

U.S. Department of Transportation

FY 2013 Program Inventory

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Introduction

The GPRA Modernization Act (Public Law 111-352) requires a central list of all Federal programs.

This report describes each of the Department of Transportation's 62 programs, which are managed by the 12 Operating Administrations and the Office of the Secretary. The descriptions include program definitions and the Strategic Goals and Strategic Objectives they support. The report also includes the total Budgetary Resources of each DOT Operating Administration for FY 2012 (enacted), FY 2013 (requested level), and FY 2014 (requested level).

Please refer to www.performance.gov for additional details on the Department's Strategic Goals, Strategic Objectives, Agency Priority Goals, and contributions to Federal Cross-Agency Priority Goals.

Approach Summary

The Department of Transportation has determined that a budgetary approach is the most appropriate method for compiling a comprehensive inventory of the various activities supporting the Department's mission of ensuring a fast, safe, efficient, accessible, and convenient transportation system.

Generally, programs consist of one to four (1-4) program activity (PA) lines of the President's Budget Appendix. For example, the Pipeline and Hazardous Materials Safety Administration (PHMSA) "Pipeline Safety" program receives its funding from four (4) PA lines. Consistent with the 'programs' identifiable by external stakeholders, the Department has aggregated or disaggregated PA lines to develop a program inventory that reflects internal agency operations.

For additional information, please contact Sue Fedor at sue.fedor@dot.gov.

Federal Aviation Administration (FAA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
15,901.7	15,953.0	15,550.8

1.1 – Air Traffic Organization (Operations)

FAA Air Traffic Organization (ATO) controls civil, military and commercial aviation traffic through US airspace. ATO also maintains the systems that support air traffic control and communications between pilots and manages the development of new air traffic control systems. ATO provides weather and safety advisories and other flight planning support to pilots.

Supported Strategic Goals:

- Safety: Reduce risk of aviation accidents.
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.
- Organizational Excellence

1.2 – Aviation Safety (Operations)

FAA Aviation Safety certifies production approval and continued airworthiness of aircraft; pilots, mechanics, and others in safety-related positions; all operational and maintenance enterprises in domestic civil aviation; and approximately 7,300 U.S. commercial airlines and air operators. Aviation Safety also oversees civil flight operations and develops regulations.

Supported Strategic Goal:

- Safety: Reduce the risk of aviation accidents.

1.3 – Commercial Space Transportation (Operations)

FAA Commercial Space Transportation regulates the U.S. commercial space transportation industry. Commercial Space Transportation ensures compliance with international obligations of the United States and protects the public health and safety, safety of property, and national security and foreign policy interests of the United States. Commercial Space Transportation also

encourages, facilitates, and promotes commercial space launches and reentries by the private sector. Commercial Space Transportation recommends appropriate changes in Federal statutes, treaties, regulations, policies, plans, procedures and infrastructure.

Supported Strategic Goal:

- Economic Competitiveness: A competitive air transportation system responsive to consumer needs.

1.4 – General Administrative Support (Operations)

FAA General Administrative Support provides Governmental, International and Public Affairs; Information Technology Services; Administrative Services; Budget and Finance; Office of Acquisition Services; Human Resources; and Civil Rights. FAA General Administration also includes management of the NextGen program, the Mike Monroney Aeronautical Center and the W.J. Hughes Technical Center.

Supported Strategic Goals:

- Organization Excellence: 1) Diverse and collaborative DOT workforce. 2) Enhance cyber security and privacy and improve governance of IT resources.

1.5 – Facilities and Equipment (F&E): Engineering, Development, Test and Evaluation

FAA's Engineering, Development Test and Evaluation, which is referred to as F&E Activity 1 in the budget, includes pre-acquisition NextGen F&E programs, continuing basic research programs, and laboratory support for the William J. Hughes Technical Center. Activity 1 programs support the initial design, engineering, development, test and evaluation activities associated with producing end-product systems, technologies, and capabilities for the National Airspace System (NAS). This includes the development of operational concepts and proof-of-concept systems and equipment and their demonstration in the laboratory and limited operational settings. Funding supports initial research through early development to concept demonstration, but ends prior to an investment decision for production and implementation across the NAS.

Supported Strategic Goal:

- Economic Competitiveness: 1) Maximum economic returns on transportation policies and investments; 2) A competitive air transportation system responsive to consumer needs.

1.6 – Facilities and Equipment: Facilities, Equipment, Mission Support and General Expenses

The remainder of FAA’s Facilities and Equipment portfolio, commonly known as Activities 2-5, consist of programs in implementation phase, support contracts and FAA F&E personnel. This includes all funding related to the acquisition of air traffic control facilities, navigation and landing aids, surveillance equipment and facilities, automation systems, and communications systems and equipment. It also supports modernization of the tools and support infrastructure used to perform Aviation Safety, Regions and Centers, Information Security, and Security and Hazardous Materials activities.

Supported Strategic Goals:

- Safety: Reduction in transportation-related injuries and fatalities.
- Economic Competitiveness: 1) Maximum economic returns on transportation policies and investments; 2) A competitive air transportation system responsive to consumer needs.

1.7 – Research, Engineering and Development

FAA’s Research, Engineering and Development provides funding for establishing and overseeing FAA’s research and development (R&D) policies and plans. Its diverse scientific, engineering and technical workforce supports all aspects of aviation from research on materials to development of new products and procedures.

Supported Strategic Goals:

- Environmental Sustainability: Reduction in transportation related pollution and impacts on ecosystems
- Safety: Reduction in transportation-related injuries and fatalities

1.8 –Airports

FAA’s Airports function has responsibility for airport safety and inspections. It sets standards for airport design, construction, and operation (including international harmonization of airport standards). Each year, the office awards \$3.5 billion in airport grants and approves passenger facility charge collections totaling \$2 billion. The office also is responsible for national airport planning and environmental and social requirements and establishes policies related to airport rates and charges, compliance with grant assurances, and airport privatization.

Supported Strategic Goal:

- State of Good Repair: Increased percentage of airport runways in excellent, good, or fair condition.
- Economic Competitiveness: 1) Maximum economic returns on transportation policies and investments; 2) A competitive air transportation system responsive to consumer needs.
- Environmental Sustainability: Reduction in transportation-related air, water and noise pollution and impacts on ecosystems.

Federal Highway Administration (FHWA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
41,544.6	41,904.6	40,995.0

2.1 – Federal-Aid Highways & Highway Safety Construction Programs

FHWA administers the following grant programs to States, Federal agencies and tribal governments: (1) Federal-Aid Highway Program, (2) Tribal Transportation Program, (3) Federal Lands Transportation and Access Programs, (4) Territorial and Puerto Rico Highway Program, (5) Section 1121 and 1123 (Ferry boats and Tribal High Priority Programs.) Within the Federal-Aid Highway Program are six core grant programs: National Highway Performance, Surface Transportation, Congestion Mitigation and Air Quality Improvement, Highway Safety Improvement, Transportation Alternatives, and Metropolitan Planning Programs. For more information about the grant programs authorized under MAP-21, visit <http://www.fhwa.dot.gov/map21/factsheets.cfm>.

Supported Strategic Goal:

- Safety: Reduce roadway fatalities.
- State of Good Repair: 1) Increased percentage of highways in good condition; 2) increased percentage of bridges in good or fair condition.
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.
- Livable Communities: 1) Improved networks that accommodate pedestrians and bicycles; 2) Improved access to transportation for people with disabilities and older adults.

2.2 – Transportation Infrastructure Finance and Innovation Program

FHWA administers a program that provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of

revenues. Many surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance.

Supported Strategic Goal:

- State of Good Repair: 1) Increased percentage of highways in good condition; 2) increased percentage of bridges in good or fair condition.
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.

2.3 – General Administrative Expenses

FHWA's General Administrative Expenses includes Planning, Environment and Realty services; policy development; Research, Development and Technology; Safety; and other financial, information technology and procurement operational support.

Supported Strategic Goal:

- Organization Excellence: Diverse and collaborative DOT workforce.

Federal Transit Administration (FTA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
10,608.3	21,566.9	10,910.4

3.1 – Formula Grants Programs

FTA administers grants that support transit by funding vehicle purchases, preventive maintenance, facility repair and construction, and where eligible, operating expenses. The Urbanized Area Formula Program and the Rural Formula Program provide core funding assistance for these activities. The State of Good Repair Formula program targets investments to reduce the state of good repair backlog and maintenance activities to sustain a state of good repair. The Bus and Bus Facilities Program targets investments towards the capital replacement, rehabilitation, purchase, and construction needs of fixed-route bus systems.

Supported Strategic Goals:

- State of Good Repair: Increased percentage of transit assets in good condition.
- Safety: Reduce the rate of transit fatalities.
- Livability: 1) Increased access to convenient and affordable transportation choices; 2) Improved access to transportation for people with disabilities and older adults.
- Environmental Sustainability: Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in use of oil in the transportation sector.

3.2 – Research, Development Demonstration and Deployment Projects

FTA funds research activities to improve safety and efficiency of the public transportation industry, including the Transit Cooperative Research program.

Supported Strategic Goal:

- Safety: Reduce the rate of transit fatalities.
- State of Good Repair: Increased percentage of transit assets in good condition.
- Environmental Sustainability: Reduction in transportation-related carbon emissions, improved energy efficiency, and reduction in use of oil in the transportation sector.

3.3 – Technical Assistance and Workforce Development Programs

FTA administers technical assistance to states and the transit industry, the development of industry standards, and Human Resources and Training.

Supported Strategic Goals:

- State of Good Repair: Increased percentage of transit assets in good condition.
- Safety: Reduce the rate of transit fatalities.
- Livability: 1) Increased access to convenient and affordable transportation choices; 2) Improved access to transportation for people with disabilities and older adults.

3.4 – Capital Investment Grants

FTA administers grants to local transit authorities to co-finance transit capital investment, vehicle purchases, and facility construction.

Supported Strategic Goal:

- Livability: 1) Increased access to convenient and affordable transportation choices.

3.5 – Washington Metropolitan Area Transit Authority

FTA funds Grants to support capital reinvestment and maintenance at the Washington, DC Metro Area Authority.

Supported Strategic Goal:

- Safety: Reduce the rate of transit fatalities.
- State of Good Repair: Increased percentage of transit assets in good condition.

3.6 – Transit Safety and Oversight

FTA is establishing and enforcing a new comprehensive framework to oversee the safety of public transportation throughout the United States.

Supported Strategic Goal:

- Safety: Reduce the rate of transit fatalities.

3.7 – Administrative Expenses

FTA Administrative Expenses covers its grant making activities, grantee and project oversight, and general operational support.

Supported Strategic Goal:

- Organizational Excellence: Diverse and collaborative DOT workforce.

Federal Motor Carrier Safety Administration (FMCSA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual) 554.7	FY 2013 (CR Annualized) 558.1	FY 2014 (Request) 572.0

4.1 – Enforcement and Intervention Programs (Safety Operations and Programs)

FMCSA enforces safety regulations for Compliance, Safety, and Accountability of commercial motor vehicles. This includes Vehicle and Roadside Inspection Operations, Regulatory Development (Rulemaking), Strategic Planning/Program Evaluation, Driver and Carrier Operations, Medical Programs, Entry Level Driver Training, Field Operations (Intervention), and Border Programs.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

4.2 – Safety Mission Support (Safety Operations and Programs)

General administrative and operational support and includes the Office of the Administrator, CFO, Office of Administration, Strategic Planning/Program Evaluation Outreach and Education programs and commercial motor vehicle operator safety training grants.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

4.3 – Information Technology Development and Sustainment (Safety Operations and Programs)

IT efforts are focused on the operations, maintenance and logistical support of the safety mission critical systems. Development work is conducted through Registration, Inspections, Compliance and Enforcement (RICE) Modeling. Sustainment is focused on the operations and maintenance of core legacy systems.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

4.4 – Research & Technology (Safety Operations and Programs)

Research to improve safety for commercial drivers and carriers. R&T expands the knowledge and portfolio of deployable technologies and innovations to help reduce crashes, injuries, and fatalities. Research supports Agency rulemaking and contributes to a safe and secure commercial transportation system.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

4.5 – Motor Carrier Safety Assistance Program Grants

FMCSA administers two formula grant programs (Basic and Incentive Grants) that support State efforts to develop and implement programs to improve Commercial Motor Vehicle (CMV) safety through roadside inspections, high priority targets.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

4.6 – MCSAP High Priority Grants

FMCSA administers a grant program for States, local governments, and other organizations that use or train qualified officers and employees in coordination with State safety agencies.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.7 – MCSAP New Entrant Grants

This FMCSA supports State safety audits for new entrants. New Entrant Grants are to conduct new entrant audits on motor carriers that have been in operation less than 18 months. This effort increases CMV safety by raising the bar to entry, and prohibits motor carriers whom are unfit to operate a CMV.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.8 – Border Enforcement Grants

Border Grants are focused on ensuring motor carriers operating CMVs entering the US from a foreign country are in compliance with the commercial vehicle safety standards and regulations.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.9 -- Safety Data Improvement Grants

This grant program support efforts of State DOTs to improve timeliness, completeness, and accuracy of bus and truck crash and inspection of safety data reported by the States to FMCSA. This is generally accomplished by improving the State processes and systems used to collect, analyze, and report large truck and bus crash and inspection.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.10 – Commercial Vehicle Information Systems and Networks Grants

This grant program promotes the advancement of technological capability and the deployment of intelligent transportation system applications for commercial vehicle operations, including commercial driver, and carrier-specific information systems and networks.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.11 – Commercial Driver License Program Improvement

This grant program funds efforts to ensure that States comply with the Federal regulations that require drivers of large trucks and buses to be qualified to obtain and hold the commercial driver's license necessary to operate those vehicles.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

4.12 – Commercial Motor Vehicle Operating Grants (Safety Operations and Programs)

This grant funds efforts to assist economically distressed regions of the U.S. by providing workforce training opportunities for qualified individuals to become CMV operators.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

National Highway Traffic Safety Administration (NHTSA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
800.0	804.9	828.3

5.1 – Vehicle Safety

NHTSA supports Vehicle Safety through the Vehicle Research and Test Center, Research on batteries and hybrid technologies, New Car Assessment Program, and Crash Data Collection.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.
- Economic Competitiveness: U.S. transportation interests advanced in targeted markets around the world.

5.2 – Highway Safety Research and Development

NHTSA supports Highway Safety Research and Development through behavioral research, demonstrations, and technical assistance to State.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

5.3 – State and Community Highway Safety Grants

NHTSA administers formula grants that fund comprehensive State traffic safety enforcement programs.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

5.4 – National Priority Safety Programs

NHTSA administers grants to support State graduated driver licensing and distracted driving laws.

Supported Strategic Goal:

- Reduction in transportation-related injuries and fatalities.

5.5 – High Visibility Enforcement

NHTSA administers grants to support *Click It or Ticket*, seatbelt use, and sober driving programs.

Supported Strategic Goal:

- Safety: Reduction in transportation-related injuries and fatalities.

Federal Railroad Administration (FRA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
1,631.6	1,759.6	6,634.5

6.1 – Safety and Operations

Funding for general administration and operational support, including rail safety and development programs.

Supported Strategic Goal:

- Safety: Reduction in transportation-related fatalities and injuries.

6.2 – Railroad Research and Development

Funds research to advance innovation and technology in the rail industry.

Supported Strategic Goal:

- Safety: Reduction in transportation-related fatalities and injuries.

6.3 – Operating Grants to Amtrak

Funding for quarterly grants to the National Railroad Passenger Corporation (Amtrak) for the operation of intercity passenger rail, as authorized by section 101 of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432).

Supported Strategic Goal:

- Safety: Safety: Reduction in transportation-related fatalities and injuries.

6.4 – Capital and Debt Service Grants to Amtrak

Funding for grants to the National Railroad Passenger Corporation for capital investments as authorized by section 101(c) and 219(b) of the Passenger Rail Investment and Improvement Act of 2008 (division B of Public Law 110-432).

Supported Strategic Goal:

- Safety: Reduction in transportation-related fatalities and injuries.
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.
- Livable Communities: Increased access to convenient and affordable transportation choices.

6.5 – Current Passenger Rail Service

Funding to return public rail assets to a state of good repair and implement positive train control on Amtrak routes.

Supported Strategic Goal:

- State of Good Repair: Eliminate Amtrak’s state of good repair backlog on the Northeast Corridor.
- Safety: Reduction in transportation-related fatalities and injuries.

6.6 – Rail Service Improvement Program

Funding to develop new key passenger rail corridors, improve existing corridors and add capacity for the freight and passenger rail network.

Supported Strategic Goal:

- State of Good Repair: Eliminate Amtrak’s state of good repair backlog on the Northeast Corridor.
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.
- Livable Communities: Increased access to convenient and affordable transportation choices.

Research and Innovative Technology Administration (RITA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
16.0	16.1	0.0

7.1 – Research and Development

Supports enhanced data collection and statistical analysis program facilitate data-driven decision-making across the USDOT.

Supported Strategic Goal:

- Economic Competitiveness: U.S. transportation interests advanced in targeted markets around the world.

Pipeline and Hazardous Materials Safety Administration (PHMSA)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
191.1	202.5	255.3

8.1 – Hazardous Materials Safety

PHMSA is responsible for advancing the safe transportation of hazardous materials, based on a comprehensive technical and analytical foundation to ensure that resources are effectively applied to minimize fatalities and injuries, mitigate the consequences of incidents that occur, and enhance safety. The program carries out its mission based on a foundation of five Cs: Classifying hazardous materials to ensure they are packaged and handled safely during transportation; Containing hazardous materials properly in accordance with the Hazardous Materials Regulations for shippers; Communicating to transportation workers and emergency responders regarding the hazards of the materials being transported; ensuring Compliance with the Hazardous Materials Regulations by enforcing safety standards, investigating incidents/failures and educating stakeholders; and Crisis Management to mitigate the consequences of hazardous materials incidents through grant and outreach programs.

Supported Strategic Goal:

- Safety: Reduce the number of hazardous materials transportation incidents.
- Environmental Sustainability: Reduction in transportation-related air, water and noise pollution and impacts on ecosystems.

8.2 – Pipeline Safety

PHMSA provides safety oversight of the Nation's 2.6 million miles of gas and hazardous liquid pipelines. PHMSA, and its state pipeline safety partners, use a risk-based, data-driven process to address the risks pipelines pose to the public and the environment. This includes data analysis, damage prevention grants and programs, education and training, enforcement of regulations and standards, research and development, grants for states' pipeline safety programs and emergency planning for response to accidents.

Supported Strategic Goal:

- Safety: Reduce the number of hazardous materials transportation incidents.
- Environmental Sustainability: Reduce the number of hazardous liquid pipeline spills with environmental consequences.

Maritime Administration (MARAD)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
349.5	351.6	364.8

9.1 – US Merchant Marine Academy (Operations and Training)

Funding is for operating and capital expenses of the US Merchant Marine Academy.

Supported Strategic Goal:

- Organizational Excellence.

9.2 – State Maritime Academies Support (Operations and Training)

Funding provides direct support for the six State schools that train US Merchant Marines and direct support for select students enrolled in a program requiring post-graduate military obligations.

Supported Strategic Goal:

- Organizational Excellence.

9.3 – Operations and Programs (Operations and Training)

Funding is for administrative and operating expenses, including environmental program activities and port infrastructure development.

Supported Strategic Goal:

- Organizational Excellence: Diverse and collaborative DOT workforce.

9.4 – Ship Disposal Program

Supports obsolete vessel disposal actions in accordance with federal and State environmental law and regulations.

Supported Strategic Goal:

- Environmental Sustainability: Increased use of environmentally sustainable practices and a reduction in pollution and other adverse environmental effects from DOT owned or controlled transportation services and facilities.

9.5 – Maritime Security Program

Funds support the maintenance of a commercial fleet militarily useful vessels operating under US registry and assures military access to these vessels, intermodal facilities and mariners.

Supported Strategic Goal:

- Organizational Excellence.

9.6 – Maritime Guaranteed Loan Program

Funds support the administration of a loan guarantee program to finance vessel construction and modernization of US shipyards.

Supported Strategic Goal:

- Economic Competitiveness: Maximum economic returns on transportation policies and investments.

Saint Lawrence Seaway Development Corporation (SLSDC)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
32.3	32.5	32.9

10.1 – Saint Lawrence Seaway Development Corporation

The Saint Lawrence Seaway Development Corporation (SLSDC) is responsible for operating and maintaining the U.S. portion of the bi-national St. Lawrence Seaway, including two U.S. Seaway locks. The St. Lawrence Seaway, connecting the Great Lakes to the Atlantic Ocean for commercial trade, is jointly operated by the United States (SLSDC) and Canada (St. Lawrence Seaway Management Corporation).

Supported Strategic Goal:

- State of Good Repair
- Economic Competitiveness: Maximum economic returns on transportation policies and investments.

Office of the Secretary
(OST)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
832.8	837.6	936.7

11.1 – Transportation Planning, Research and Development

Focuses on identifying transportation improvements through new and innovative approaches. Through research and studies it fosters improvements in safety, technology and efficiency.

Supported Strategic Goals:

- Organizational Excellence
- Safety
- Economic Competitiveness
- Livable Communities
- Environmental Sustainability

11.2 – Research & Technology

Strengthens research functions across the Department by providing a prominent, centralized focus on research and technology. The fiscal year 2014 budget elevates all activities currently performed by the Research and Innovative Technology Administration (RITA) to OST.

Supported Strategic Goals:

- Economic Competitiveness

11.3 – Payments to Air Carriers/Essential Air Service

Funds Payments to Air Carriers to maintain essential air service in underserved regions.

Supported Strategic Goal:

- Livable Communities

11.4 – National Infrastructure Investments

Discretionary grants (TIGER grants) to fund transportation infrastructure projects of national and regional significance.

Supported Strategic Goals:

- Safety
- State of Good Repair
- Economic Competitiveness
- Livable Communities
- Environmental Sustainability

11.5 – Minority Business Outreach

Provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms in securing contracts and subcontracts resulting from transportation -related Federal support.

Supported Strategic Goal:

- Economic Competitiveness

11.6 – Minority Business Resource Center

Provides assistance in obtaining short-term working capital for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) firms.

Supported Strategic Goal:

- Economic Competitiveness

11.7 – General Administration

Funds policy development, oversight, and coordination for the overall planning, and direction of the Department.

Supported Strategic Goals:

- Organizational Excellence
- Safety

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- Economic Competitiveness
- Livable Communities
- Environmental Sustainability

Office of the Inspector General (OIG)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
79.6	86.1	85.6

12.1 – Office of the Inspector General

The Office of the Inspector General (OIG) operates as an independent organization within the Department of Transportation under the authority of The Inspector General Act of 1978, as amended. The OIG is responsible for independent and objective oversight of the Department's programs and activities.

Supported Strategic Goal:

- Organizational Excellence

Surface Transportation Board (STB)

Total Budgetary Resources (in millions of dollars)		
FY 2012 (Actual)	FY 2013 (CR Annualized)	FY 2014 (Request)
29.3	29.5	30.8

13.1 – Surface Transportation Board

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

Supported Strategic Goal:

- Economic Competitiveness