

# U.S. Department of Transportation



Fiscal Year 2010

Budget Highlights

*May 2009*

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**U.S. Department of Transportation  
Fiscal Year 2010 Budget Highlights**

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## FISCAL YEAR 2010 PERFORMANCE OUTLOOK

The FY 2010 budget for the Department of Transportation (DOT) includes \$73.2 billion in appropriations, obligation limitation, user fees, and exempt obligations. Please note that the President's Budget contains no policy recommendations for surface transportation programs subject to reauthorization, including highway, transit, and highway safety programs. Instead, it includes baseline placeholder amounts for these programs, which account for the majority of departmental funding in 2010.

The Department's five key strategic goals are to: (1) improve safety; (2) protect the environment; (3) support national security, preparedness and response (4) reduce congestion for all Americans; and (5) increase global transportation connectivity in support of the Nation's economy. These five objectives, along with furthering the goals through organizational excellence, form the foundation for the FY 2010 budget.

### NET BUDGETARY RESOURCES BY STRATEGIC AND ORGANIZATIONAL GOALS

(Dollars in Millions)

FY 2010 Budget <sup>1/</sup>

Operating Administration	Total	Safety	Reduced Congestion	Global Connectivity	Environmental Stewardship	Security, Preparedness & Response	Organizational Excellence
Federal Aviation Administration	15,956	7,024	6,642	69	482	250	1,488
Federal Highway Administration	41,846	9,795	23,422	1,309	6,415	382	523
Federal Motor Carrier Safety Administration	550	509	4	0	0	7	30
National Highway Traffic Safety Administration	867	852	0	0	10	0	5
Federal Transit Administration	10,336	11	9,790	1	451	50	33
Federal Railroad Administration	2,705	194	2,507	0	1	1	1
Research and Innovative Technology Administration	13	0	5	0	2	0	6
Bureau of Transportation Statistics, [non-add]	[28]	[0]	[2]	[21]	[0]	[0]	[5]
Pipeline and Hazardous Materials Safety Administration	188	156	1	0	31	0	0
Maritime Administration	346	0	46	13	19	266	1
Saint Lawrence Seaway Development Corporation	32	0	0	33	0	0	0
Office of the Secretary	307	3	185	14	2	14	89
Office of Inspector General	75	0	0	0	0	0	75
Surface Transportation Board	27	0	13	0	0	0	14
<b>TOTAL, Department of Transportation</b>	<b>73,248</b>	<b>18,543</b>	<b>42,615</b>	<b>1,438</b>	<b>7,413</b>	<b>971</b>	<b>2,265</b>
Share of Total DOT Budgetary Resources	100%	25.3%	58.2%	2.0%	10.1%	1.3%	3.1%

<sup>1/</sup> Totals may not add due to rounding.

## FISCAL YEAR 2010 OVERVIEW

Please note that the President's Budget contains no policy recommendations for surface transportation programs subject to reauthorization, including highway, transit, and highway safety programs. Instead, it includes baseline placeholder amounts for 2010 for these programs. The Department's 2010 performance targets reflect baseline funding levels, and, to the extent they are based on surface transportation program funds, do not represent Administration recommended performance outcomes.

The safety of the U.S. transportation system is the Department's top priority. An estimated \$18.5 billion is included in the budget to help states reduce traffic fatalities and injuries, improve the condition and quality of our roadways and bridges, prevent rail accidents, and safeguard the transport of hazardous materials. Data-driven investments in safety measures and technology can help accelerate the downward trend in traffic fatalities and injuries.

Furthermore, the budget provides approximately \$865 million for the Next Generation Air Transportation System, a long-term effort to improve the safety, efficiency, and capacity of the air traffic control system. The 2010 budget provides funds to replace the existing ground-based radar surveillance system with a more accurate satellite-based surveillance system, develop more efficient routes through the airspace, and improve aviation weather information.

One of the Administration's goals is to create more livable communities by providing enhanced access to safe, convenient, accessible, and sustainable transportation options to better the lives of all Americans. That means increasing transportation options by investing in transit and passenger rail; it means making communities more walkable and bikeable; it means crafting intermodal solutions to transportation problems and offering citizens more choices of how to move about. In short, it means creating a 21<sup>st</sup> century transportation system for the American people.

That's why the Administration has allotted \$1 billion toward a high-speed rail grant program. This funding will build upon the \$8 billion down payment in the American Recovery and Reinvestment Act of 2009, and marks the President's commitment to achieving a practical and environmentally sustainable alternative to flying or driving, while at the same time investing in projects that create jobs and spur economic growth.

As part of the Department's focus on widening the availability of environmentally sustainable transportation options for all Americans, the President's Budget commits \$10.3 billion to build, maintain, and improve mass transit projects. These investments help fulfill our goal of reducing the Nation's dependence on oil and the minimizing the environmental impact of transportation on the climate.

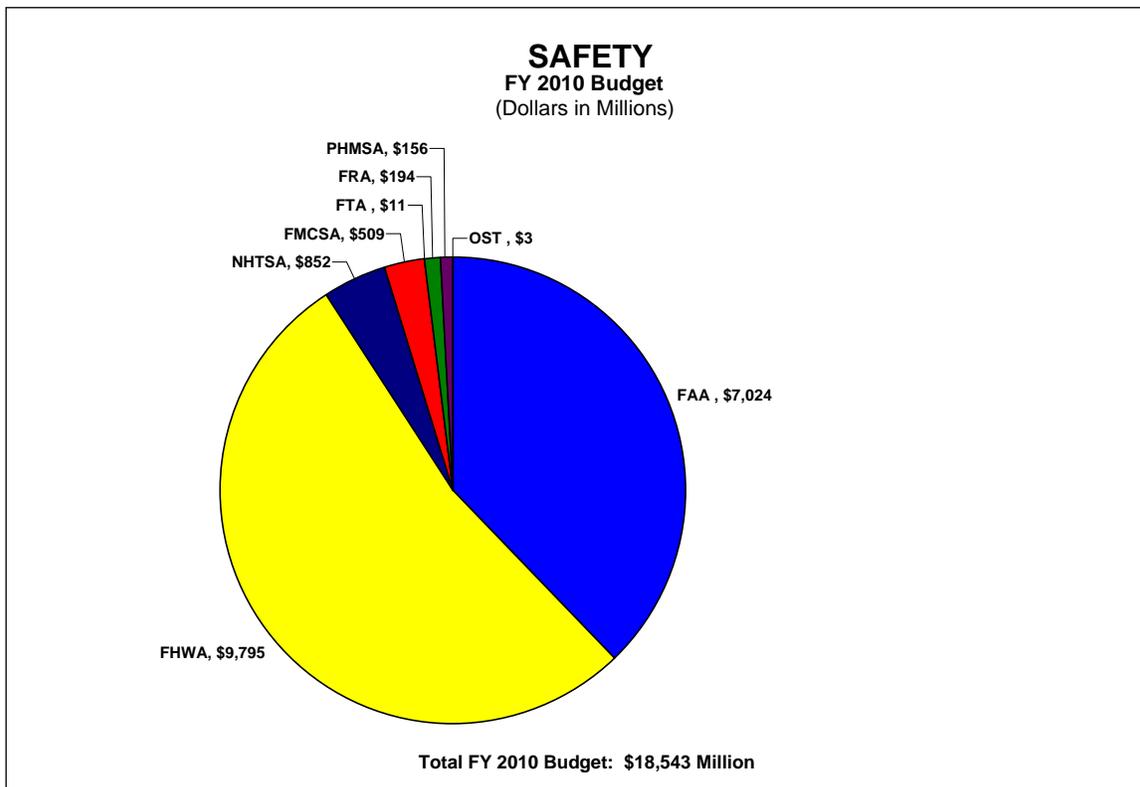
The speedy and efficient movement of goods is necessary to maintain – and increase – the Nation's economic competitiveness in a globalized world. The Department is continuing to target investments and deploy technology to reduce the number of hours freight carriers are caught in traffic, waiting at border crossings, or stuck in ports. The budget provides \$42.6 billion to ease the congestion that costs the Nation in lost productivity.

## PROTECTING PEOPLE, PLACES AND THINGS

### Safety

Transportation safety is DOT's top strategic priority. Because the human toll and economic cost of transportation accidents are massive, sustaining continuous progress in improving transportation safety is the first objective of all DOT operations.

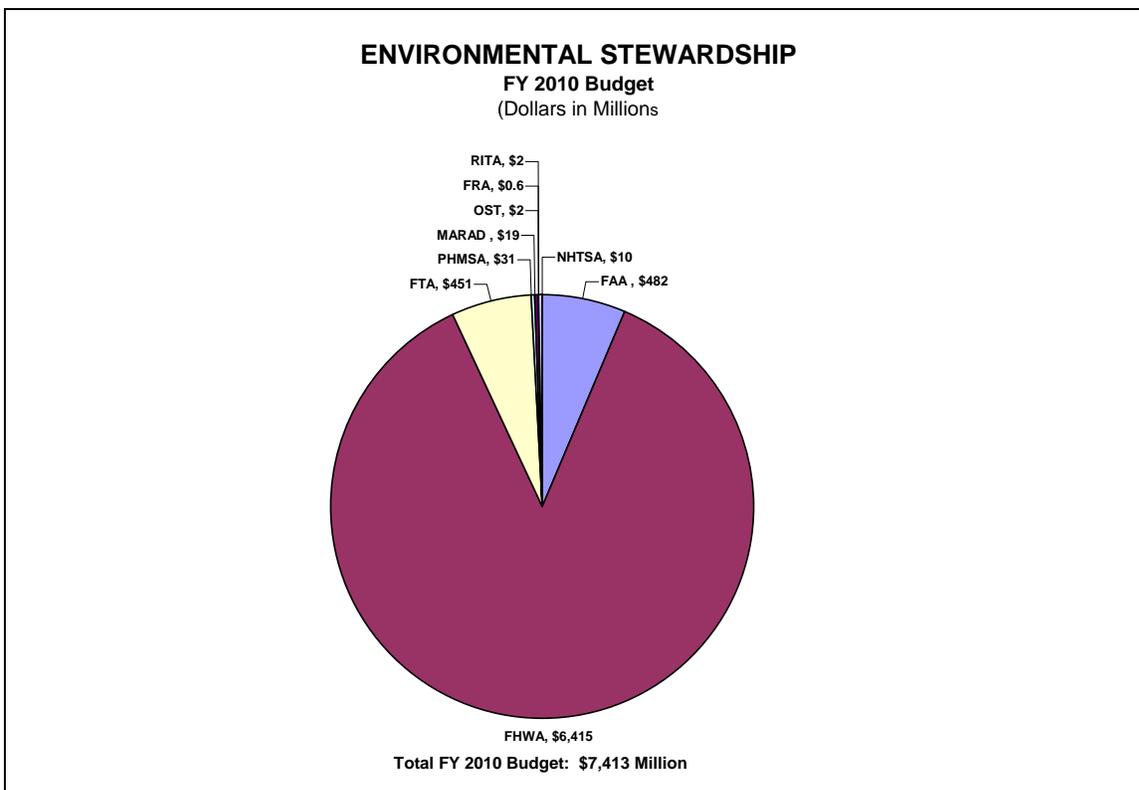
The FY 2010 budget request proposes overall transportation safety funding of \$18.5 billion.



### Environmental Stewardship

Transportation makes our communities more livable, enhancing the quality of our lives and our society. At the same time, transportation generates pollution and noise, and uses valuable natural habitat. In 2002, on-road transportation sources accounted for 55 percent of carbon monoxide emissions, 35 percent of nitrogen oxide emissions, 27 percent of volatile organic compound emissions, and 1 percent of particulate matter emissions. Total on-road mobile source emissions declined from 112 million tons in 1993 to 74 million tons in 2002, marking a 33 percent improvement in a decade. No matter how much is done to improve the capacity and efficiency of our transportation system, we cannot consider our programs to be successful unless we also manage the effects of transportation on our environment and our quality of life.

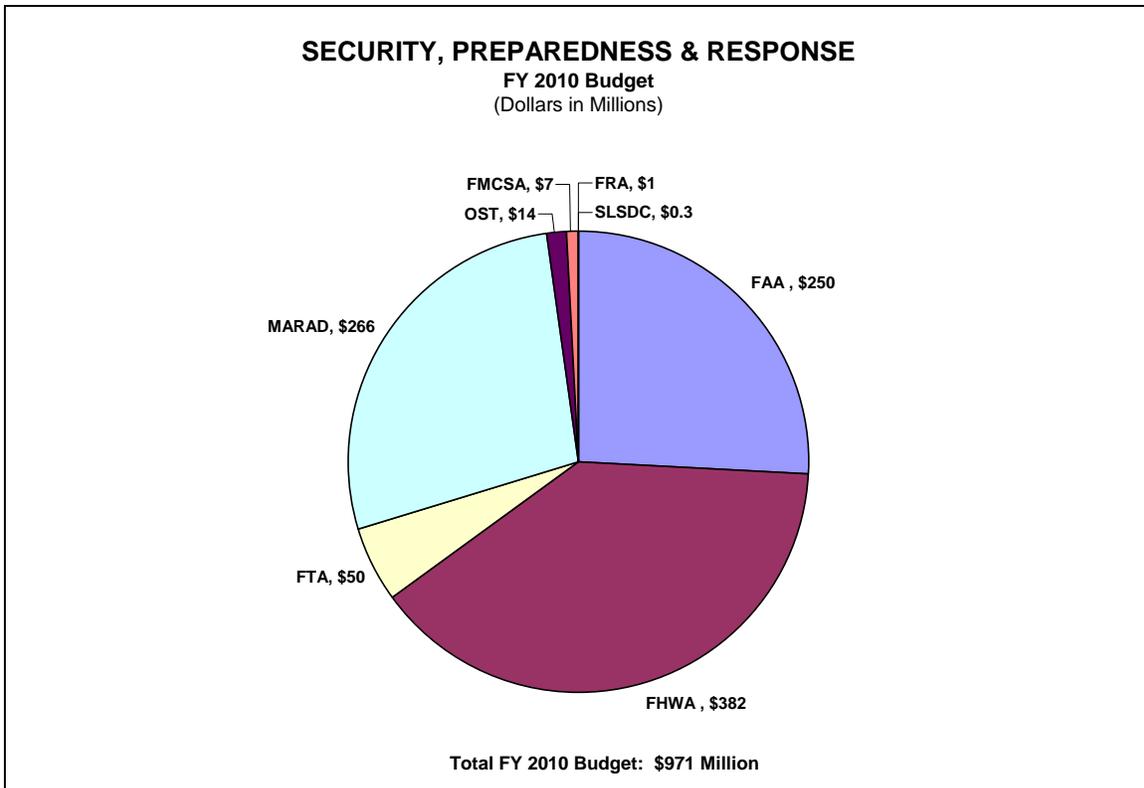
DOT's objective is to reduce the time it takes to gain benefits from transportation projects while minimizing negative environmental impacts. The FY 2010 budget request includes \$7.4 billion in funding to continue progress in achieving our environmental outcomes.



### Security, Preparedness and Response

The Department of Transportation is responsible for ensuring that the national transportation system remains operational in the face of natural and man-made disasters. DOT operational emergency management programs have three key facets: emergency preparedness, response, and recovery. Activities in these three facets include domestic and international coordination and planning.

The FY 2010 budget requests \$971 million for security, preparedness, response and recovery related activities.

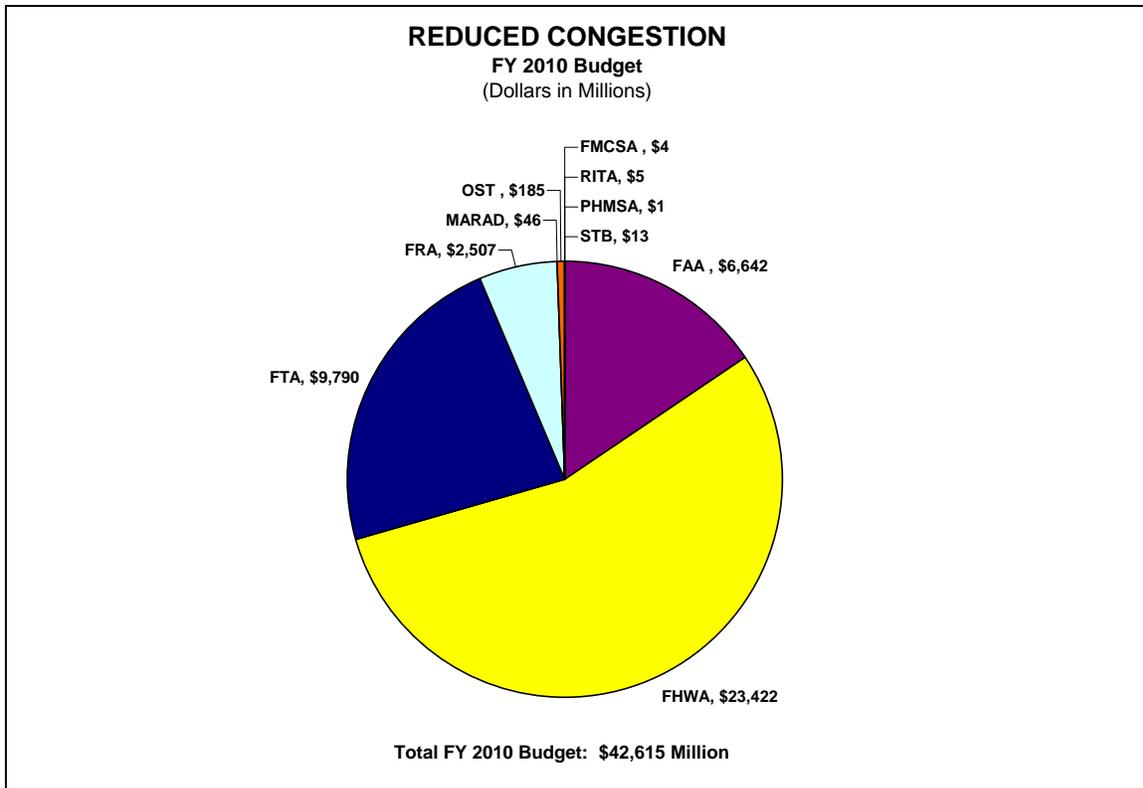


## ENSURING MOBILITY FOR THE MOVEMENT OF PEOPLE AND GOODS

### Reduced Congestion

The Department's budget request includes \$42.6 billion in FY 2010 to reduce the growing transportation congestion that Americans contend with every day. Mobility is essential to America's economic prosperity and quality of life. In today's global economy, it is more important than ever to have seamless transitions among the modes of transportation so that people and cargo can move effectively and efficiently.

The search for new and innovative solutions to our congestion challenges is strongly supported in the FY 2010 budget request with DOT's investments in research, development, and technology.

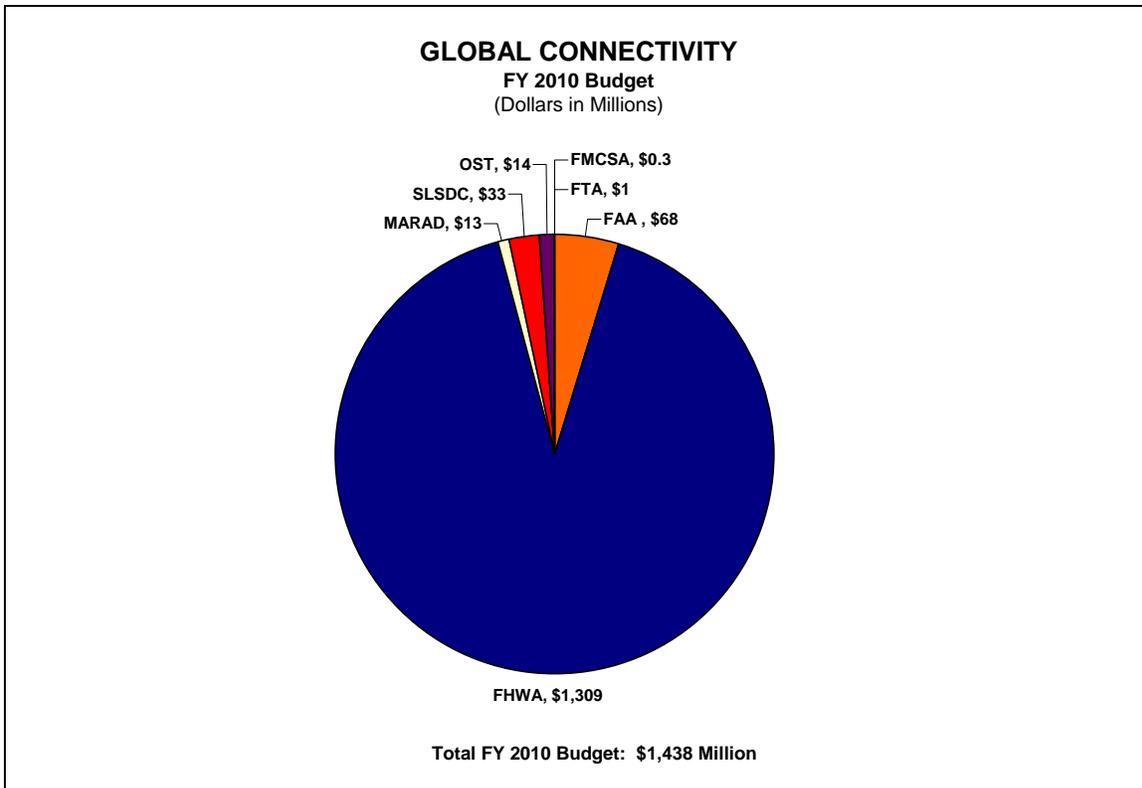


## Global Connectivity

The U.S. and global transportation systems are inextricably linked to the Nation's economic growth. Transportation is a key economic and productivity enabler, connecting people with work, school, and community services, and connecting American enterprise with domestic and global markets. The U.S. transportation system handles about 5 trillion passenger-miles of travel and 4.4 trillion ton-miles of freight every year - generated by more than 293 million people and 7.2 million businesses.

An intermodal domestic and international approach is central to DOT's role in promoting global connectivity. For the freight industry, efficient connections between transportation modes, and efficient transport within each mode, are essential to the competitive position of U.S. products in global markets. Increasing foreign trade requires transportation system capacity around our ports and borders. The U.S. freight system currently carries about 19 billion tons of cargo each year that has a value of \$13 trillion, and forecasts suggest a 70 percent increase in tonnage of general cargo and international trade movements, and a tripling of freight by value by 2020.

Our strategies to address transportation in the global economy have two synergistic thrusts: (1) opening international transportation markets; and (2) the improvement of intermodal transportation linkages. Both are needed to achieve the outcomes that will yield better global connectivity and a more competitive, cost-effective transportation marketplace. The FY 2010 budget request includes \$1.4 billion to meet this challenge.



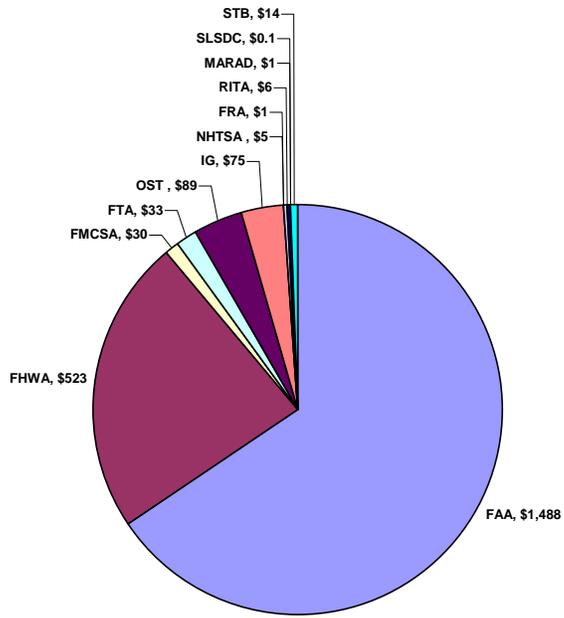
**ENABLING THE DEPARTMENT OF TRANSPORTATION TO  
FULFILL ITS MISSION, GOALS AND PRIORITIES**

**Organizational Excellence**

With approximately 56,000 employees and hundreds of programs, DOT faces significant challenges regarding customer satisfaction, employee effectiveness, and organizational performance and productivity. Overall, the Department is managing its human capital, financial and information technology resources to meet the Administration’s priorities in these areas. The FY 2010 budget requests \$2.3 billion to strengthen the management of the Department by ensuring that:

- At least 90 percent of major Federally-funded transportation infrastructure projects meet finance plan cost estimates, with less than 2 percent annual growth, in FY 2009 through FY 2011.
- At least 90 percent of major Federally-funded transportation infrastructure projects meet schedule milestones established and reported on in operating administration finance plans, with less than 2 percent annual growth, in FY 2009 through FY 2011.

**ORGANIZATIONAL EXCELLENCE**  
**FY 2010 Budget**  
(Dollars in Millions)



**Total FY 2010 Budget: \$2,265 Million**

## PERFORMANCE PROGRESS REPORT

SAFETY	PERFORMANCE IN 2007 <sup>1/</sup>	PERFORMANCE IN 2008 <sup>1/</sup>	2010 TARGET
<ul style="list-style-type: none"> <li>Passenger vehicle occupant highway fatality rate per 100 million passenger vehicle miles traveled (VMT)</li> </ul>	1.04	<i>1.03</i>	0.99
<ul style="list-style-type: none"> <li>Reduce the rate of large truck and bus fatalities per 100 million total vehicle miles traveled</li> </ul>	<i>0.170</i>	<i>0.168</i>	0.164
<ul style="list-style-type: none"> <li>U.S. commercial fatal aviation accidents per 100 million persons onboard</li> </ul>	<i>N/A</i>	<i>0.4</i>	8.2 <sup>2/</sup>
<ul style="list-style-type: none"> <li>Rail-related accidents and incidents per million train-miles</li> </ul>	16.56	16.00	16.40
<ul style="list-style-type: none"> <li>Number of serious incidents for natural gas and hazardous liquid pipelines</li> </ul>	47	43	36
<ul style="list-style-type: none"> <li>Serious hazmat incidents in transportation</li> </ul>	473	399	452
<b>REDUCED CONGESTION</b>			
<ul style="list-style-type: none"> <li>Percent of travel on the National Highway System (NHS) meeting pavement performance standards for 'good' rated ride</li> </ul>	57	56	58
<ul style="list-style-type: none"> <li>Average percent change in transit boardings per transit market (150 largest transit agencies)</li> </ul>	2.5	4.6	2.0
<ul style="list-style-type: none"> <li>Percent of total annual urban-area travel time occurring in congested conditions</li> </ul>	27.8	27.3	27.1
<ul style="list-style-type: none"> <li>Percent of flights arriving on time</li> </ul>	86.96	87.29	88.00
<ul style="list-style-type: none"> <li>Percent of bus fleets compliant with the Americans with Disabilities Act (ADA)</li> </ul>	98	98	98
<b>GLOBAL CONNECTIVITY</b>			
<ul style="list-style-type: none"> <li>Potential air transportation consumers (billions) in international markets traveling between the U.S. and countries with open skies and open transborder aviation agreements</li> </ul>	3.01	3.83	3.90
<ul style="list-style-type: none"> <li>Percent of days in shipping season that the U.S. sectors of the St. Lawrence Seaway are available, including the two U.S. locks in N.Y.</li> </ul>	99.4	98.8	99.0
<b>ENVIRONMENTAL STEWARDSHIP</b>			
<ul style="list-style-type: none"> <li>Number of exemplary human environment initiatives undertaken</li> </ul>	8	11	15
<ul style="list-style-type: none"> <li>Number of hazardous liquid pipeline spills in high consequence areas <sup>6/</sup></li> </ul>	<i>50</i>	<i>65</i>	48
<b>SECURITY, PREPAREDNESS AND RESPONSE</b>			
<ul style="list-style-type: none"> <li>Percent of DOD-required shipping capacity, complete with crews available within mobilization timelines</li> </ul>	100	100	93

1/ Italicized numbers represent preliminary estimates or projections from trends.

2/ Starting in FY 2008, FAA revised the way it is measuring fatal aviation accidents.

3/ The President's Budget contains no policy recommendations for surface transportation programs subject to reauthorization, including highway, transit, and highway safety programs. Instead, it includes baseline placeholder amounts for 2010 for these programs. The Department's 2010 performance targets reflect baseline funding levels, and, to the extent they are based on surface transportation program funds, do not represent Administration recommended performance outcomes.

## Federal Aviation Administration

**Overview:** The Federal Aviation Administration's (FAA) mission is to promote aviation safety and reduce congestion by building, maintaining, and operating the Nation's air traffic control system; overseeing commercial and general aviation safety through regulation and inspection; and providing assistance to improve the capacity and safety of our airports. The FY 2010 budget request of \$16 billion for the FAA reflects the Administration's commitment to increase the safety, performance, and capacity of our aviation system. Within the total is \$865 million for the Next Generation Air Transportation System (NextGen).

<b>FEDERAL AVIATION ADMINISTRATION BUDGET</b>				
(Dollars In Millions)				
	<b>2008 Actual</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total*</b>	<b>2010 Budget</b>
Operations	8,740	9,042	9,042	9,336
Facilities & Equipment	2,514	2,742	2,742	2,925
Recovery Act			200	
Research, Engineering, and Development	147	171	171	180
Grants-in-Aid for Airports (obligation authority)	3,515	3,515	3,515	3,515
Recovery Act			1,100	
<b>TOTAL</b>	<b>14,915</b>	<b>15,470</b>	<b>16,770</b>	<b>15,956</b>

\*Includes funds provided under the American Recovery and Reinvestment Act of 2009.

## SUMMARY OF FAA FY 2010 INCREASES AND DECREASES

(Dollars in Millions)

	<b>Operations</b>	<b>Facilities &amp; Equipment</b>	<b>Research, Engineering &amp; Dev.</b>	<b>Airport Grants (Obl Lim)</b>	<b>Total</b>
<b>FY 2009 Base (Omnibus)</b>	9,042	2,742	171	3,515	15,470
Pay Inflation Adjustments	235	9	2	3	249
Non-Pay Inflation Adjustments	20	174	1	0	195
Annualization of FY 2009 Initiatives	27	0	0	1	28
Non-recurring Costs or Savings (Preliminary)	0	0	0	0	0
Base Re-engineering, Reductions or Adjustments	0	0	0	0	0
<b>FY 2010 Current Services Levels</b>	9,324	2,925	174	3,519	15,942
<b>Program Changes</b>	11	0	6	-4	13
<b>FY 2010 Budget</b>	<b>9,336</b>	<b>2,925</b>	<b>180</b>	<b>3,515</b>	<b>15,956</b>

### FY 2010 Budget

FAA operates and maintains the most complex air traffic control system in the world. Over the past several years, FAA has made exceptional progress in increasing the system's safety and efficiency. FAA is also investing responsibly in capital programs and in its highly capable workforce in order to prepare for a future marked by ever-growing demand for aviation-related services. FAA's FY 2010 budget maintains these recent safety and capacity gains while providing the level of investment required to meet future system demands. This budget allows FAA to execute its published plans for controller and safety staffing, research and development, and capital investment, thus further enhancing aviation safety while the agency implements NextGen, the aviation system of the future.

**Operations:** The FY 2010 budget requests \$9.3 billion for the Operations account. This account provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. It also covers administrative and managerial costs for the FAA's regulatory, international, medical, engineering and development programs as well as policy oversight and overall management functions. The Budget supports the hiring of 107 new air traffic controllers and 36 safety staff. This improves FAA's ability to improve its safety oversight function and meets FAA's current need to start hiring a new generation of air traffic controllers in advance of the anticipated upcoming wave of retirements.

**Facilities & Equipment:** The FY 2010 budget requests \$2.9 billion for the Facilities & Equipment (F&E) account. This account provides funds for programs that improve operational efficiency, constrain costs, modernize automation and communication technology and systems, and deal with aging facilities. Particular emphasis is placed on NextGen initiatives, en route and terminal air traffic control, navigation and landing systems, and communications.

**Research, Engineering, and Development:** The budget requests \$180 million for the Research, Engineering, and Development (RE&D) account. This account provides the necessary resources to support Research, Engineering, and Development activities and maintain the agency's administrative infrastructure. Funding will support efforts to improve aviation safety, aviation efficiency, and to reduce the impacts of aviation on the environment. Resources are also provided to fund NextGen research and development initiatives.

**Grants-in-Aid for Airports:** The budget request includes \$3.5 billion for planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economic, environmental compatibility, local proprietary rights, and safeguarding the public investment.

**FAA Reauthorization:** The Vision 100 — Century of Aviation Reauthorization Act, as extended by Congress, expires on September 30, 2009. Starting in 2011, the Budget assumes that the air traffic control system will be funded with direct charges levied on users of the system. The FAA's current excise tax system is largely based on taxes that depend on the price of customers' airline tickets, not FAA's cost for moving flights through the system. The Administration believes that the FAA should move toward a model whereby FAA's funding is related to its costs, the financing burden is distributed more equitably, and funds are used to pay directly for services the users need. The Administration recognizes that there are alternative ways to achieve these objectives. Accordingly, the Administration will work with stakeholders and the Congress to enact legislation that moves toward such a system.

**Capital Programs**  
(Dollars in Millions)

***Safety***

Wide Area Augmentation System	97
Airport Surface Detection Equipment – Model X	17
Safety Database and Computer Systems	39
Runway Status Lights	117
NextGen System Development	66
Advanced Technology	10
Other (including mission support)	126
Personnel compensation, benefits, and travel	87

***Reduced Congestion***

Automatic Dependent Surveillance–Broadcast (ADS-B) implementation	201
NextGen Demonstrations and Concepts	326
Air Traffic Management	31
Data Communications for NextGen	52
Oceanic Automation	8
En Route Automation	181
Terminal Automation	41
Terminal Digital Radar	13
Improve Weather Systems	36
Improve Voice Communications	144
Infrastructure Improvements	391
Other (including mission support)	242
Personnel compensation, benefits, and travel	318

***Environmental Stewardship***

Replace Fuel Tanks	6
Hazardous Materials Clean-Up	20
Personnel compensation, benefits, and travel	5

***Security, Preparedness and Response***

Facility Risk Management	18
NAS Recovery Communications	10
Information Security	12
Logical Access Control	0
Personnel compensation, benefits, and travel	9

***Organizational Excellence***

System-wide Information Management (SWIM)	55
Other	195
Personnel compensation, benefits, and travel	51

**Total** **2,925**

## Federal Highway Administration

**Overview:** The mission of the Federal Highway Administration (FHWA) is to improve mobility on our Nation's Highways through national leadership, innovation, and program delivery. Highways are the critical link in our Nation's transportation system, as virtually every trip we take and every good consumed passes over a road at some point. The challenge is to preserve and improve the 160,000-mile National Highway System, which includes the Interstate System and other roads of importance for national defense and mobility, while also improving highway safety, minimizing traffic congestion, and protecting the environment on these and other key facilities. Through surface transportation programs, innovative financing mechanisms, and increased use of innovative pavement and highway operational technology, FHWA will increase the efficiency by which people and goods move throughout the Nation, and improve the efficiency of highway and road connections to other transportation modes. The FY 2010 budget includes \$41.8 billion in budgetary resources and will allow the FHWA to address these challenges and support Departmental efforts towards the achievement of its strategic goals and performance targets, specifically in new key focus areas: passenger vehicle occupants, non-occupants (pedestrians, cyclists, etc.), motorcycle riders, and large trucks and buses.

<b>FEDERAL HIGHWAY ADMINISTRATION BUDGET <sup>1/</sup></b>				
(Dollars In Millions)				
	<b>2008 Actual</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total</b>	<b>2010 Budget</b>
Federal-Aid Highways Obligation Limitation	39,577 <sup>2/</sup>	40,700	40,700	5,000
Revenue Aligned Budget Authority (RABA) -- within limitation	631	0	0	0
<b>Subtotal: Federal-Aid Highways Obligation Limitation</b>	<b>40,208</b>	<b>40,700</b>	<b>40,700</b>	<b>5,000</b>
Exempt Mandatory Federal-Aid Highways	739	739	739	739
Federal-Aid Highways, General Fund Share	0	0	0	36,107
Limitation on Admin Expenses	[378]	[390]	[390]	[415]
Highway Infrastructure Investment, Recovery Act	0	0	27,500	0
Emergency Relief Supplemental General Fund (GF)	1,045	0	0	0
Appalachian Development Highway System (GF)	16	10	10	0
Miscellaneous Appropriations (GF)	14	167	167	0
<b>TOTAL</b>	<b>42,021</b>	<b>41,616</b>	<b>69,116</b>	<b>41,846</b>

<sup>1/</sup> Brackets [ ] indicate non-add entries. Amounts may not add to totals due to rounding.

<sup>2/</sup> Reflects a net \$1.008 billion flex funding transfer to FTA. In FY 2008, the total enacted Federal-Aid Highways obligation limitation was \$41.2 billion.

<b>SUMMARY OF FEDERAL-AID HIGHWAYS FY 2010 INCREASES AND DECREASES</b> (Dollars In Millions)			
	<b>Federal-Aid Highways Obligation Limitation</b>	<b>Exempt Mandatory Federal-Aid Highways</b>	<b>Total</b>
<b>FY 2009 Base (Omnibus)</b>	40,700	739	41,439
Pay Inflation Adjustments	8	0	8
Non-Pay Inflation Adjustments	1	0	1
Annualization of FY 2009 Initiatives	0	0	0
Non-recurring Costs or Savings	0	0	0
Base Re-engineering, Reductions, or Adjustments	398	0	398
<b>FY 2010 Current Services Levels</b>	41,107	739	41,846
<b>FY 2010 Budget</b>	<b>41,107</b>	<b>739</b>	<b>41,846</b>

### **FY 2010 Budget**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including highway programs. Instead, the Budget displays baseline funding levels for all surface transportation programs.

To reflect the growing imbalance between projected Highway Trust Fund (HTF) revenues and baseline spending in the most transparent manner, the Budget shows only the HTF funding that can be supported while maintaining positive annual cash balances in the Trust Fund. The remaining spending compared to the baseline is shown as discretionary budget authority from the General Fund. Specifically, for FY 2010 the budget includes \$5.0 billion in new contract authority and obligation limitation in the existing Federal-aid Highways account and \$36.1 billion in a new Federal-aid Highways General Fund share account. Again, this presentation does not represent the Administration's recommended funding levels or a budgeting approach for the upcoming reauthorization. Rather, it is intended to accurately depict the condition of the HTF and recognize that, under current law, maintaining baseline spending would require support from the General Fund.

## Federal Motor Carrier Safety Administration

**Overview:** The Federal Motor Carrier Safety Administration's (FMCSA) primary mission is to prevent commercial motor vehicle-related crashes, fatalities and injuries. FMCSA estimates that there are almost 700,000 motor carriers operating commercial motor vehicles in interstate commerce with approximately 8.5 million trucks. Large trucks represent about four percent of registered vehicles; however, they account for eight percent of the travel volume on our Nation's highways. The passenger carrier industry moves more passengers each year than the airline industry and includes approximately 4,000 interstate motorcoach companies. Approximately 12 percent of all highway fatalities stem from crashes involving large trucks and buses. In 2007, approximately 101,000 people were injured in crashes involving large trucks, down 4.7 percent from the 106,000 injuries in 2006. Further, in 2007, 4,808 people died, down 4.4 percent from the 5,027 deaths in 2006.

While progress is being made toward FMCSA's ongoing mission of saving lives and reducing injuries by preventing truck and bus crashes, too many people continue to be injured and die as a result of crashes involving large trucks and buses. The Fiscal Year (FY) 2010 budget for FMCSA, \$549.9 million, will help meet this challenge and support Departmental efforts to reduce highway fatalities.

<b>FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION BUDGET</b>			
(Dollars In Millions)			
	<b>FY 2008 Actual</b>	<b>FY 2009 Enacted</b>	<b>FY 2010 Budget</b>
Motor Carrier Safety Operations & Programs	230	234	240
Motor Carrier Safety Grants	300	307	310
<b>TOTAL</b>	<b>530</b>	<b>541</b>	<b>550</b>

<b>SUMMARY OF FMCSA FY 2010 INCREASES AND DECREASES</b>			
(Dollars In Millions)			
	<b>Motor Carrier Safety Operations &amp; Programs</b>	<b>Motor Carrier Safety Grants</b>	<b>Total</b>
<b>FY 2009 Base</b>	234	307	541
Pay Inflation Adjustments	3	0	3
Non-Pay Inflation Adjustments	1	0	1
Annualization of FY 2009 Initiatives	0	0	0
Non-recurring Costs or Savings	0	0	0
Base Re-engineering, Reductions or Adjustments	2	3	5
<b>FY 2010 Current Services Levels</b>	<b>240</b>	<b>310</b>	<b>550</b>
<b>FY 2010 Budget</b>	<b>240</b>	<b>310</b>	<b>550</b>

## FY 2010 Budget

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), was enacted on August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization. Instead, the Budget conservatively displays baseline funding levels for all surface programs.

**Motor Carrier Safety Operations & Programs:** The budget includes \$239.8 million to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways.

This account provides the necessary resources to support motor carrier safety program activities and maintain the Agency's administrative infrastructure. Funding supports nationwide motor carrier safety and consumer enforcement efforts, including Federal safety enforcement activities at the borders with Mexico and Canada. FMCSA ensures that all carriers entering the United States are in compliance with the Federal Motor Carrier Safety and Hazardous Materials Regulations. Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the 24-hour safety and consumer telephone hotline.

**Motor Carrier Safety Grants:** The budget includes \$310 million to maintain aggressive State enforcement of interstate commercial truck and bus regulations as part of the Federal/State partnership aimed at meeting DOT's safety strategic goal. Motor Carrier Safety Grants support both Commercial Motor Vehicle Safety and Hazardous Materials Safety.

This account provides the necessary resources to award and manage state grants that support the agency's mission to reduce crashes, injuries, and fatalities involving large trucks and buses. Grants are used to support compliance interventions in states, identify and apprehend traffic violators, conduct roadside inspections, support safety audits on new entrant carriers, and ensure that technology and data are leveraged for optimum effectiveness and efficiency.

## National Highway Traffic Safety Administration

**Overview:** The National Highway Traffic Safety Administration (NHTSA) conducts critical behavioral and vehicle programs, and provides grants to the States for the administration of highway traffic safety programs. Motor vehicle crashes are the leading cause of death for people in the United States from age 3 – 6 and 8 – 34. In 2007, motor vehicle crashes claimed 41,059 lives and accounted for 99 percent of all transportation-related fatalities and injuries. The economic cost of motor vehicle crashes is estimated to be more than \$230 billion annually. Emerging demographic trends include a continuing increase in the number of drivers, a significant growth in both older and teenage drivers, and a marked increase in motorcycle ridership and fatalities, particularly by older returning riders of large engine-size motorcycles. These trends pose increased traffic safety challenges that must be addressed. The FY 2010 budget includes \$867 million for NHTSA to carry out its mission and support Departmental efforts towards the achievement of its strategic goals and performance targets in specific focus areas, including: passenger vehicle occupants, non-occupants (pedestrians, cyclists, etc.), motorcycle riders, and large trucks and buses.

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### NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BUDGET (Dollars In Millions)

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	<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Budget</b>
Operations & Research	235	233	237
Vehicle Safety Research <sup>1/</sup>	[127]	[127]	[130]
Highway Safety Research and Development <sup>2/</sup>	[108]	[106]	[107]
National Driver Register <sup>2/</sup>	4	4	4
Highway Traffic Safety Grants <sup>2/</sup>	599	620	626
<b>TOTAL</b> <sup>3/</sup>	<b>838</b>	<b>856</b>	<b>867</b>

1/ General Funds

2/ Highway Trust Fund

3/Totals may not add due to rounding

<b>SUMMARY OF NHTSA FY 2010 INCREASES AND DECREASES</b> (Dollars In Millions)					
	<b>Vehicle Safety Research</b>	<b>Highway Safety Research and Development</b>	<b>National Driver Register</b>	<b>Highway Traffic Safety Grants</b>	<b>Total <sup>1/</sup></b>
<b>FY 2009 Base</b>	127	106	4	620	856
Pay Inflation Adjustments	1	1	0	0	2
Non-Pay Inflation Adjustments	0	0	0	0	0
Annualization of FY 2009 Initiatives	0	0	0	0	0
Non-recurring Costs or Savings	0	0	0	0	0
Base Re-engineering, Reductions or Adjustments	2	0	0	6	8
<b>FY 2010 Current Services Levels <sup>1/</sup></b>	<b>130</b>	<b>107</b>	<b>4</b>	<b>626</b>	<b>867</b>
<b>FY 2010 Budget <sup>1/</sup></b>	<b>130</b>	<b>107</b>	<b>4</b>	<b>626</b>	<b>867</b>

<sup>1/</sup> Totals may not add due to rounding.

### **FY 2010 Budget**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), was enacted on August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization including NHTSA’s Vehicle Safety program. Instead, the Budget conservatively displays baseline funding levels for all surface transportation programs.

For FY 2010, the NHTSA budget includes \$737.4 million from the Highway Trust Fund and \$129.8 million from General Funds to support its programs, for a total FY 2010 budget of \$867.2 million.

**Vehicle Safety Research:** The FY 2010 budget includes \$129.8 million, an increase of \$2.8 million above the FY 2009 enacted level, in General Funds for Vehicle Safety Research activities. Funds will be used to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll for: research into promulgation and enforcement of Federal motor vehicle safety standards; research involving biomechanics, crash avoidance and mitigation technologies; and vehicle safety such as fuel efficiency and alternative fuels.

**Highway Safety Research and Development Program:** The FY 2010 budget includes \$107.3 million, an increase of \$1.8 million above the FY 2009 enacted level, in Highway Trust Funds for Highway Safety Research and Development activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated economic toll. Funds will

be used to conduct research into the development and evaluation of programs focused on behavioral issues, such as drivers licensing, alcohol and drug impaired driving, older driver safety, motorcycle safety, seat belt and child safety seat use, pupil transportation, pedestrian and bicycle safety, emergency medical services, other emerging traffic safety issues, and the operation and continued maintenance/improvement of the vehicle crash databases.

**National Driver Register:** A total of \$4.1 million, an increase \$0.1 million above the FY 2009 enacted level, in Highway Trust Funds is included in the budget for NHTSA's National Driver Register (NDR) in FY 2010. The NDR provides an efficient and timely database in order to prevent problem drivers from obtaining licenses to operate private and commercial vehicles, either by submitting a new application or by moving to another state. The NDR is used for other transportation modes' certification procedures.

**Highway Traffic Safety Grants:** NHTSA's highway traffic safety grants help reduce motor vehicle crashes, deaths and injuries by supporting implementation of proven and innovative countermeasures aimed at a wide-range of factors contributing to crashes and injuries. The FY 2010 budget includes \$626 million in Highway Trust Funds, an increase of \$6.5 million over the FY 2009 enacted level, for the following:

- Alcohol impaired driving countermeasures incentive grants to encourage States to adopt incentive grants to states for the implementation of effective programs to reduce impaired driving and its tragic consequences.
- Traffic safety information system grants to improve the ability of highway safety practitioners at the State and local level to collect, analyze and evaluate data to make resource allocation decisions.
- Grants designed to help States increase occupant protection use rates. Occupant protection incentive grants are aimed at encouraging States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles.

## Federal Transit Administration

**Overview:** The Federal Transit Administration (FTA) provides leadership, technical assistance and financial resources for safe, technologically advanced public transportation. FTA works to provide transit options that enhance mobility and accessibility, improve America's communities, preserve the natural environment, and advance economic growth. FTA also works to ensure that transit systems are prepared to function during and after disasters or emergencies. Transit systems safely and efficiently move millions of people every day, reducing congestion, improving air quality, facilitating economic development, and connecting people to their jobs and communities.

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### FEDERAL TRANSIT ADMINISTRATION BUDGET (Dollars in Millions)

	<b>2008 Actual</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total <sup>1/</sup></b>	<b>2010 Budget</b>
Formula and Bus Grants, General Fund Share				3,343
Formula and Bus Grants, Trust Fund Share	8,776 <sup>2/</sup>	8,261	8,261	5,000
Capital Investment Grants	1,569	1,807 <sup>3/</sup>	2,557	1,827
Research & University Research Centers	65	67	67	68
Transit Capital Assistance Grants, Recovery Act			6,900	
Fixed Guideway Infrastructure Investment, Recovery Act			750	
Administrative Expenses	89	94	94	97
<b>TOTAL</b>	<b>10,500</b>	<b>10,229</b>	<b>18,629</b>	<b>10,336</b>

<sup>1/</sup> Includes funding from the American Recovery and Reinvestment Act, P.L. 111-5.

<sup>2/</sup> Does not reflect the rescission of \$29 million in un-obligated contract authority pursuant to section 167, Division I, Title I, P.L. 111-8.

<sup>3/</sup> Reflects the transfer of \$2 million to the Office of Inspector General, pursuant to Division I, Title I, P.L. 111-8

<b>SUMMARY OF FTA FY 2010 INCREASES AND DECREASES</b>					
(Dollars In Millions)					
	<b>Formula and Bus Grants</b>	<b>Capital Investment Grants</b>	<b>Research &amp; URCs</b>	<b>Admin. Expenses</b>	<b>Total</b>
<b>FY 2009 Base (Omnibus)</b>	8,261	1,807	67	94	10,229
Pay Inflation Adjustments	0	0	0	2	2
Non-Pay Inflation Adjustments	0	0	0	1	1
Annualization of FY 2009 Initiatives	0	0	0	0	0
Non-recurring Costs or Savings	0	0	0	0	0
Base Re-engineering, Reductions or Adjustments	83	20	1	0	104
<b>FY 2010 Current Services Levels</b>	<b>8,343</b>	<b>1,827</b>	<b>68</b>	<b>97</b>	<b>10,336</b>
<b>FY 2010 Budget</b>	<b>8,343</b>	<b>1,827</b>	<b>68</b>	<b>97</b>	<b>10,336</b>

### **FY 2010 Budget**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including transit programs. Instead, the Budget conservatively displays baseline funding levels for all surface transportation programs. The FY 2010 baseline for the Federal Transit Administration (FTA) is \$10.3 billion in budget authority, \$107 million above the FY 2009 enacted budget.

**Formula and Bus Grants:** For 2010, to reflect the growing imbalance between projected Highway Trust Fund (HTF) revenues and baseline spending in the most transparent manner, the budget shows only the HTF funding that can be supported while maintaining positive annual cash balances in the Trust Fund. The remaining spending compared to the baseline for the program is shown as discretionary budget authority from the General Fund. Specifically, for 2010 the Budget includes \$5 billion in contract authority and obligation limitation in the existing Formula and Bus Grants, Trust Fund share account and \$3.3 billion in a new Formula and Bus Grants General Fund share account. Again, this presentation does not represent the Administration's recommended funding levels or a budgeting approach for the upcoming reauthorization. Rather, it is intended to accurately depict the condition of the HTF and

recognize that, under current law, maintaining baseline spending would require support from the General Fund.

**Research and University Research Centers:** \$68 million is proposed for transit related research and technology programs. This funding will support FTA efforts to increase mobility, advance livable communities, enhance safety, and protect the environment. Through research grants, FTA advances the research, development, and deployment of transportation methods and technologies that address issues such as accessibility for elderly, low income, and disabled individuals; air quality; traffic congestion; and transit capacity and operational improvements.

**Capital Investment Grants:** \$1.8 billion is proposed for the New Starts program, including Small Starts grants, in the Capital Investment Grants account. FTA's New Starts program is the Federal Government's primary source for capital investment in new transit infrastructure that is planned, constructed and operated by State and local government entities. These projects include heavy rail, light rail, commuter rail and bus rapid transit systems that provide an alternative to automobile travel, improve mobility, and address congestion and air quality concerns in the areas they serve.

**Project and Financial Management Oversight:** To provide oversight of FTA grants, the budget includes \$61 million from Formula and Bus Grants and \$18 million from Capital Investment Grants. Project and financial management oversight are core management responsibilities of FTA and are essential to good stewardship of Federal taxpayers' dollars.

**FEDERAL TRANSIT ADMINISTRATION**  
**Proposed FY 2010 Section 5309 New Starts and Small Starts Projects**

			<b>FY 2010</b>
			<b><u>Pres. Bud.</u></b>
<b>A. Existing Full Funding Grant Agreements</b>			
AZ	Central Phoenix/East Valley Light Rail	Phoenix	\$61,249,903
CA	Metro Gold Line Eastside Extension	Los Angeles	9,582,551
CO	Southeast Corridor LRT	Denver	10,312
CO	West Corridor LRT	Denver	100,000,000
DC	Largo Metrorail Extension	Washington	347,000
IL	Ravenswood Line Extension	Chicago	304,744
MN	Northstar Corridor Rail	Minneapolis-Big Lake	711,661
NJ	Hudson-Bergen MOS-2	Northern NJ	11,039
NY	Long Island Rail Road East Side Access	New York	215,000,000
NY	Second Avenue Subway Phase 1	New York	197,182,000
OR	South Corridor I-205/Portland Mall LRT	Portland	74,229,000
PA	North Shore LRT Connector	Pittsburgh	6,153
TX	Northwest/Southeast LRT MOS	Dallas	86,249,717
UT	Salt Lake City – Mid Jordan LRT	Salt Lake City	100,000,000
UT	Weber County to Salt Lake City Commuter Rail	Salt Lake City	80,000,000
VA	Dulles Corridor Metrorail – Extension to Wiehle Ave	Washington	85,000,000
WA	Central Link Initial Segment	Seattle	3,144,294
WA	University Link LRT Extension	Seattle	110,000,000
<b>Subtotal -- Existing FFGAs</b>			<b>\$1,123,028,374</b>
<b>B. Recommended Full Funding Grant Agreements and Early System Work Agreements</b>			
CA	Sacramento South Corridor Phase II (FFGA)	Sacramento	\$40,000,000
FL	Central Florida Commuter Rail Transit (FFGA)	Orlando	40,000,000
NJ	New Jersey Access to the Region’s Core (ESWA)	Northern New Jersey	200,000,000
TX	Houston North Corridor LRT (FFGA)	Houston	75,000,000
TX	Houston Southeast Corridor LRT (FFGA)	Houston	75,000,000
<b>Subtotal -- Recommended FFGAs and ESWAs</b>			<b>\$430,000,000</b>
<b>C. Small Starts Projects</b>			
AZ	Mountain Links BRT	Flagstaff	\$681,942
CA	Livermore-Amador Route 10 BRT	Livermore	79,900
CA	Metro Rapid Bus System Gap Closure	Los Angeles	23,326
CA	Los Angeles - Wilshire Blvd Bus-Only Lane	Los Angeles	13,558,474
CA	Monterey Bay Rapid Transit	Monterey	2,830,042
CA	San Bernardino, E Street Corridor sbX BRT	San Bernardino	32,370,000
CA	San Diego – Mid-City Rapid	San Diego	2,359,850
CA	Metro Express – Airport Way Corridor BRT Project	San Joaquin	2,808,825
CO	Mason Corridor BRT	Fort Collins	54,505,728
CO	Roaring Fork Valley, BRT Project	Roaring Fork	810,000
MA	Commuter Rail Improvements	Fitchburg	37,452,000
MO	Troost Corridor BRT	Kansas City	6,022
TX	MetroRapid BRT	Austin	17,390,000
WA	Bellevue-Redmond BRT	King County	9,368,193
WA	Pacific Highway South BRT	King County	6,815
<b>Subtotal -- Small Starts</b>			<b>\$174,251,117</b>
<b>D. Other New Starts/Small Starts Projects</b>			<b>\$81,790,079</b>
<b>E. Oversight (1%)</b>			<b>\$18,273,430</b>
<b>GRAND TOTAL</b>			<b>\$1,827,343,000</b>

## Federal Railroad Administration

**Overview:** The mission of the Federal Railroad Administration is to ensure that our Nation has safe, secure, and efficient rail transportation that enhances the quality of life for all. The FY 2010 budget request of \$2.7 billion supports FRA's commitment to continue and improve the Nation's strong railroad safety record. It also provides funding to ensure the continuation of passenger rail operations and rail line relocation and improvement efforts.

<b>FEDERAL RAILROAD ADMINISTRATION BUDGET</b>				
(Dollars In Millions)				
	<b>2008 Actual</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total*</b>	<b>2010 Budget</b>
Amtrak	1,325	1,490	2,790	1,502
Railroad Rehabilitation & Repair	20	--	--	--
Intercity Passenger Rail Grant Program	30	90	90	
Rail Line Relocation & Improvement Program	20	25	25	--
High-Speed Rail	--	--	8,000	1,000
Safety & Operations	150	159	159	169
Research & Development	36	34	34	34
<b>TOTAL</b>	<b>1,581</b>	<b>1,798</b>	<b>11,098</b>	<b>2,705</b>

\*Includes funds provided under the American Recovery and Reinvestment Act of 2009.

SUMMARY OF FRA FY 2010 INCREASES AND DECREASES (Dollars in Millions)							
	Amtrak/	Rail Line Relocation & Improve. Program	Intercity Passenger Rail Grant Program	High- Speed Rail	Safety & Oper.	Research & Develop.	Total
<b>FY 2009 Base (Omnibus)</b>	1,490	25	90	0	159	34	1,798
Pay Inflation Adjustments	0	0	0	0	4	0	4
Non-Pay Inflation Adjustments	0	0	0	0	0	0	0
Annualization of FY 2009 Initiatives	0	0	0	0	0	0	0
Non-recurring Costs or Savings	0	0	0	0	0	0	0
Base Re- engineering, Reductions or Adjustments	12	-25	-90	0	0	0	-103
<b>FY 2010 Current Services Levels</b>	1,502	0	0	0	163	34	2,699
<b>Program Initiatives</b>	0	0	0	1,000	6	0	6
<b>FY 2010 Budget</b>	<b>1,502</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>169</b>	<b>34</b>	<b>2,705</b>

### FY 2010 Budget

**Grants to the National Passenger Rail Corporation:** The FY 2010 request of \$1.5 billion would assist Amtrak's management team as it acts on its mandate to reshape the company. This request includes \$929.6 million for capital and debt costs and \$572.3 million for operating grants.

**Safety & Operations:** Safety remains FRA's most important performance segment. The FY 2010 request for \$169 million funds the agency's salaries and expenses, while also supporting the Department's goals of reducing railroad accidents and incidents and reducing serious hazardous materials incidents in rail transportation.

**Research & Development:** In FY 2010, \$34 million is requested to support research efforts in the areas of rail systems safety, track and structures, train occupant protection, human factors in train operations, rolling stock and components, track and train interaction, train control, grade crossings, hazardous materials, and transportation and research development facilities and test equipment.

**High-Speed Rail:** The FY 2010 request for \$1 billion will complement the recent infusion of resources from the American Recovery and Reinvestment Act geared towards improving the Nation's rail infrastructure. This \$1 billion is part of a multi-year initiative to sustain national-level projects while ensuring long-term program stability and success.

## Research and Innovative Technology Administration

**Overview:** The Research and Innovative Technology Administration (RITA) enables the Department to more effectively coordinate and manage the Department’s research portfolio and expedite implementation of cross-cutting innovative technologies. RITA’s resources are used to coordinate and advance transportation research efforts within DOT, including research on intelligent transportation systems technologies; support transportation professionals in their research efforts through grants and consulting services as well as professional development through training centers; and inform transportation decision-makers on intermodal and multi-modal transportation topics through the release of statistics, research reports, and other publications.

The FY 2010 budget request is composed of \$28 million from the Highway Trust Fund and \$13 million from the General Fund appropriation. In addition, RITA will undertake over \$400 million in transportation-related research, education, and technology development on a reimbursable or allocation basis for other agencies.

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### RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION BUDGET

(Dollars In Millions)

	<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Budget</b>
Research and Development	12	13	13
Bureau of Transportation Statistics (non-add Allocation Account under Federal-Aid Highways)	[27]	[27]	[28]
<b>TOTAL</b>	<b>12</b>	<b>13</b>	<b>13</b>

<b>SUMMARY OF RITA FY 2010 INCREASES AND DECREASES</b> (Dollars In Millions)			
	<b>Research &amp; Development</b>	<b>Bureau of Transportation Statistics</b>	<b>Total</b>
<b>FY 2009 Base</b>	13	27	40
Pay Inflation Adjustments	0	1	1
Non-Pay Inflation Adjustments	0	0	0
Annualization of FY 2009 Initiatives	0	0	0
Non-recurring Costs or Savings	0	0	0
Base Re-engineering, Reductions or Adjustments	0	0	0
<b>FY 2010 Current Services Levels</b>	13	28	41
<b>FY 2010 Budget</b>	<b>13</b>	<b>28</b>	<b>41</b>

### **FY 2010 Budget**

The Administration's FY 2010 budget request reflects the Department of Transportation's intermodal and multi-modal research, development and technology, statistics, professional training and education, and applied transportation system solutions.

**Research and Development:** The budget request includes \$13 million for Research and Development. RITA will coordinate, facilitate, and review the Department's Research, Development and Technology (RD&T) programs and activities. To improve efficiency and reduce congestion, the agency will promote and advance innovative transportation technologies such as alternative fuels, remote sensing and differential global positioning systems. RITA will also continue to lead the Department's Positioning, Navigation and Timing program (PNT) responsibilities.

#### *Highway Trust Fund Program:*

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization. Consequently, the Budget contains no policy recommendations for programs subject to reauthorization, including highway programs. Instead, the Budget displays baseline funding levels for all surface transportation programs.

**Transportation Statistics and Information:** In FY 2010, \$28 million is requested for the Bureau of Transportation Statistics (BTS) to develop and disseminate multi-modal and intermodal transportation statistics for all modes of transportation. BTS will produce and disseminate high quality data and information that will inform transportation policy decisions at all levels, thus advancing the quality of life and economic well being of all Americans.

Funding will support the development and improvement of transportation system performance measures. It will also support the maintenance of BTS' core statistical programs including: transportation and economic analyses, geospatial information technology, statistical quality, survey design and management, and the information services of the National Transportation Library.

*Other RITA-Managed Programs:*

**Intelligent Transportation Systems (ITS) Research Program:** The ITS Research Program is currently funded through the Federal Highway Administration (FHWA) under SAFETEA-LU. Funding in FY 2009 was \$110 million. The ITS program is designed to research, demonstrate, test and facilitate deployment of technology to enhance the safety, efficiency, convenience, and environmental sustainability of surface transportation. The ITS program carries out its goals through research and development, operational testing, technology transfer, training and technical guidance. The Secretary of Transportation has assigned RITA management responsibility for all programmatic elements related to the ITS program.

**Reimbursable Programs/Other:** In FY 2010, RITA will continue to carry out the multi-dimensional activities described above and will continue to conduct, coordinate, facilitate, and review over \$300 million in transportation-related research, analysis, technology transfer, deployment, education and training activities associated with:

- *The John A. Volpe National Transportation Systems Center* (Volpe Center, Cambridge, MA) which provides research, analysis, technology deployment, and other technical knowledge and expertise to DOT and non-DOT customers on specific transportation systems projects or issues, on a fee-for-service basis.
- *The Transportation Safety Institute* (Oklahoma City, OK) which provides training to more than 30,000 DOT and non-DOT transportation professionals annually in transportation safety and security, on a fee-for-service and tuition basis.
- *The University Transportation Centers (UTC) Program* which advances U.S. technology and expertise in many transportation-related disciplines, and advances DOT RD&T priorities, through grants for transportation education, research and technology transfer at university-based centers of excellence.

## Pipeline and Hazardous Materials Safety Administration

**Overview:** The Pipeline and Hazardous Materials Safety Administration (PHMSA) was created by the Norman Y. Mineta Research and Specials Programs Improvement Act (Public Law 108-426). The top priority of the agency is to maintain the safety and integrity of our Nation's pipeline transportation system and the highest levels of safety for hazardous materials transportation.

In FY 2010, PHMSA will focus on reducing serious hazardous materials and pipeline transportation incidents. The agency will also provide planning and training grants to states and Indian tribes to improve hazardous materials emergency preparedness.

### PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION BUDGET (Dollars In Millions)

	2008 Actual	2009 Enacted	2010 Budget
Pipeline Safety	80	94	105
Hazardous Materials Safety	28	32	36
Emergency Preparedness Grants	28	28	28
Administrative Expenses	18	18	19
<b>TOTAL</b>	<b>154</b>	<b>173</b>	<b>188</b>

### SUMMARY OF PHMSA FY 2010 INCREASES AND DECREASES (Dollars In Millions)

	Pipeline Safety	Hazardous Materials Safety	Emergency Preparedness Grants	Admin. Expenses	Total
<b>FY 2009 Base</b>	94	32	28	18	173
Pay Inflation Adjustments	1	1	0	0	2
Non-Pay Inflation Adjustments	0	0	0	0	0
Annualization of FY 2009 Initiatives	1	2	0	0	3
Non-recurring Costs or Savings	0	0	0	0	0
Base Re-engineering, Reductions or Adjustments	0	0	0	0	0
<b>FY 2010 Current Services Levels</b>	96	35	28	18	177
<b>Program Initiatives</b>	9	1	0	1	11
<b>FY 2010 Budget</b>	<b>105</b>	<b>36</b>	<b>28</b>	<b>19</b>	<b>188</b>

## **FY 2010 Budget**

**Hazardous Materials Safety Program:** The FY 2010 request provides \$35.5 million, to achieve PHMSA's share of the overall DOT performance target of no more than 458 target serious hazardous materials incidents in 2010.

**Emergency Preparedness Grants:** The FY 2010 request provides \$28.3 million, which is consistent with SAFETEA-LU, for States to train hazardous materials responders and improve hazardous materials response plans. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005 and expires on September 30, 2009. The Administration is developing a comprehensive approach for surface transportation reauthorization.

**Pipeline Safety:** The budget request includes \$105.2 million to meet the performance goals of holding the number of serious pipeline incidents to no more than 38 in FY 2010, reducing hazardous liquid pipeline spills into high consequence areas to a level that equates to no more 49, and reducing impediments to pipeline transportation by cutting the percent of pipeline system capacity lost due to accidents, incidents, or mandatory reductions in operating pressure.

**Administrative Expenses:** The FY 2010 request includes \$18.9 million for administrative expenses.

## Maritime Administration

**Overview:** The Maritime Administration (MARAD) has a threefold mission. MARAD programs advance: (1) economic growth by providing job-producing businesses with efficient transportation options to reach their suppliers and customers, (2) marine transportation that is sensitive to environmental impacts, and (3) a viable U.S. merchant marine that is vital to commerce, emergency response, and national security.

Maritime transportation contributes more than \$10 billion per year to the economy. MARAD supports the maritime industry by working with shipping, shipbuilding, and port operations. MARAD's Title XI and Assistance to Small Shipyards programs provide grants supporting the industry, which can be an engine for capacity and economic growth. The FY 2010 program includes a Presidential initiative for integrated planning with the Department of Homeland Security to inform development and modernization of intermodal freight infrastructure linking coastal and inland ports to highway and rail networks.

MARAD's Maritime Security Program and Ready Reserve Force program help ensure the readiness of sealift capacity to respond to national crises and Department of Defense mobilizations. The U.S. Merchant Marine Academy and State maritime academies educate and graduate merchant marine officers ready to serve the maritime industry and the Armed Forces.

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### MARITIME ADMINISTRATION BUDGET

(Dollars In Millions)

	<b>2008 Actual</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total <sup>1/</sup></b>	<b>2010 Budget</b>
Operations & Training	122	123	123	153
Assistance to Small Shipyards	10	17	17	0
Assistance to Small Shipyards (ARRA)	0	0	100	0
Ship Disposal	17	15	15	15
Maritime Security Program	156	174	174	174
Maritime Guaranteed Loans (Title XI)	8	4	4	4
<b>TOTAL</b>	<b>313</b>	<b>333</b>	<b>433</b>	<b>346</b>

<sup>1/</sup> Includes funding provided under the American Recovery and Reinvestment Act of 2009.

For FY 2010, MARAD is requesting \$346 million to carry out its organizational mission.

	<b>Operations &amp; Training</b>	<b>Assistance to Small Shipyards</b>	<b>Ship Disposal</b>	<b>Maritime Security Program</b>	<b>Maritime Guaranteed Loans</b>	<b>Total</b>
<b>FY 2009 Base (Omnibus)</b>	123	17	15	174	4	333
Pay Inflation Adjustments	3	0	0	0	0	3
Non-Pay Inflation Adjustments	1	0	0	0	0	1
Annualization of FY 2009 Initiatives	1	0	0	0	0	1
Non- recurring Costs or Savings	0	0	0	0	0	0
Base Re- engineering, Reductions or Adjustments	-1	-17	0	0	0	-18
<b>FY 2010 Current Services Levels</b>	127	0	15	174	4	320
<b>Program Changes</b>	26	0	0	0	0	26
<b>FY 2010 Budget</b>	<b>153</b>	<b>0</b>	<b>15</b>	<b>174</b>	<b>4</b>	<b>346</b>

### **FY 2010 Budget**

**Operations and Training:** The FY 2010 budget request includes \$152.9 million, an increase of \$29.5 million above the FY 2009 level, to support the U.S. Merchant Marine Academy (USMMA), State maritime academies, and MARAD operations. These programs support four DOT strategic goals: security, preparedness, and response; reduced congestion; global connectivity; and environmental stewardship. The budget request includes \$74.5 million for the USMMA, \$15.6 million for the State Maritime Academies, and \$62.8 million for MARAD Operations.

The FY 2010 request includes a program increase of \$15.0 million for a Presidential Initiative to support integrated planning with the Department of Homeland Security for development and modernization of intermodal freight infrastructure linking coastal and inland ports to highway and rail networks, and \$12.0 million for the USMMA for operational and capital

improvements (including \$7.2 million in capital improvement funds for deferred renovations of Mallory Pier, which is the Academy's main ship mooring pier).

**Ship Disposal:** The maritime transportation industry is making important changes in its environmental stewardship, with increasing emphasis on sustainability. The FY 2010 budget request includes \$15.0 million to remove obsolete ships from the National Defense Reserve Fleet for disposal, to support development and implementation of a risk mitigation plan for compliance with the National Invasive Species Act, and for testing and containment requirements related to the Clean Water Act. MARAD continues to pursue alternative disposal methods, such as artificial reefing initiatives, with other Federal agencies to promote transportation solutions that enhance communities and minimize any impact on the human and natural environment. The budget request also includes funding to continue nuclear license management for the inactive Nuclear Ship SAVANNAH. MARAD green programs will also work to advance compliance with new standards for air pollution control zones for ports and advance ballast water treatment technology.

**Maritime Security Program:** The FY 2010 budget request includes \$174.0 million for the Maritime Security Program, which provides for payments of \$2.9 million per ship, as authorized by the National Defense Authorization Act for Fiscal Year 2004, supporting the DOT strategic goal of security, preparedness, and response. MARAD will continue to enroll a fleet of 60 active, militarily useful, privately owned vessels to meet national defense and other security requirements, and to maintain a U.S. presence in international commercial shipping. The Maritime Security Program, together with the Voluntary Intermodal Sealift Agreement Program, the Ready Reserve Force and the War Risk Insurance program, assures DOD access to U.S.-flag commercial ships and crews during DOD mobilizations, and helps ensure the efficient flow of military cargo through commercial ports.

**Ready Reserve Force:** The Ready Reserve Force (RRF) is funded in the DOD budget, but managed by MARAD. RRF vessels provide sustainable capabilities for meeting national security and federal emergency response requirements. The RRF provides nearly one-half of the government-owned surge sealift capacity. The RRF program is administered under MARAD's Vessel Operations Revolving Fund (VORF) account.

**Maritime Guaranteed Loan Program (Title XI):** The FY 2010 budget request includes \$3.6 million, an increase of \$0.1 million above the FY 2009 level, to support the Title XI guaranteed loan program in providing affordable financing opportunities to ensure that small and medium shipbuilders can build ship in the United States. The program supports capacity and reduced congestion. The FY 2010 request funds administrative program support for new and existing loans in the Title XI portfolio.

## Saint Lawrence Seaway Development Corporation

**Overview:** The U.S. Saint Lawrence Seaway Development Corporation (SLSDC), a wholly owned government corporation and an operating administration of DOT, is responsible for the operations and maintenance of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This responsibility includes managing vessel traffic control in areas of the St. Lawrence River and Lake Ontario, as well as maintaining and operating the two U.S. Seaway locks located in Massena, NY.

In support of DOT's global connectivity strategic goal, the SLSDC coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation (SLSMC), to ensure that the U.S. portion of the St. Lawrence Seaway, including the two U.S. locks, are available for commercial transit 99 percent of the time during the navigation season (usually late March to late December of each year). Additionally, the SLSDC performs trade development activities designed to enhance the utilization of the Great Lakes St. Lawrence Seaway System.

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### SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION BUDGET

(Dollars In Millions)

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	2008 Actual	2009 Enacted	2010 Budget
Operations and Maintenance (HMTF)	17	32	32
<b>TOTAL</b>	<b>17</b>	<b>32</b>	<b>32</b>

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SUMMARY OF SLSDC FY 2010 INCREASES AND DECREASES	
(Dollars In Millions)	
	<b>Operations &amp; Maintenance</b>
<b>FY 2009 Base</b>	<b>32</b>
Pay Inflation Adjustments	1
Non-Pay Inflation Adjustments	0
Annualization of FY 2009 Initiatives	0
Non-recurring Costs or Savings	0
Base Re-engineering, Reductions or Adjustments	0
<b>FY 2010 Current Services Levels</b>	<b>33</b>
<b>Program Initiatives*</b>	<b>-1</b>
<b>FY 2010 Budget</b>	<b>32</b>

(Dollars In Millions)

\*Reflects a decrease of \$1.3 million in the cost of the Asset Renewal Program (ARP) between FY 2009 and FY 2010. These costs fluctuate in each year of the ARP.

## FY 2010 Budget

**Operations and Maintenance:** For Fiscal Year (FY) 2010, the Saint Lawrence Seaway Development Corporation (SLSDC) is requesting an appropriation from the Harbor Maintenance Trust Fund (HMTF) of \$32.3 million to fund the daily operations and maintenance of the U.S. portion of the St. Lawrence Seaway as well as Year Two projects of the Seaway's Asset Renewal Program (ARP).

The SLSDC's program budget for FY 2010 also includes the use of \$900,000 in agency estimated non-federal revenues for a total spending plan of \$33.2 million. The spending plan includes \$16.9 million for agency operations and \$16.3 million for ARP projects.

The \$16.3 million estimate to complete 20 ARP projects in FY 2010 was based on the out-year projection provided in the FY 2009 budget request of \$16.2 million, plus \$80,000 for non-pay inflation. Major ARP projects scheduled for FY 2010 include the continued structural rehabilitation and corrosion prevention of the Seaway International Bridge (\$5.8 million) connecting Ontario and New York, which annually accommodates more than 2.5 million vehicles; major concrete rehabilitation at Eisenhower Lock (\$2 million); and the rehabilitation of the downstream miter gates at both of the locks (\$1.5 million).

The SLSDC's ARP also closely coordinates with work completed or planned by Canada's Saint Lawrence Seaway Management Corporation (SLSMC) on its portion of the Seaway and supports the findings of the November 2007 bi-national *Great Lakes St. Lawrence Seaway Study*. The study, released in November 2007, evaluated the infrastructure needs of the U.S. and Canadian Great Lakes Seaway System and assessed the economic, environmental, and engineering implications of those needs pertaining to commercial navigation.

## Office of the Secretary

**Overview:** The Office of the Secretary provides policy development, oversight and coordination for the overall planning and direction of the Department. The total FY 2010 request is \$307 million.

<b>OFFICE OF THE SECRETARY BUDGET</b>				
(Dollars In Millions)				
	<b>2008 Enacted</b>	<b>2009 Enacted Omnibus</b>	<b>2009 Enacted Total</b>	<b>2010 Budget</b>
Salaries and Expenses	92	98	98	103
Transportation Planning, R&D	14	18	18	10
Civil Rights, MBO and MBRC	13	13	13	14
Supplemental Discretionary Grants for National Surface Transportation System	0	0	1,500	0
EAS/ Payments to Air Carriers -(discretionary)	60	73	73	125
EAS/ Payments to Air Carriers – (mandatory - overflight fees/offsetting collections and borrowing)	57	27*	27*	50
Financial Management Capital	0	5	5	5
<b>TOTAL</b>	<b>235</b>	<b>235</b>	<b>1,735</b>	<b>307</b>

\*An additional \$23 million of overflight fees were transferred by FAA as an unobligated balance at the start of FY 2009 for a total of \$50 million of mandatory funding available during FY 2009.

<b>SUMMARY OF OST FY 2010 INCREASES AND DECREASES</b>						
(Dollars In Millions)						
	<b>Salaries &amp; Expenses</b>	<b>Trans., Planning R&amp;D</b>	<b>Civil Rights, MBO &amp; MBRC</b>	<b>EAS Mandatory &amp; Discretionary</b>	<b>Financial Management Capital</b>	<b>Total</b>
<b>FY 2009 Base (Omnibus)</b>	98	18	13	123*	5	257*
Pay Inflation Adjustments	1	0	0	0	0	1
Non-Pay Inflation Adjustments	1	0	0	0	0	1
Annualization of FY 2009 Initiatives	0	0	0	0	0	0
Non-recurring Costs or Savings	0	0	0	0	0	0
Base Re- engineering, Reductions or Adjustments	2	-8	0	0	0	-6
<b>FY 2010 Current Services Levels**</b>	102	10	14	123	5	253
<b>Program Initiatives</b>	1	0	0	52	0	53
<b>FY 2010 Budget</b>	<b>103</b>	<b>10</b>	<b>14</b>	<b>175</b>	<b>5</b>	<b>307</b>

\* Includes \$23 million of overflight fees that were transferred by FAA as an unobligated balance at the start of FY 2009 for a total of \$50 million of mandatory funding available during FY 2009.

\*\* Totals may not add due to rounding.

### **FY 2010 Budget**

**Salaries and Expenses:** \$103.2 million is requested for FY 2010, including funding to strengthen the management of the Department's information technology portfolio and increase the security of the information and technical infrastructure against cyber threats; continue increased enforcement activities to better protect air travelers; and respond to new requirements in the areas of intelligence policy and security.

**Transportation Planning, Research and Development:** \$10.2 million is requested for FY 2010 to fund analyses of: costs/benefits of transportation infrastructure investments; congestion pricing; safe mobility; and passenger demand for air travel.

**Office of Civil Rights:** \$9.7 million is requested to support and advance internal and external civil rights initiatives, administer Federal civil rights statutes, investigate Equal Employment Opportunity complaints, support the Disability Resource Center, implement the Shared Neutrals Alternative Dispute Resolution Program, and oversee and ensure compliance of environmental justice programs throughout the Department.

**Minority Business Programs:** \$4.0 million is requested for minority business programs. This includes \$0.6 million in administrative expenses and \$0.3 million in subsidy that will support an \$18 million short-term loan guarantee program to assist small, disadvantaged and women-owned transportation-related business. \$3.1 million will fund the Minority Business Outreach program, which includes a clearinghouse for national dissemination of information on transportation-related projects.

**Essential Air Service (EAS) Program:** \$175 million is proposed for the EAS Program, including \$50 million of mandatory funding from overflight fees collected by the Federal Aviation Administration (FAA) and \$125 million of discretionary Payments to Air Carriers funding. The EAS Program provides payments to air carriers serving small community airports and associated administrative costs. Reforms to improve program and cost effectiveness will be proposed.

**Financial Management Capital (FMC):** \$5 million is requested for a multi-year business transformation project to streamline and standardize the financial systems and business processes across the Department of Transportation. This effort includes upgrading and enhancing the commercial software used for the Department's financial systems, improving the cost and performance data provided to managers, implementing a budget line of business, and instituting new accounting standards and mandates. During 2010, the business transformation effort will focus on project planning and business process re-engineering.

## Office of Inspector General

**Overview:** The Inspector General Act of 1978, as amended, established the Office of Inspector General (OIG) as an independent and objective organization within DOT. The Inspector General is committed to fulfilling its statutory mission and assisting the Secretary, Members of Congress, and senior Department officials in achieving a fast, safe, efficient, and convenient transportation system at the lowest cost consistent with the national objectives of general welfare, economic growth and stability, and the security of the United States.

### OFFICE OF INSPECTOR GENERAL BUDGET

(Dollars in Millions)

	2008 Actual	2009 Enacted Omnibus	2009 Enacted Total	2010 Budget
Salaries and Expenses	66	73*	73	75
Salaries and Expenses, Recovery Act	0	0	20	0
<b>TOTAL</b>	<b>66</b>	<b>73</b>	<b>93</b>	<b>75</b>

\*Reflects \$71.4 million appropriation and \$2 million transfer from FTA.

<b>SUMMARY OF OIG FY 2010 INCREASES AND DECREASES</b> (Dollars In Millions)	
	<b>Salaries and Expenses</b>
<b>FY 2009 Base (Omnibus)</b>	<b>73*</b>
Pay Inflation Adjustments	3
Non-Pay Inflation Adjustments	1
Annualization of FY 2009 Initiatives	0
Non-recurring Costs or Savings	0
Base Re-engineering, Reductions or Adjustments	- 2**
<b>FY 2010 Current Services Levels</b>	<b>75</b>
<b>FY 2010 Budget</b>	<b>75</b>

\* Reflects \$71.4 million appropriation and \$2 million transfer from FTA.

\*\* The \$2 million FY 2009 transfer from FTA is requested as reimbursable funding in FY 2010.

## **FY 2010 Budget**

The FY 2010 budget request for the OIG totals \$81.4 million to support a staff of 416 full-time equivalent employees. This budget request includes a \$74.8 million appropriation and \$6.6 million in reimbursable funding (\$3.8 million from FHWA, \$2.1 million from FTA, \$0.6 million from FAA, and \$0.1 million from the National Transportation Safety Board).

## Surface Transportation Board

**Overview:** The Surface Transportation Board (STB) is charged with promoting substantive and procedural regulatory reform in the economic regulation of surface transportation, and with providing an efficient and effective forum for the resolution of disputes and the facilitation of appropriate business transactions. In the performance of its functions, the STB seeks to resolve matters brought before it fairly and expeditiously through the use of its regulatory exemption authority, the streamlining of the decisional process, and the consistent application of legal and equitable principles. The STB continues to strive to develop, through rulemakings and case disposition, new and better ways to analyze unique and complex problems, to reach fully justified decisions more quickly, and to reduce the costs associated with regulatory oversight.

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### SURFACE TRANSPORTATION BOARD BUDGET

(Dollars In Millions)

	<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Budget</b>
Salaries & Expenses	25	26	26
Fees	1	1	1
<b>TOTAL</b>	<b>26</b>	<b>27</b>	<b>27</b>

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### SUMMARY OF STB FY 2010 INCREASES AND DECREASES

(Dollars In Millions)

	<b>Salaries &amp; Expenses</b>	<b>Fees</b>	<b>Total</b>
<b>FY 2009 Base</b>	26	1	27
Pay Inflation Adjustments	0	0	0
Non-Pay Inflation Adjustments	0	0	0
Annualization of FY 2009 Initiatives	0	0	0
Non-recurring Costs or Savings	0	0	0
Base Re-engineering, Reductions or Adjustments	0	0	0
<b>FY 2010 Current Services Levels</b>	26	1	27
<b>FY 2010 Budget</b>	<b>26</b>	<b>1</b>	<b>27</b>

## **FY 2010 Budget**

The FY 2010 budget request for the STB totals \$27 million, to be financed by appropriations and the offsetting collection of user fees. The STB, established in 1996 pursuant to the Interstate Commerce Commission Termination Act of 1995, is responsible for the economic regulation of the rail industry and the transportation of commodities by pipeline other than oil and gas. The STB is also responsible for certain non-licensing regulation of motor and water carriers.

**BUDGETARY RESOURCES**  
(Dollars in Millions)

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2008</u>	<u>ENACTED FY 2009 (OMNIBUS)</u>	<u>ENACTED FY 2009 (TOTAL)*</u>	<u>PRES BUD FY 2010</u>
Federal Aviation Administration	14,915	15,470	16,770	15,956
Federal Highway Administration	50,038	41,616	69,116	41,846
Federal Motor Carrier Safety Administration	530	541	541	550
National Highway Traffic Safety Administration	838	856	856	867
Federal Transit Administration	10,500	10,229	18,629	10,336
Federal Railroad Administration	1,581	1,798	11,098	2,705
Research and Innovative Technology Admin	12	13	13	13
Pipeline and Hazardous Materials Safety Admin	154	173	173	188
Maritime Administration	313	333	433	346
Saint Lawrence Seaway Development Corporation	17	32	32	32
Office of the Secretary	235	235	1,735	307
Inspector General	66	73	93	75
Surface Transportation Board	<u>26</u>	<u>27</u>	<u>27</u>	<u>27</u>
<b>TOTAL DOT BUDGETARY RESOURCES</b>	<b>79,227</b>	<b>71,397</b>	<b>119,517</b>	<b>73,248</b>

\*Includes funds provided under the American Recovery and Reinvestment Act of 2009.

Totals may not add due to rounding.

**BUDGET AUTHORITY**  
(Dollars in Millions)

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2008</u>	<u>ENACTED FY 2009 (OMNIBUS)</u>	<u>ENACTED FY 2009 (TOTAL)*</u>	<u>PRES BUD FY 2010</u>
Federal Highway Administration	47,081	31,498	58,998	41,883
Federal Motor Carrier Safety Administration	478	508	508	550
National Highway Traffic Safety Administration	815	785	785	867
Federal Railroad Administration	1,598	1,808	11,108	2,702
Federal Transit Administration	10,471	10,229	18,629	10,336
Federal Aviation Administration	14,817	15,776	17,076	15,956
Maritime Administration	598	568	668	526
Saint Lawrence Seaway Development Corporation	17	32	32	32
Inspector General	66	73	93	75
Research and Innovative Technology Admin	12	13	13	13
Pipeline and Hazardous Materials Safety Admin	153	173	173	188
Office of the Secretary	213	234	1,734	307
Surface Transportation Board	25	26	26	26
SUBTOTAL: Budget Authority before OC	76,344	61,724	109,844	73,459
Offsetting Collections	<u>-8,370</u>	<u>-429</u>	<u>-429</u>	<u>-157</u>
<b>TOTAL BUDGET AUTHORITY</b>	<b>67,974</b>	<b>61,295</b>	<b>109,415</b>	<b>73,302</b>

\*Includes funds provided under the American Recovery and Reinvestment Act of 2009.

Totals may not add due to rounding.

**OUTLAYS**  
(Dollars in Millions)

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2008</u>	<u>ENACTED FY 2009 (OMNIBUS)</u>	<u>ENACTED FY 2009 (TOTAL)*</u>	<u>PRES BUD FY 2010</u>
Federal Highway Administration	45,169	39,616	45,116	53,448
Federal Motor Carrier Safety Administration	505	756	756	547
National Highway Traffic Safety Administration	737	936	936	939
Federal Railroad Administration	1,477	1,978	2,398	3,786
Federal Transit Administration	10,005	11,580	13,353	14,222
Federal Aviation Administration	14,719	15,661	15,851	16,339
Maritime Administration	401	820	830	579
Saint Lawrence Seaway Development Corporation	15	32	32	32
Inspector General	66	76	76	81
Pipeline and Hazardous Materials Safety Admin	130	167	167	189
Office of the Secretary	255	391	391	470
Research and Innovative Technology Admin	-192	212	212	13
Surface Transportation Board	28	27	27	26
SUBTOTAL: Outlays before OC	73,314	72,248	80,152	90,674
Offsetting Collections	<u>-8,370</u>	<u>-429</u>	<u>-429</u>	<u>-157</u>
<b>TOTAL OUTLAYS</b>	<b>64,944</b>	<b>71,819</b>	<b>79,723</b>	<b>90,517</b>

\*Includes funds provided under the American Recovery and Reinvestment Act of 2009.

Totals may not add due to rounding.

## FULL TIME EQUIVALENT EMPLOYMENT

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2008</u>	<u>ENACTED FY 2009</u>	<u>PRES BUD FY 2010</u>
Federal Aviation Administration	45,897	46,983	47,431
Federal Highway Administration	2,804	2,814	2,844
National Highway Traffic Safety Administration	617	635	635
Federal Motor Carrier Safety Administration	1,018	1,119	1,119
Federal Transit Administration	511	526	526
Federal Railroad Administration	812	869	886
Pipeline and Hazardous Materials Safety Admin	360	428	449
Saint Lawrence Seaway Development Corporation	139	157	157
Surface Transportation Board	138	150	150
Maritime Administration	735	789	842
Research and Innovative Technology Admin	650	706	706
Working Capital Fund	172	219	213
Inspector General	406	419	451
Office of the Secretary	<u>456</u>	<u>562</u>	<u>594</u>
<b>TOTAL FULL TIME EQUIVALENT EMPLOYMENT</b>	<b>54,715</b>	<b>56,376</b>	<b>57,003</b>