable FTA grant recipients to directly fund shared micromobility systems, or those that use small, low-speed, human- or electric-powered transportation devices, including bicycles, scooters, and other small, lightweight wheeled conveyances, that are shared among users. By improving access to transit, shared use micromobility can reduce transportation emissions while improving equitable access to transportation.

Proposed FY 2025 Funding for the Capital Investment Grants and Expedited Project Delivery Pilot Program
(in millions of dollars)*

Existing New Starts FFGAs		
Westside Subway Section 3	Los Angeles, CA	\$315.7
Southwest LRT	Minneapolis, MN	\$129.5
Second Avenue Subway Phase 2	New York, NY	\$496.8
Lynnwood Link Extension	Seattle, WA	\$88.4
Subtotal for Existing FFGAs		\$1,030.4
Proposed New Starts Projects		
Inglewood Transit Connector	Inglewood, CA	\$200.0
Transbay Downtown Rail Extension	San Francisco, CA	\$500.0
Northeast Corridor Rapid Transit Project	Miami, FL	\$263.7
Red Line Extension	Chicago, IL	\$350.0
Hudson Tunnel	New Jersey-New York	\$700.0
Advanced Rapid Transit North-South Corridor	San Antonio, TX	\$109.7
Other New Starts Projects That May Become Ready		\$60.0
Subtotal for Proposed New Starts Projects		\$2,183.4
Proposed Core Capacity Projects		
Other Core Capacity Projects That May Become Ready		\$60.0
Subtotal for Proposed Core Capacity Projects		\$60.0
Proposed Small Starts Projects		
Blue Line Bus Rapid Transit	Indianapolis, IN	\$141.9
North-South Bus Rapid Transit	Chapel Hill, NC	\$138.3
Advanced Rapid Transit East-West Corridor	San Antonio, TX	\$134.7
North-South BRT	Madison, WI	\$118.1
Other Small Starts Projects That May Become Ready		\$59.2
Subtotal for Proposed Small Starts Projects		\$592.1
Proposed Expedited Project Delivery Pilot Program		
Other Expedited Project Delivery Pilot Program Projects That May Become Ready		\$60.0
Subtotal for Expedited Project Delivery Pilot Program		\$60.0
FTA Oversight		\$39.7
GRAND TOTAL		\$3,965.5

* Funding in this table represents both the FY 2025 budget request of \$2.4 billion and BIL advance appropriations of \$1.6 billion, for a total of \$4.0 billion available for CIG in FY 2025.



Federal Railroad Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
FEDERAL RAILROAD ADMINISTRATION									
NE CORR GRANTS TO AMTRAK (GF) (D)	1,260,000	1,200,000	2,460,000	1,260,000	1,200,000	2,460,000	1,200,000	1,200,000	2,400,000
NAT NETWORK GRANTS TO AMTRAK (GF) (D)	1,193,000	3,200,000	4,393,000	1,193,000	3,200,000	4,393,000	1,304,475	3,200,000	4,504,475
AMTRAK SUBTOTAL [non-add] (GF)	2,453,000	4,400,000	6,853,000	2,453,000	4,400,000	6,853,000	2,504,475	4,400,000	6,904,475
RAILROAD RESEARCH & DEV (GF) (D)	44,000	-	44,000	44,000	-	44,000	52,000	-	52,000
SAFETY & OPERATIONS (GF) (D)	250,449	-	250,449	250,449	-	250,449	293,965	-	293,965
CRISI GRANTS (GF) (D)	560,000	1,000,000	1,560,000	560,000	1,000,000	1,560,000	250,000	1,000,000	1,250,000
RAILROAD CROSSING ELIMINATION PROGRAM (GF) (D)	-	600,000	600,000	-	600,000	600,000	-	600,000	600,000
FED STATE PARTNERSHIP (GF) (D)	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000	100,000	7,200,000	7,300,000
Cancellation [non-add] Inactive Rail Grant Programs (GF) (D)	(3,421)	-	(3,421)	-	-	-	-	-	-
TOTAL:	3,407,449	13,200,000	16,607,449	3,407,449	13,200,000	16,607,449	3,200,440	13,200,000	16,400,440
FTEs:			975			1,099			1,223

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 through a robust regulatory enforcement and technical assistance program that combines rigorous data analysis, continuous stakeholder engagement, and the expertise of a highly skilled and dedicated workforce.

FRA also administers a broad portfolio of grant programs to improve the safety and condition of the Nation's railroad infrastructure, as well as support the development and enhancement 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 railroad safety and development programs are strengthened by research and development initiatives that spur innovative technologies and new practices that support railroad workers, safety, and operating performance.

President's Budget

The FY 2025 President's Budget includes **\$3.2 billion** for FRA, in addition to the **\$13.2 billion** in advance appropriations provided in FY 2025 through BIL, for total budgetary resources of **\$16.4 billion**. The \$3.2 billion request includes more than \$2.5 billion for Amtrak, \$250.0 million for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program, and \$100.0 million for the Federal-State Partnership for Intercity Passenger Rail (Fed-State Partnership) program. The CRISI and Fed-State Partnership programs have received a record number of applications in recent years, and the funding requested in the FY 2025 President's Budget will enable additional awards to meritorious projects that are ready to make critical safety improvements, expand passenger rail service, and enhance freight mobility.

The Norfolk Southern Railway freight train derailment that occurred in East Palestine, Ohio, on February 3, 2023, illustrated that—despite the marked improvements in rail safety over the last several decades—more can and must be done to mitigate the safety risks of train operations. The FY 2025

President's Budget requests resources and proposes policies to address critical railroad safety issues as the Department, Congress, and railroad industry continue to work to implement Secretary Buttigieg's call to action to improve railroad accountability and safety. Proposals for FY 2025 include:

- Nearly doubling funding for the Confidential Close Call Reporting System to \$8.0 million.
- Increasing funding for FRA's Automated Track Inspection Program by 20 percent to \$20.5 million.
- Proposing legislative changes to the Railroad Crossing Elimination program—which is receiving \$600.0 million in BIL advance appropriations in FY 2025—to enhance existing education and outreach eligibilities and launch a new public awareness campaign focused on grade crossing safety and trespass prevention.
- Increasing FRA railroad safety inspector staffing to a record 400 inspectors and adding new staff dedicated to carrying out FRA's multidisciplinary safety audits.

Key Components of the Request

Amtrak: \$2.5 billion is requested for Amtrak's base operating, capital, and debt service requirements, including **\$1.2 billion for the Northeast Corridor (NEC)** and **\$1.3 billion for the National Network**. This request is in addition to the **\$4.4 billion** provided in FY 2025 BIL advance appropriations. The BIL funds are specified for projects that Amtrak has historically been unable to fund under its traditional annual appropriation levels, including replacing Amtrak's aging fleet, bringing stations into compliance with the Americans with Disabilities Act (ADA), and reducing Amtrak's backlog of deferred maintenance projects. These BIL funds cannot be spent on Amtrak's day-to-day operating,

maintenance, or capital programs. The FY 2025 President's Budget ensures Amtrak will receive sufficient resources to operate and maintain the infrastructure that supports NEC, State-supported, and long-distance routes, which together are projected to carry more than 30 million passengers in FY 2025, serving 46 of the 48 continental United States.

Consolidated Rail Infrastructure and Safety

Improvements (CRISI): \$250.0 million is requested for CRISI, in addition to **\$1.0 billion** provided in BIL advance appropriations. CRISI supports a wide range of freight and intercity passenger rail projects to improve the safety,

efficiency, and reliability of the Nation's rail system. The FY 2025 President's Budget proposes to continue or begin several initiatives to advance railroad workforce development and climate and sustainability efforts. These include establishing a National Railroad Institute to develop and conduct training/education programs for railroad industry employees, maintaining a set-aside to fund recipient workforce development programs, and assisting short line railroads in replacing their worst-polluting locomotives. The FY 2025 President's Budget also proposes to reserve \$20.0 million in CRISI funds to provide formula funding to help States build the capacity required to manage their growing rail portfolios and deliver the transformative projects funded under BIL.

Federal-State Partnership for Intercity Passenger Rail (Fed-State Partnership): \$100.0 million is requested for the Fed-State Partnership program, in addition to **\$7.2 billion** in BIL advance appropriations. Fed-State Partnership is FRA's primary program for intercity passenger rail capital investment, and also provides funding for the Corridor Identification and Development (Corridor ID) planning and project development process. Additionally, the FY 2025 President's Budget proposes to address critical state of good repair projects at Washington Union Station, which is owned by the Federal government.

Safety and Operations (S&O): \$294.0 million is requested for the Safety and Operations account, which enables the agency to execute its dual mission of railroad safety and railroad development. These funds support FRA's organizational infrastructure (e.g., payroll, information technology, contract support, and training), as well as many of FRA's discrete programs focused on railroad safety, including the agency's inspection, audit, and other enforcement activities. Major S&O initiatives include:

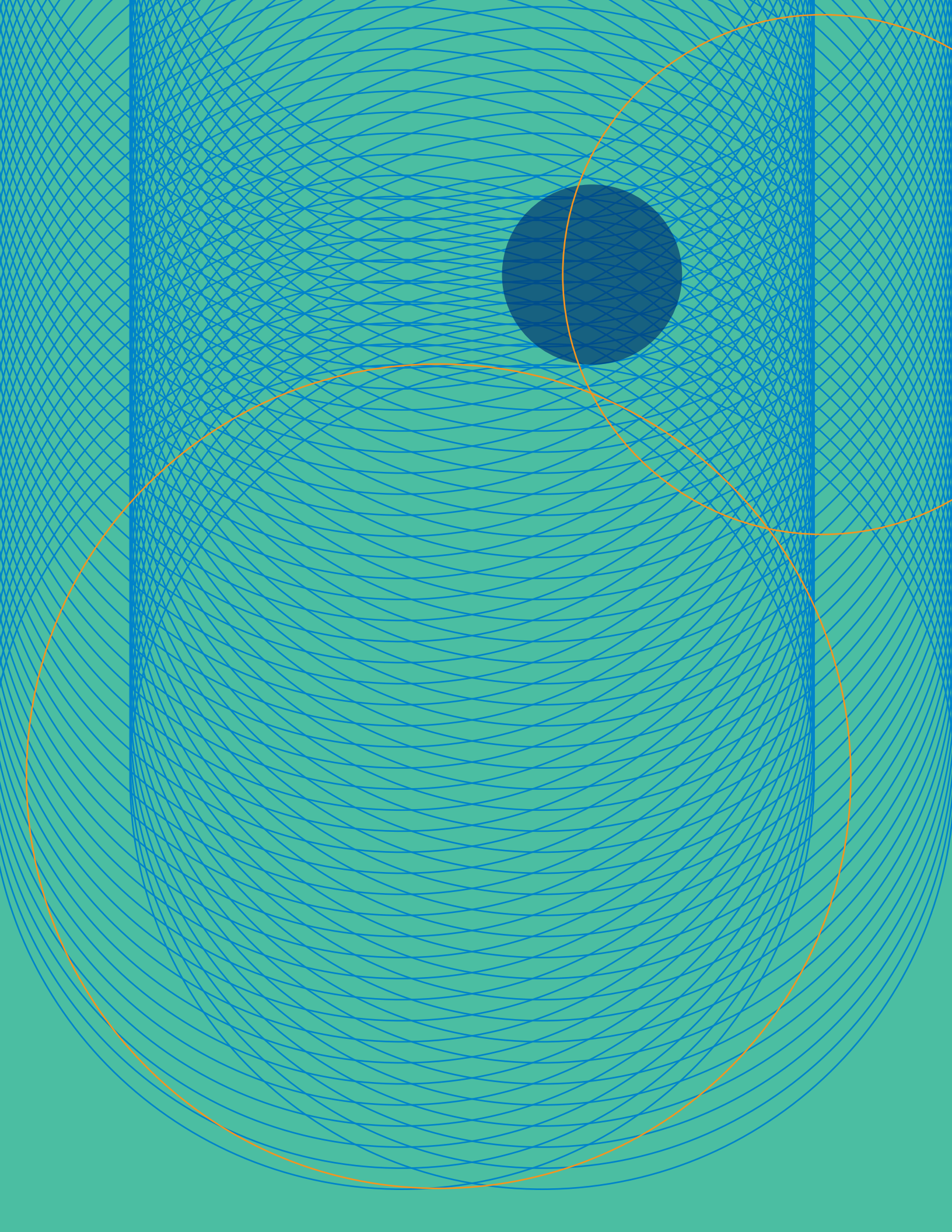
- **Automated Track Inspection Program (ATIP): \$20.5 million** to maintain full operation of FRA's fleet of ATIP vehicles. FRA deploys its fleet of ATIP vehicles to collect data on the highest risk routes, including those that transport passengers and hazardous materials. FRA then uses the data to inform oversight and enforcement activities, development of regulations, audits of railroad

compliance with Federal Track Safety Standards, and assessments of the conditions of railroad infrastructure. FRA shares the infrastructure diagnostics with the track owners and notifies railroads of major safety risks.

- **Confidential Close Call Reporting System (C3RS): \$8.0 million** to support the expansion of the C3RS program, which enables railroad employees to report close calls and unsafe events and allows railroads to collectively analyze a larger pool of data to proactively address railroad safety issues. Following the East Palestine derailment, Secretary Buttigieg called on the Class I railroads to join the C3RS program. Each of the Class I railroads publicly committed to joining the program, and the Railroad Safety Advisory Committee (RSAC) is currently examining how best to expand C3RS industry-wide and enable greater participation from railroads and railroad employees, including the more than 120,000 employees of Class I railroads.
- **Safety Personnel:** Increasing FRA railroad safety inspector staffing to a record 400 inspectors and adding new staff dedicated to carrying out FRA's multidisciplinary safety audits.

Research and Development: \$52.0 million is requested for FRA's R&D program, which provides the scientific and engineering foundation for FRA's safety enforcement, oversight, and regulatory activities. The FY 2025 President's Budget will maintain FRA's core safety research, continue workforce development efforts, and advance climate research.

- **Zero-Emission Rail Yards pilot:** The Budget proposes to launch a new initiative to reduce EPA criteria pollutant emissions at rail yards, with an emphasis on areas with high pollution impacts on surrounding communities. R&D funds will be used to conduct research and testing to build evidence and document the public health impacts rail yards currently have on surrounding communities, as well as identify the rail yards and communities most in need of intervention. Simultaneously, FRA will seek to partner with a rail yard to pilot the establishment of a Zero-Emission Rail Yard and use CRISI grants to fund the purchase of new switcher locomotives and upgrade rail infrastructure to improve the efficiency of yard operations.



Pipeline and Hazardous Materials Safety Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
PIPELINE & HAZARDOUS MATERIALS SAFETY									
OPERATIONAL EXPENSES (GF) (D)	29,936	-	29,936	29,936	-	29,936	32,633	-	32,633
HAZARDOUS MATERIALS SAFETY (GF) (D)	70,743	-	70,743	70,743	-	70,743	86,586	-	86,586
EMERGENCY PREP GRANTS (SF) (M)	28,318	-	28,318	28,318	-	28,318	46,825	-	46,825
PIPELINE SAFETY (SF) (D)	161,385	-	161,385	161,385	-	161,385	203,580	-	203,580
PIPELINE SAFETY TRUST FUND (TF) (D)	29,000	-	29,000	29,000	-	29,000	31,000	-	31,000
NAT GAS DIST INFR SAFETY AND MODERNIZATION (GF) (D)	-	200,000	200,000	-	200,000	200,000	-	200,000	200,000
TOTAL:	319,382	200,000	519,382	319,382	200,000	519,382	400,624	200,000	600,624
FTEs:			578			646			695

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 delivered to our homes and businesses. PHMSA's FY 2025 Budget request funds activities that protect people and the environment from pipeline failures and hazardous materials incidents and respond effectively to incidents when they occur to minimize loss and/or injury.

PHMSA delivers support to States, Tribal and local governments, first responders, the private sector, and the communities most impacted by energy and transportation sector growth as they transition to new technologies like hydrogen, lithium-ion batteries, liquefied natural gas (LNG), and carbon dioxide (CO₂) capture and storage. Given the dramatic surges in CO₂ and LNG transport and storage needs, PHMSA stands ready to manage the emerging risks from new and retrofitted CO₂ pipeline facilities. PHMSA maintains an updated set of modern safety standards, a commitment to innovation, thorough safety inspections, programs to address aging pipeline infrastructure, and emergency preparedness.

Overall, PHMSA registers nearly 23,000 companies involved in the packaging and shipment of 3.3 billion tons of regulated hazardous materials (e.g., crude oil, explosives, fireworks, and lithium batteries, among many others)—valued at more than \$1.9 trillion annually—by rail, roadway, waterway, and air. PHMSA oversees the safety and environmental impacts of a growing domestic pipeline network of more than 3.3 million miles, which moves and stores 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 the U.S. to our homes and businesses and to export.

President's Budget

PHMSA's FY 2025 Budget request is **\$400.6 million**. This amount will support PHMSA's and our State counterparts' growing oversight responsibilities to ensure the safe transport of hazardous materials, including a significant increase in the market for transporting energy products, high value equipment that contains hazardous materials such as spacecraft, and other items that are essential to the U.S. economy. In FY 2025, PHMSA will set safety standards and continue to perform safety inspections on the movement of lithium-ion batteries via every mode of transportation; on crude oil and refined energy products by truck, rail, and pipeline; and on the transport of space equipment and products via truck and air. PHMSA will also support the safe operation and maintenance of facilities that transport and store increasing quantities of carbon dioxide, hydrogen, and natural gas (including LNG).

In addition to the funding requested in this budget, the Bipartisan Infrastructure Law (BIL) continues a **\$200.0 million** investment in the Nation's underserved communities in FY 2025 with advance appropriations for infrastructure improvements through the Natural Gas Distribution Infrastructure Safety and Modernization Grant Program. This five-year, \$1 billion program provides funding to municipal- and community-owned utilities for the repair, rehabilitation, and/or replacement of the most high-risk cast and wrought iron pipelines, and other legacy pipe. The degrading nature of iron alloys, age of the pipelines, and weak pipe joints design have increased the risk of accidents and climate-damaging methane emissions, and this program will accelerate their repair, rehabilitation, and/or replacement, improving safety and access to energy products for these communities.

Key Components of the Request

Pipeline Safety: PHMSA requests **\$203.6 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 regulations, policies, and technology development and deployment. This funding will enable PHMSA to focus on improving the safe transportation of hydrogen, CO₂, and other emerging clean energy products, incentivized in both the BIL and the Inflation Reduction Act, to the tune of tens of billions of dollars.

- PHMSA will protect our Nation's most sensitive high-consequence environmental areas by continuing to update standards for the safe and reliable delivery of

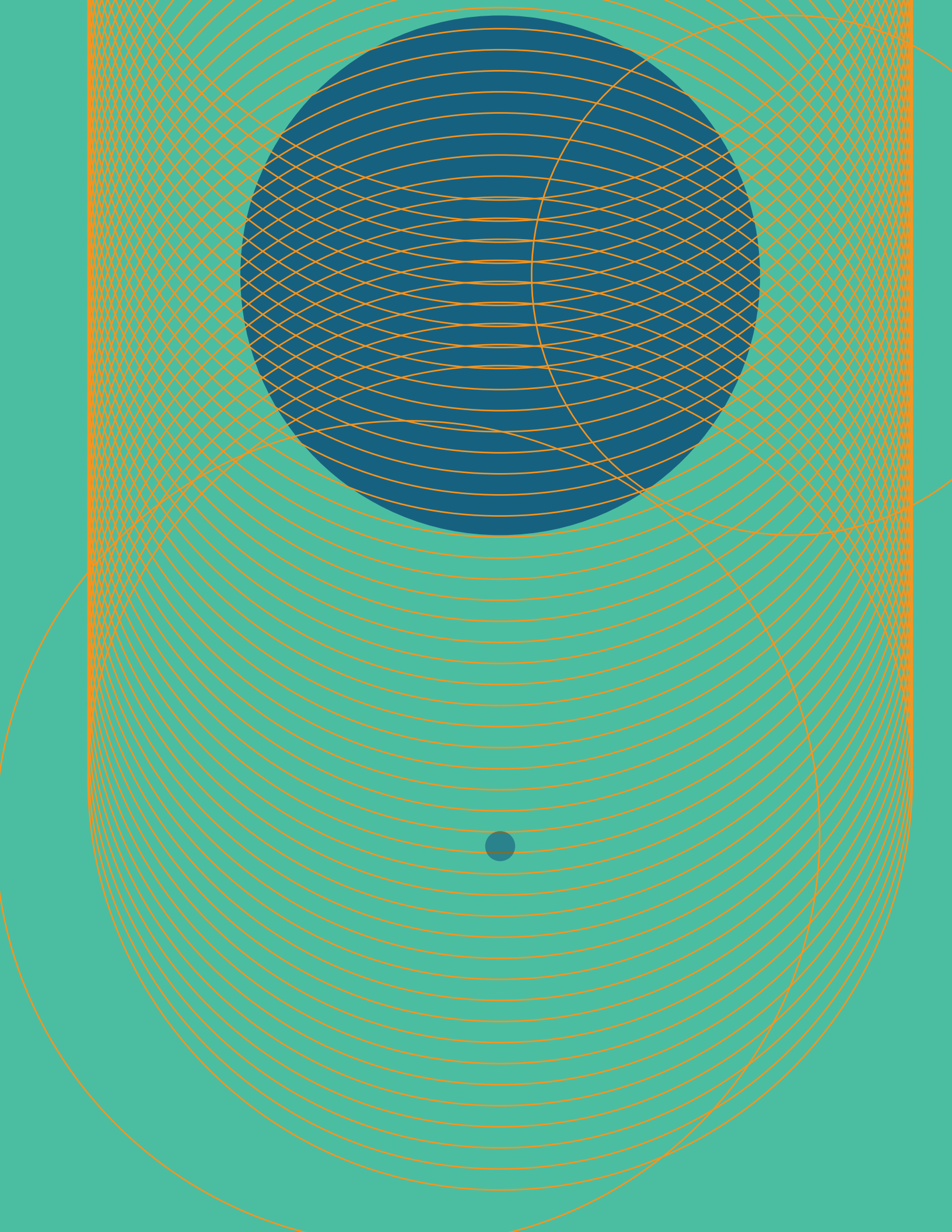
energy products from source to refineries or storage and ultimately to our homes and businesses. PHMSA will also oversee the safe transportation and storage of liquefied natural gas (LNG).

- The request funds the Federal share (80%) of the State cost for intrastate pipeline inspections. This strengthens pipeline safety throughout the Nation by supporting State inspectors, who bear a significant inspection burden across the country and who have also been stretched thin by new oversight responsibilities directed by Congress with the expansion of oversight of natural gas gathering lines, as well as CO₂ and hydrogen transport.

Hazardous Materials Safety: PHMSA requests **\$86.6 million** to set safety standards and continue to 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 on how to respond when incidents occur. The request includes the hiring of additional staff to manage a growing special permits and approvals workload including the transportation of high value hazardous materials containing products bound for outer space, and a rapidly growing outer space economy. PHMSA will increase outreach, training and compliance, accident investigation, and provide emerging energy experts, bringing the hazardous materials safety program to scale with the increase in energy products classified as hazmat. This will address a boom in new and expanded E-commerce companies shipping products containing otherwise hazardous materials, large-scale movements of medical equipment and biohazards, 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 use of all collections, including an estimated **\$46.8 million** in registration fees, 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 **\$32.6 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, the request supports additional civil rights positions to ensure all of PHMSA's programs and financial assistance meet statutory requirements.



Maritime Administration

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
MARAD ADMINISTRATION									
OPERATIONS AND TRAINING (GF) (D)	213,181	-	213,181	213,181	-	213,181	285,000	-	285,000
STATE MARITIME ACADEMY OPERATIONS (GF) (D)	120,700	-	120,700	120,700	-	120,700	87,000	-	87,000
SHIP DISPOSAL (GF) (D)	6,000	-	6,000	6,000	-	6,000	6,000	-	6,000
ASSISTANCE TO SMALL SHIPYARDS (GF) (D)	20,000	-	20,000	20,000	-	20,000	20,000	-	20,000
MARITIME SECURITY PROGRAM [Defense] (GF) (D)	318,000	-	318,000	318,000	-	318,000	318,000	-	318,000
MARITIME GUARANTEED LOANS (TITLE X) (GF) (D)	3,000	-	3,000	3,000	-	3,000	3,700	-	3,700
PORT INFRASTRUCTURE DEVELOPMENT (GF) (D)	212,204	450,000	662,204	212,204	450,000	662,204	80,000	450,000	530,000
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>(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>	<i>(32,252)</i>	-	<i>(32,252)</i>	-	-	-
TOTAL:	963,085	450,000	1,413,085	963,085	450,000	1,413,085	859,700	450,000	1,309,700
FTEs:			805			875			895

Overview

A strong, resilient marine transportation system is essential to keep the United States competitive in a global economy and to provide sealift capability and capacity to support our military and the economic needs of the Nation. The Maritime Administration (MARAD) helps to foster, promote, and develop the maritime industry by implementing policies that address our Nation's maritime infrastructure gaps while fostering and sustaining American job opportunities in the maritime industry. MARAD leverages technology to meet the needs and challenges of the marine transportation system and supports improvements in safety and security in a variety of program areas involving ships and shipping, port operations, vessel operations, national security and strategic mobility, ship disposal, and environment and education.

President's Budget

The Fiscal Year 2025 Budget request includes **\$859.7 million** for the MARAD to strengthen the U.S. maritime transportation system.

In addition to the request, BIL provides **\$450.0 million** in advance appropriations to support critical investments in our Nation's ports. This provides a total of **\$1.3 billion** for MARAD in FY 2025 to support jobs at American ports, as well as more efficient and resilient port operations to meet the supply chain needs for delivery of goods to the American people. The FY 2025 Budget also supports projects that increase port capacity, while advancing climate sustainability, including projects that reduce or eliminate port-related criteria pollutant or greenhouse gas emissions.

MARAD is also 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 supported by six State Maritime Academies (SMAs), MARAD educates and trains the majority of the Nation's new generation of highly skilled Merchant Marine officers who, through service obligations, are committed to national service during times of war and peace.

In addition, MARAD maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies and is responsible for disposing of the ships in that fleet, as well as other non-combatant Government ships, as they become obsolete. MARAD partners with the Department of Defense to maintain the National Defense Reserve Fleet of vessels to provide sealift to transport military equipment and supplies during war and national emergencies.

Key Components of the Request

Operations and Training: \$285.0 million is requested to ensure that the USMMA continues to educate merchant mariners who will serve the economic and national security needs of the Nation. This funding will also provide for agency infrastructure and initiatives, including additional staff necessary to support National Academy of Public Administration recommendations for USMMA operational and program support. The request will continue efforts to strengthen management and oversight of USMMA to advance sexual assault and sexual harassment (SASH) prevention and response policies and procedures, as well as resources to address long-standing maintenance and repair needs of campus infrastructure.

- **U.S. Merchant Marine Academy (USMMA): \$191.0 million** is requested to educate and train the next generation of seagoing officers and maritime leaders, providing opportunities for a world-class education, regardless of economic, social, or racial background.
- **Academy Operations: \$105.0 million** for academic operating expenses and resources critical to respond to emerging needs. Funding will support salaries, benefits, and overhead for Academy employees (293 FTEs), and fully funds the staffing in the Sexual Assault Response Office.
- **Capital Asset Management Program: \$86.0 million** to support capital improvements, routine and

unplanned emergency facility maintenance, and repair needs of the Academy's aging buildings and infrastructure. Of this amount, **\$20.0 million** will be devoted to renovation of existing barracks at the Academy.

MARAD Operations and Programs: \$94.0 million is requested for MARAD Operations and Programs, including:

- **\$78.0 million** to support core agency infrastructure, including staff working to achieve the operating mission and support program initiatives. This request proposes additional funding to support five new FTEs that will support diversity and equity priorities, grant management oversight, and legal expertise.
- **Maritime Environmental and Technical Assistance (META): \$6.0 million** will support technical assistance and innovation to address critical maritime environmental issues, thereby advancing climate sustainability priority initiatives through alternative energies and technologies, while also supporting job growth in clean energy and maritime transportation fields. META seeks to augment the American maritime industry's competitive edge by making maritime transportation more technologically advanced, energy efficient, safe, affordable, and sustainable.
- **United States Marine Highway Program: \$10.0 million** is requested for this discretionary grant 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: \$87.0 million is requested to help support the six SMAs that educate and train mariners who will become future leaders in the U.S. maritime transportation industry. This funding includes:

- **\$57.7 million** for the National Security Multi-mission Vessel (NSMV) program, which will support Operations & Integration, Vessel Custodianship Services, Ship Delivery Operations, Personnel Compensation & Benefits, and Pre-delivery/Post-delivery cost.
- **\$17.1 million** 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 and American Bureau of Shipping requirements while the NSMVs are constructed and delivered. This funding also provides training ship sharing capacity to enable uninterrupted availability of mandatory at-sea training for cadets.
- **\$2.4 million** for the Student Incentive Program to offset student expenses related to rising education and tuition costs and to support student retention.
- **\$6.0 million** is requested for direct payments, divided equally among each of the six SMAs, to assist with higher operating costs at these specialized institutions.
- **\$3.8 million** is requested for training ship fuel assistance.

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. This program supports DOT's strategic objective to improve, modernize, and increase efficiency of shipbuilding and repair processes in the maritime industry to meet the Nation's economic and security needs.

Ship Disposal: \$6.0 million is requested for the Ship Disposal program, including funding for support salaries and overhead for Ship Disposal and Nuclear Ship Savannah (NSS) staff and support personnel.

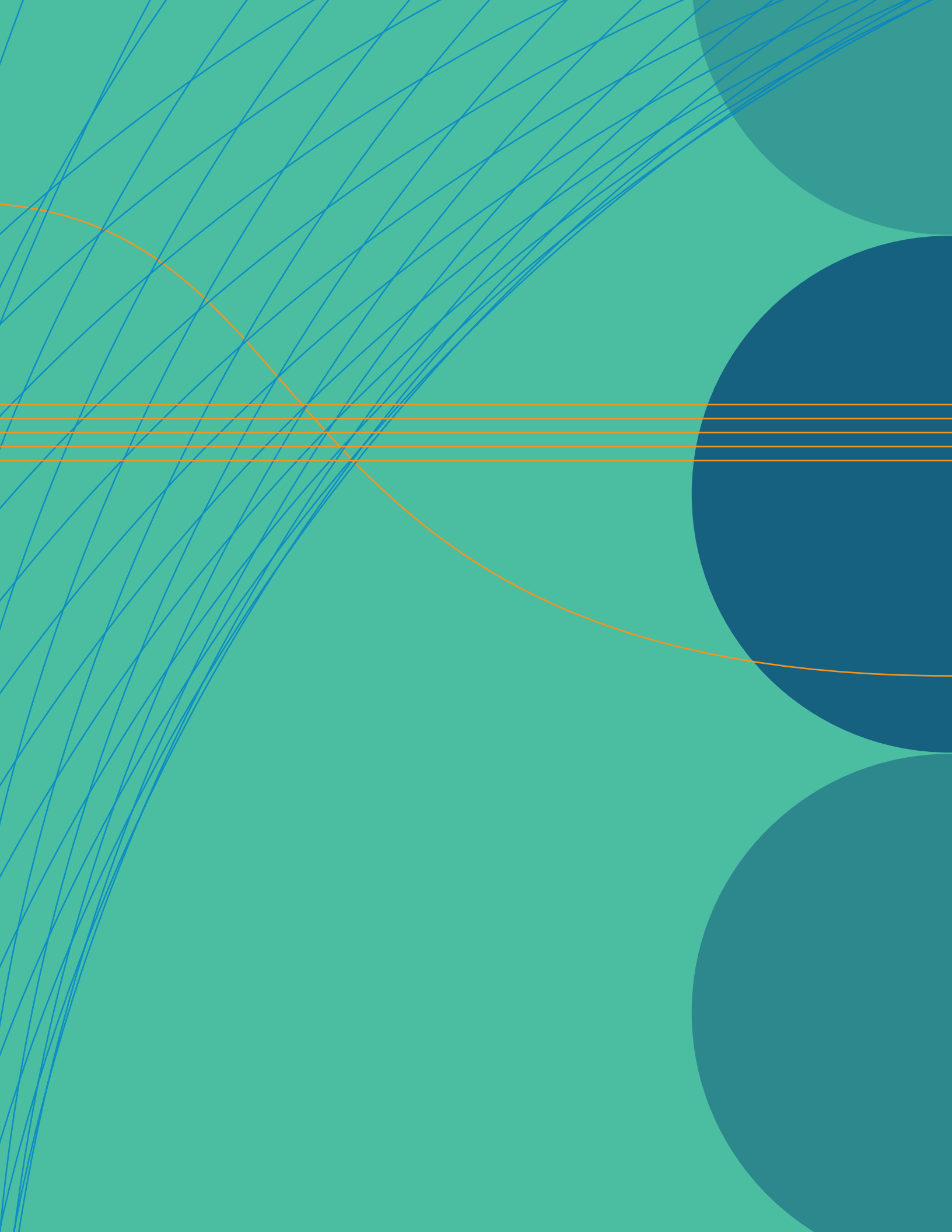
- **\$3.0 million** to maintain the NSS in protective storage pursuant to Nuclear Regulatory Commission license requirements while decommissioning of the vessel's defueled nuclear reactor, components, and equipment is in progress.

Maritime Security Program (MSP): \$318.0 million is requested and includes 60 vessels participating in the program. MSP also supports and contributes to the expansion of the merchant mariner base and will provide employment for approximately 2,400 trained U.S. Merchant Mariners needed to 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 to support 10 U.S.-flag product tankers. This funding for the program addresses the urgent and critical national security requirements for U.S.-flag product tankers to support our deployed Armed Forces in contingency operations and improves core assets to enhance our Nation's global network of distribution capabilities.

Port Infrastructure Development Program (PIDP): \$80.0 million is requested for competitive grants to improve port infrastructure and facilities, and to stimulate economic growth in, near, and around ports, while also addressing climate change, environmental justice, and improving safety and transportation equity. Applicants must discuss how their projects will mitigate or reduce contributions to climate change, improve sustainability, and address equity impacts to populations in the project area to increase equitable access to project benefits. In addition, BIL provides **\$450.0 million** in advance appropriations for PIDP.

Maritime Guaranteed Loan (Title XI) Program: \$3.7 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, which helps to promote economic growth and modernization of the U.S. shipyard industry by providing additional opportunities for vessel construction and modernization, including repowering, that may otherwise be unavailable to ship owners.



Great Lakes St. Lawrence Seaway Development Corporation

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
GREAT LAKES ST. LAWRENCE SEAWAY DEV. CORP (TF) (D)	38,500	-	38,500	38,500	-	38,500	40,605	-	40,605
TOTAL:	38,500	-	38,500	38,500	-	38,500	40,605	-	40,605
FTEs:			129			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.

Moving more than 35 million metric tons of cargo annually, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain. Great Lakes Seaway System commercial maritime trade supports 147,350 U.S. jobs and generates associated annual benefits of \$26 billion in economic activity, \$14 billion in personal income and local consumption expenditures, and \$4 billion in Federal, State, and local tax revenue.

Highlights of the FY 2025

President's Budget

The FY 2025 President's Budget requests **\$40.6 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 2025 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 capital assets.

Key Components of the Request

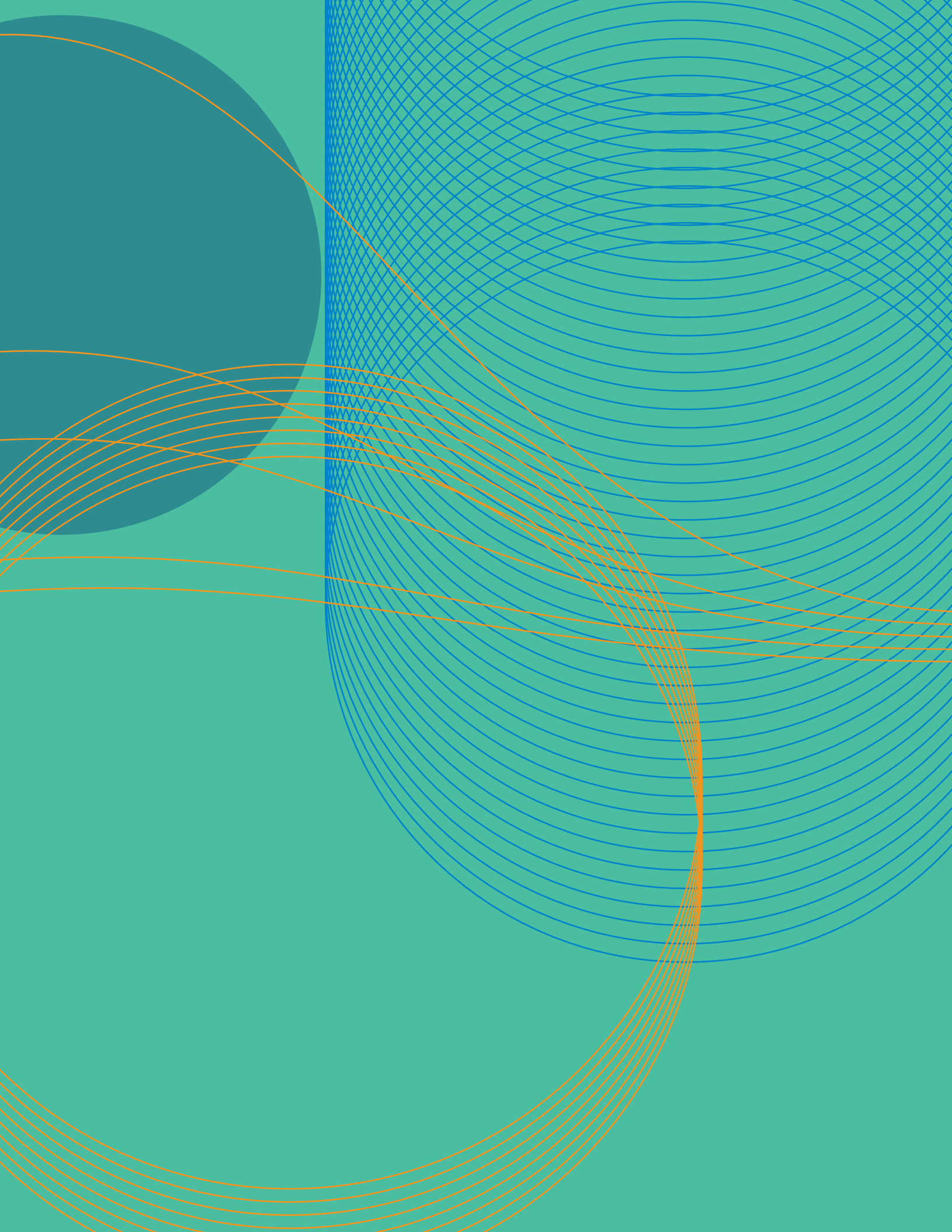
Seaway Operations and Maintenance: \$24.2 million is requested for the operations and maintenance of the U.S. portion of the binational St. Lawrence Seaway. This request will provide the GLS with the financial and personnel resources (143 FTEs) necessary to perform the operational, maintenance, and administrative 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: \$16.4 million is requested to fund 19 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. Some of the key projects include:

- **\$6.0 million** to construct two new buildings—an inventory warehouse and a marine services building—as part of the GLS's Facility Master Plan to renew and/or rehabilitate the GLS's workplaces in Massena, N.Y.
- **\$2.3 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.
- **\$1.5 million** to purchase of a 170-ton all-terrain crane used for lifting and moving large operational equipment and components including lock culvert valves.
- **\$5.1 million** for additional infrastructure investments to rehabilitate or maintain the locks, equipment, utilities, and associated facilities.

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 needs of 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.



Office of the Secretary of Transportation

Budgetary Resources (in thousands of dollars)

ACCOUNT	FY 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
OFFICE OF THE SECRETARY									
SALARIES AND EXPENSES (GF) (D)	171,014	-	171,014	171,014	-	171,014	209,916	-	209,916
FINANCE BUREAU (GF) (D)	8,850	-	8,850	8,850	-	8,850	10,692	-	10,692
TRANSP. PLANNING, RESRCH & DEV (GF) (D)	36,543	-	36,543	36,543	-	36,543	24,780	-	24,780
OFFICE OF CIVIL RIGHTS (GF) (D)	14,800	-	14,800	14,800	-	14,800	22,403	-	22,403
FIN MANAGEMENT CAPITAL (GF) (D)	5,000	-	5,000	5,000	-	5,000	5,000	-	5,000
ESSENTIAL AIR SERVICE (SF) (M)	134,132	-	134,132	154,411	-	154,411	164,249	-	164,249
PAYMENT TO AIR CARRIERS (TF) (D)	354,827	-	354,827	354,827	-	354,827	423,000	-	423,000
NAT'L INFRASTRUCTURE INVESTMENTS (GF) (D)	800,000	2,500,000	3,300,000	800,000	2,500,000	3,300,000	800,000	2,500,000	2,500,000
RESEARCH AND TECHNOLOGY/ ARPA-E (GF) (D)	48,996	-	48,996	48,996	-	48,996	61,930	-	61,930
CYBER SECURITY INITIATIVE (GF) (D)	48,100	-	48,100	48,100	-	48,100	74,600	-	74,600
SDBUO/MINORITY BUSINESS RESOURCE CENTER (GF) (D)	5,132	-	5,132	5,132	-	5,132	7,226	-	7,226
THRIVING COMMUNITIES (GF) (D)	25,000	-	25,000	25,000	-	25,000	25,000	-	25,000
ELECTRIC VEHICLE FLEET (GF) (D)	-	-	-	-	-	-	5,310	-	5,310
VOLPE TRANSPORTATION SYSTEM CENTER NEW BUILDING (GF) (D)	4,500	-	4,500	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
TIFIA/RRIF NEGATIVE SUBSIDY [non-add] (GF) (D)	(45,000)	-	(45,000)	(64,000)	-	(64,000)	(23,000)	-	(23,000)
TOTAL:	1,676,894	3,800,000	5,476,894	1,697,173	3,800,000	5,497,173	1,054,106	3,800,000	4,854,106
FTEs:			1,665			1,918			1,972

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 under several important grant programs, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and the Infrastructure for Rebuilding America (INFRA) discretionary grant program. OST also oversees several new programs created

under BIL, including the National Culvert Removal, Replacement, and Restoration Grant Program; the Strengthening Mobility and Revolutionizing Transportation (SMART) grants; the National Infrastructure Project Assistance program (known as the “Mega” program); and 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 is also at the forefront for monitoring and engaging with evolving technological challenges and opportunities. Artificial Intelligence (AI) capabilities are rapidly advancing and have the potential to solve urgent challenges while also increasing productivity, innovation, and security. OST is requesting funding to build out the capability in governing the development, coordination, and implementation of risk management practices necessary to ensure these technologies are used safely and responsibly.

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. In addition, OST 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 2025

President’s Budget

The FY 2025 Budget proposes a total program level of **\$1.8 billion** for the Office of the Secretary, which includes **\$800.0 million** transferred from FHWA for the National Infrastructure Investments program. When combined with **\$3.8 billion** in advance appropriations from the Bipartisan Infrastructure Law (BIL), OST will have **\$5.6 billion** in total budgetary resources in FY 2025.

This request includes funding to continue the Freight Logistics Optimization Works (FLOW) System; to provide technical assistance 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.

Salaries and Expenses (S&E): \$209.9 million is requested to support the overall planning, coordination, and administration of the Department’s programs. The budget request includes 20 new positions to support critical investments that advance Departmental and Administration goals and BIL implementation. This request will also support IT needs, payroll expenses, and other critical investments.

Requested increases in this account include:

- **Undersecretary of Transportation for Policy: \$5.3 million** is requested to support the Freight Logistics Optimization Works program within the Office of Multimodal Freight Infrastructure and Policy.
- **Office of the Chief Information Officer: \$552,000** is requested for four new positions for the Artificial Intelligence

Office in support of E.O. 14110, Safe, Secure, and Trustworthy Development and Use of Artificial Intelligence (AI). The Artificial Intelligence Office will be responsible for development or acquisition of key shared infrastructure, workforce development, coordination on the use of AI, outreach on AI innovations, and implementation of risk management practices across DOT.

- **Chief Financial Officer: \$400,000** is requested for **four new positions** to enhance Departmental data analytics and reporting to monitor, report, and execute DOT funding.
- **Office of Intelligence, Security, and Emergency Response: \$185,000** is requested for **two new positions** to monitor, evaluate, analyze, and disseminate cyber-focused national security intelligence related to transportation, and for classified systems access, travel, and training.
- **Office of Public Affairs and Engagement: \$300,000** is requested for **two new positions** to build institutional knowledge, ensure efficient work processes and internal infrastructure, and maintain strong relationships with DOT stakeholders, and for contractual services.
- **General Counsel: \$400,000** is requested for **four new general attorney positions**, to drive down the backlog of complaints, continue to improve business processes, and strengthen the Office of Aviation and Consumer Protection in responding to complaints.
- **Assistant Secretary for Governmental Affairs: \$75,000** is requested for **one new position** to continue to build out the governmental affairs team that will focus on Congressional and intergovernmental matters.
- **Assistant Secretary for Administration: \$315,000** for **three new positions** to support the Government Accountability Office's longstanding, high-priority recommendation on the need for greater documentation and oversight of discretionary grant programs.

- **IT Modernization: \$7.3 million** is requested for information technology development, modernization, and enhancement within the S&E account. The funding will be made available to support all offices and activities within the Office of the Secretary, including offices not funded in S&E. Pooling the funds ensures that OST can have economies of scale and an enterprise approach to funding the modernization efforts across all systems.

Financial Management Capital (FMC): \$5.0 million is requested to strengthen DOT's capabilities to provide oversight over DOT's risks and controls, execute DATA Act compliance requirements, and fully implement G-Invoicing to include all data standardization initiatives. This funding will improve DOT's financial data analytics capacity.

Office of Civil Rights: \$22.4 million is requested to support the Department's goals of advancing equity and opportunity for all individuals and communities through 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: \$7.2 million is requested to assist small, disadvantaged, and women-owned businesses in participating in DOT and DOT-assisted contracts and grants, and to 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: \$24.8 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 Interagency Infrastructure Permitting Improvement Center will receive **\$8.8 million** to continue to streamline the permitting review processes.

National Infrastructure Investments: \$800.0 million in unobligated balances from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program is requested to be transferred to fund the National Infrastructure Project Assistance grant program (Mega) and the local and regional project assistance grant program, or RAISE grants.

Build America Bureau: \$10.6 million is requested to provide assistance and communicate best practices, financing, and funding opportunities to entities eligible under DOT's infrastructure finance programs. This request also supports the creation of the Office of Technical Assistance for Thriving Communities, which will provide the overall strategy, management, operations, and performance oversight of the Thriving Communities initiative and coordinate the suite of place-based technical assistance provided by the Build America Bureau.

Cyber Security Initiatives: \$74.6 million is requested to support DOT's cybersecurity initiative, including a comprehensive, multi-year strategy aimed at improving the cyber resilience of infrastructure, systems, and processes. The funding includes crucial enhancements to the Security Operations Center, Zero Trust Architecture, and tools supporting the operation and maturation of Continuous Diagnostic and Mitigation. Collectively, these capabilities help DOT to identify and remediate vulnerabilities and ultimately prevent cybersecurity incidents by safeguarding DOT information and data.

Research and Technology (R&T): \$61.9 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. Highlights of this amount include:

- **\$15.0 million** for Advanced Research Projects Agency—Infrastructure, to support six anticipated projects focused on Safety, Advanced Infrastructure Construction Materials and Methods, and Digital Infrastructure technologies.
- **\$5.3 million** for implementation of the Ocean Shipping Reform Act.
- **\$5.0 million** for the Highly Automated Systems Safety Center of Excellence.
- **\$5.0 million** for the Climate Change Center.
- **\$4.0 million** for a Climate Change Vulnerability Study.
- **\$3.0 million** for Positioning, Navigation, and Timing (PNT) activities.
- **\$2.8 million** for the Statistical Official Requirements.

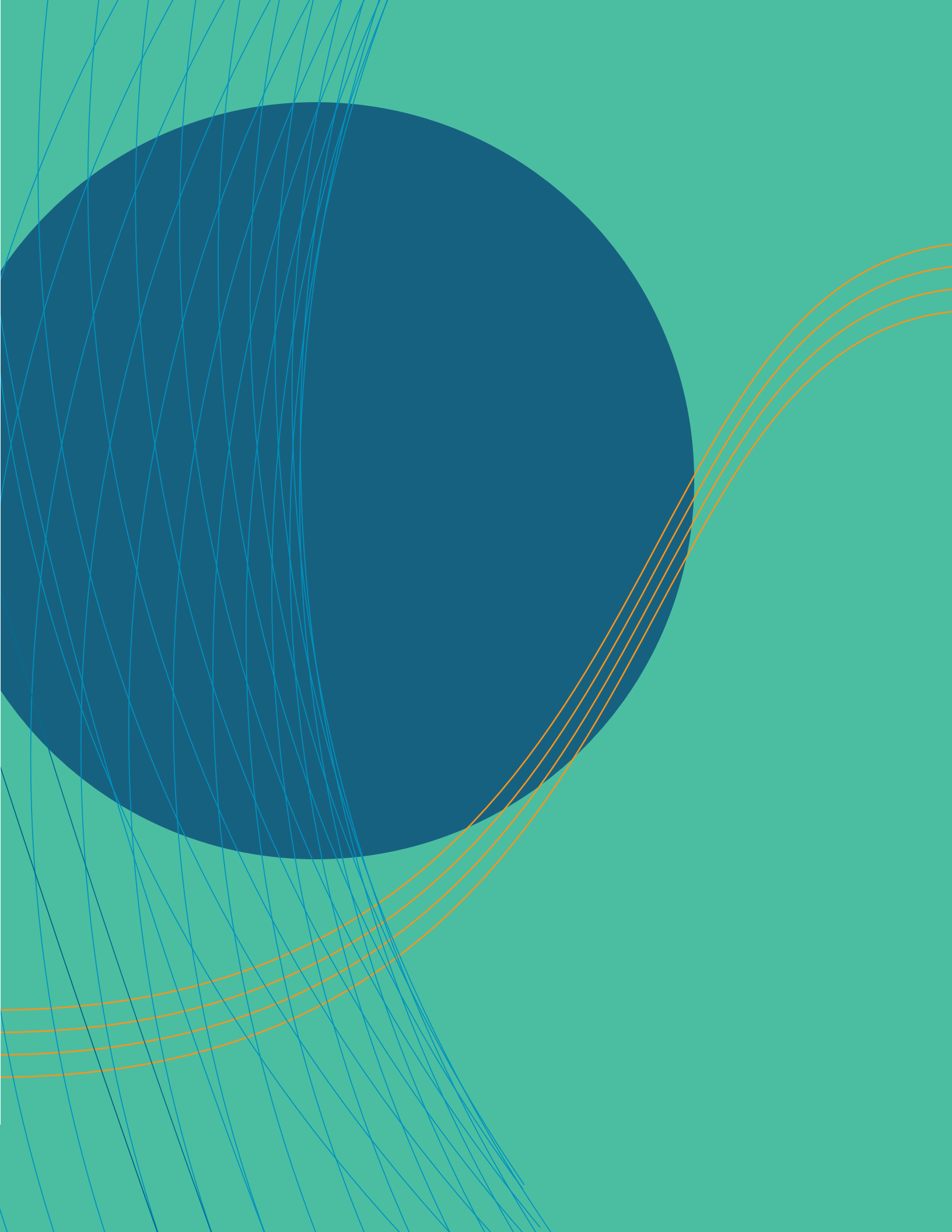
Essential Air Service & Payments to Air Carriers:

\$587.2 million to ensure that eligible small communities retain a link to the national air transportation system, funded from \$164.2 million of mandatory overflight fees collected by the Federal Aviation Administration and \$423.0 million in discretionary appropriations.

Thriving Communities: \$25.0 million is requested 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: \$5.3 million is requested to purchase electric vehicles for the Department's 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 2025 Budget proposes to eliminate the limitation on the Working Capital Fund, which will allow each business unit to provide the level of service requested by the customers. **\$726.4 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 2023			FY 2024			FY 2025 President's Budget		
	ACTUAL	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	FULL-YEAR CONTINUING RESOLUTION	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES	REQUEST	IJA SUPPLEMENTAL	TOTAL BUDGETARY RESOURCES
INSPECTOR GENERAL (GF) (D)	108,073	-	108,073	108,073	-	108,073	122,176	-	122,176
TOTAL:	108,073	-	108,073	108,073	-	108,073	122,176	-	122,176
FTEs:			378			382			425

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, especially those concerning transportation safety and investments in infrastructure. 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 2023, OIG issued 47 audit reports with 201 recommendations, and our investigations resulted in 60 convictions and 62 indictments. From FY 2019 through FY 2023, OIG achieved an average return on investment of \$26 for every appropriated dollar.

Highlights of the FY 2025

President's Budget

The FY 2025 Budget includes **\$122.2 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 2023	FY 2024	FY 2025
Federal Aviation Administration	24,024	24,024	26,803
Federal Highway Administration	72,334	72,334	72,265
Federal Motor Carrier Safety Administration	1,008	1,008	1,099
National Highway Traffic Safety Administration	1,524	1,524	1,607
Federal Transit Administration	21,218	21,218	21,053
Federal Railroad Administration	16,607	16,607	16,400
Pipeline and Hazardous Materials Safety Administration	519	519	601
Maritime Administration	1,413	1,413	1,310
Great Lakes St. Lawrence Seaway Development Corporation	39	39	41
Office of the Secretary	5,477	5,497	4,855
Office of Inspector General	108	108	122
Discretionary Offsets (Recissions and User Fees)	(276)	(269)	(226)
Total DOT Budgetary Resources	143,995	144,022	145,929

Budgetary Authority (in millions of dollars)

ADMINISTRATION	FY 2023	FY 2024	FY 2025
Federal Aviation Administration	23,975	24,022	26,801
Federal Highway Administration	71,543	72,175	70,149
Federal Motor Carrier Safety Administration	1,060	1,092	1,110
National Highway Traffic Safety Administration	1,652	1,685	1,606
Federal Transit Administration	22,811	22,875	22,353
Federal Railroad Administration	16,601	16,607	16,400
Pipeline and Hazardous Materials Safety Administration	517	517	599
Maritime Administration	1,488	1,452	1,312
Great Lakes St. Lawrence Seaway Development Corporation	39	39	41
Office of the Secretary	3,501	6,914	4,876
Office of Inspector General	112	112	126
Offsetting Receipts	(7,124)	(6,827)	(4,592)
Total DOT Budget Authority	136,175	140,663	140,421

Outlays (in millions of dollars)

ADMINISTRATION	FY 2023	FY 2024	FY 2025
Federal Aviation Administration	23,821	25,326	26,082
Federal Highway Administration	54,016	62,929	69,183
Federal Motor Carrier Safety Administration	863	1,110	1,141
National Highway Traffic Safety Administration	1,250	1,747	1,802
Federal Transit Administration	23,598	20,600	21,082
Federal Railroad Administration	3,705	4,281	8,224
Pipeline and Hazardous Materials Safety Administration	316	365	420
Maritime Administration	1,049	1,351	1,219
Great Lakes St. Lawrence Seaway Development Corporation	41	39	41
Office of the Secretary	1,922	3,855	2,766
Office of Inspector General	105	113	125
Offsetting Receipts	(7,124)	(6,827)	(4,952)
Total DOT Outlays	103,562	114,889	127,133

Full-Time Equivalent Employment (in millions of dollars)

ADMINISTRATION	FY 2023	FY 2024	FY 2025
Federal Aviation Administration	44,472	44,799	46,752
Federal Highway Administration	2,741	2,810	2,860
Federal Motor Carrier Safety Administration	1,091	1,285	1,450
National Highway Traffic Safety Administration	675	848	897
Federal Transit Administration	655	781	805
Federal Railroad Administration	975	1,099	1,223
Pipeline and Hazardous Materials Safety Administration	578	646	695
Maritime Administration	805	875	895
Great Lakes St. Lawrence Seaway Development Corporation	129	143	143
Office of the Secretary	1,665	1,918	1,972
Office of Inspector General	378	382	425
Total DOT Full-Time Equivalent Employment	54,164	55,586	58,117



U.S. Department of Transportation

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