

U.S. Department of Transportation



Fiscal Year 2011 Budget Highlights

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MESSAGE FROM THE SECRETARY

“President Obama’s FY 2011 budget request reflects his vision for the future of transportation in America. His plan sets the stage for bold, new, innovative thinking and provides solutions to complex problems. Below is an overview of our planned budget, highlighting key programs that address some of our Nation’s most pressing transportation needs. The President’s FY 2011 Budget continues significant levels of investment to ensure the safety of our Nation’s transportation. We will invest in our Nation’s infrastructure – creating jobs in support of the economy while delivering projects that can best leverage our federal investment. In addition, the Department will improve the livability of our Nation’s communities by joining forces with the Department of Housing and Urban Development and the Environmental Protection Agency to make transportation a more integral part of our communities.”

– Ray LaHood

Budget Overview by Administration Priorities

The Department’s FY 2011 request totals \$79 billion, a nearly \$2 billion or 2% increase. The request targets the Administration’s three key transportation priorities:

- improving transportation safety;
- investing for the future; and,
- promoting livable communities.

SAFETY

Safety is the Department’s top priority. The request includes:

- \$50 million for a new Distracted Driver Prevention Program in the National Highway Traffic Safety Administration (NHTSA) which will promote laws to curtail unsafe cell phone use and eliminate texting while driving.
- \$30 million and 130 Full Time Equivalents (FTE) for the Federal Transit Administration (FTA) to strengthen safety oversight of transit rail operations. This request will support the Administration’s safety legislation transmitted to Congress late last year.
- \$3 million for initiatives in NHTSA to improve the safety of teen and older drivers.
- \$12 million for the New Car Assessment Program (NCAP). Funds will be used to establish ratings on approximately 72 percent of the fleet using new test procedures to improve the 5-star Safety Ratings System.

- Nearly \$7 million and 59 new FTE in the Federal Motor Carrier Safety Administration (FMCSA) for additional motor carrier safety inspectors and personnel to conduct safety enforcement and compliance operations.
- \$1 million to fully implement an enhanced motor carrier applicant screening system to detect unsafe motor carriers that are attempting to avoid a previous history of poor safety performance by registering with FMCSA under a new name.
- \$14 million for the Federal Aviation Administration (FAA) to hire 82 new safety and certification inspectors and safety technical specialists.
- \$1.4 million and 8 FTE in the Pipeline and Hazardous Materials Safety Administration (PHMSA) to further implement the Department's action plan to address pipeline and hazardous material safety.

INVESTING FOR THE FUTURE

The Department must invest now in the transportation infrastructure as America needs to remain competitive in the future. The Department's budget includes:

- \$4 billion to establish the National Infrastructure Innovation and Finance Fund (NIIF) that will issue grants, loans, or a combination to support transportation projects that provide a significant economic benefit to the Nation or a region.
- \$1 billion for the High Speed Rail program to continue the implementation of the President's vision of a high speed rail for America.
- \$1.1 billion to implement the NextGen air traffic control system, an increase of \$275 million over the FY 2010 Enacted levels.
 - Area Navigation / Required Navigation Performance: FAA will use an increase of \$25 million to improve arrival and departure procedures giving air traffic controllers more flexibility to manage traffic through the most congested airports.
 - Air-to-Ground Data Communications: \$153 million for data communications, an increase of \$106 million over FY 2010. FAA will use the additional funding to accelerate the transition from the current voice-based communication system to a data communication system.
 - Automatic Dependent Surveillance Broadcast: \$176 million is included for the implementation of satellite-based surveillance capabilities. This will provide a more complete picture of airspace conditions and more accurate position data.
- \$42.1 billion for the Federal-aid Highway program which assists States with highway and bridge projects including \$200 million for a competitive Livable Communities grant program designed to assist State, local, and Tribal partners in

- \$10.8 billion in total for transit, including:
 - \$2.8 billion to focus on a “state of good repair” for transit infrastructure;
 - \$1.8 billion for transit New Starts and Small Starts; and
 - \$150 million to enable the Washington Metropolitan Area Transit Authority (WMATA) to focus on badly needed infrastructure improvements related to rail system safety and service reliability.
- \$100 million for the U.S. Merchant Marine Academy, of which \$30.9 million will be spent to make long overdue campus infrastructure improvements to ensure that the Academy continues its tradition of excellence in maritime education.

LIVABLE COMMUNITIES

Livable Communities are those in which transportation, housing, and commercial development investments are coordinated. Livable Communities increase choices for transportation users, provide affordable connections from residences to employment centers and other key amenities, and enhance economic opportunities and environmental sustainability.

Through the Partnership for Sustainable Communities, DOT will allocate \$527 million to its Livable Communities Program to support initiatives that increase transportation choice and integrate housing and land use into transportation decisions. This includes:

- \$307 million in transit funding to refocus existing programs that expand transit access for low-income persons and increase the planning and project development capabilities of local communities. The program would assist transit agencies in using the Job Access and Reverse Commute formula grants; Alternatives Analysis grants; and Formula grants for State and Metropolitan planning to support planning for and implementation of livable and place-based investments in transportation. DOT would coordinate with HUD and EPA in providing this assistance.
- \$200 million in highway funding for a competitive livability grant program to assist States, local governments, and Tribal government partners in integrating project and development planning processes within transportation, land use, and natural resource conservation in both urban and rural communities. This program also would also enhance the capacity of State, Tribal, metropolitan, and local transportation agencies to plan, implement, and assess transportation projects according to livability goals and investment performance objectives. The funds could be used to improve modeling and data collection to facilitate integrated planning, and to implement and assess projects that forward livability principles. DOT would coordinate with HUD and EPA in implementing this program.

- \$20 million to establish an Office of Livable Communities in the Office of the Secretary to coordinate multimodal and interagency (HUD and EPA) livability efforts and lead DOT's investment decisions that focus on livable communities. Working with partner agencies, the office would identify options to overcome barriers to developing livable communities and assess the effectiveness of various programs in supporting livability. The Office of Livable Communities would further develop performance measures and metrics, in accordance with HUD and EPA for assessing how Federal infrastructure investments impact livability. In addition, the Office would provide grants and technical assistance to improve States, regions, and localities' ability to plan and execute transportation investments in support of livability and sustainability goals.



NATIONAL INFRASTRUCTURE INNOVATION AND FINANCE FUND

Overview: The National Infrastructure Innovation and Finance Fund (NIIFF) will establish a new direction in Federal infrastructure investment that emphasizes demonstrable merit and analytical measures of performance. Fund investments will be issued in the form of grants, loans, or a blend of both and will target transportation and transportation-related projects that provide a significant economic benefit to the Nation or a region.

The NIIFF investments will be overseen by a Policy and Investment Board that will establish and maintain the criteria for the evaluation of investment projects and make investment recommendations to the Secretary of Transportation. The NIIFF will sponsor planning, feasibility, and analytical capacity work necessary to identify high-value projects around the country. The NIIFF will encourage collaboration among non-Federal stakeholders including States, municipalities, and private investors, and also promote coordination with investments in other infrastructure sectors.

NATIONAL INFRASTRUCTURE INNOVATION AND FINANCE FUND			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
National Infrastructure Innovation and Finance Fund	\$ -	\$ -	\$ 4,000
TOTAL	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 4,000</u>

FY 2011 Budget

- \$4 billion is requested in FY 2011 for NIIFF. This is a down payment on a \$25 billion commitment to the fund.
- Of the \$4 billion in funds requested, \$150 million is requested for planning costs, \$50 million for cost/benefit analysis and \$70 million for establishing and administering the program.
- The NIIFF will be established as a new entity within the Department of Transportation reporting to the Secretary and headed by a Director who would oversee the day-to-day operations of the NIIFF. The FY 2011 Budget requests 100 FTE's to staff the fund.

- The NIIFF will provide grants, loans and a blend of both. Projects eligible for funding from the NIIFF will include multi-modal projects that include highway, transit, rail, aviation, ports, and maritime components.



FEDERAL AVIATION ADMINISTRATION

Overview: The Federal Aviation Administration (FAA) maintains and operates the Nation’s airspace system and regulates its safety. The FY 2011 budget request supports FAA’s current programs in the areas of air traffic controller and safety staffing, research and development, and capital investment. The budget also advances the modernization of our air traffic system through “NextGen” – the next generation of air traffic control technology. NextGen will enable the FAA to build upon current capabilities and lay the groundwork for future technologies that will improve the safety, capacity, and efficiency of air travel by replacing ground-based radar surveillance with a modern satellite-based system. NextGen also capitalizes on the latest in aircraft technology.

FEDERAL AVIATION ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u> ^{1/}	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Operations	\$ 9,046	\$ 9,350	\$ 9,793
Facilities & Equipment	\$ 2,742	\$ 2,936	\$ 2,970
Recovery Act	\$ 200	\$ -	\$ -
Research, Engineering, and Development	\$ 171	\$ 191	\$ 190
Grants-in-Aid for Airports (obligation authority)	\$ 3,515	\$ 3,515	\$ 3,515
Recovery Act	\$ 1,100	\$ -	\$ -
TOTAL	\$ 16,774	\$ 15,992	\$ 16,468

^{1/}Includes funds provided under the American Recovery and Reinvestment Act of 2009.

FY 2011 Budget Request

- FAA’s total request is \$16.5 billion for FY 2011.
 - \$1.1 billion is included for FAA’s NextGen initiative -- an increase of \$275 million over the FY 2010 enacted levels -- representing a 32 percent increase. This funding will begin addressing recommendations proposed by a recent industry advisory committee to FAA and NextGen.
 - These funds will support an integrated plan to speed delivery of NextGen’s benefits to the traveling public. NextGen aims to improve the efficiency and capacity of the national airspace, improve safety, and improve the environmental performance of the national airspace.
 - Area Navigation / Required Navigation Performance: FAA will use an increase of \$25 million to improve arrival and departure procedures

- Air-to-Ground Data Communications: \$153 million for data communications, an increase of \$106 million over FY 2010. FAA will use the additional funding to accelerate the transition from the current voice-based communication system to a data communication system.
- Automatic Dependent Surveillance Broadcast: \$176 million is included for the implementation of satellite-based surveillance capabilities. This will provide a more complete picture of airspace conditions and more accurate position data.
- \$9.8 billion is requested for the FAA's Operations account, an increase of \$443 million over the FY 2010 enacted.
- Within this amount is \$1.3 billion for aviation safety, an increase of \$60 million above FY 2010 levels. \$14 million is included in this amount to fund an additional 82 positions to develop flight standards and provide increased aircraft certification services.
- \$3 billion is requested for the FAA's Facilities and Equipment (F&E) capital program. These resources will allow FAA to maintain the capacity and safety of the current national airspace while moving ahead with modernization efforts.
- \$1.9 billion will be used to support the current infrastructure, power systems, information technology, navigational aids, and weather systems.
- FAA's capital program portion for NextGen is \$1 billion.
- \$190 million is requested for FAA's Research, Engineering & Development (RE&D). Funds will be used to continue work in current research areas as well as to advance NextGen efforts and environmental research for aircraft technologies, alternative fuels, and information.
- \$3.5 billion is requested for FAA's Grants-in-Aid for Airports. This funding will focus on safety-related development projects, including runway safety area improvements, runway incursion reductions, aviation safety management, and improving infrastructure conditions.

FAA - NextGen Programs

(Dollars in Thousands)

	FY 2009 Actual	FY 2010 Enacted	FY 2011 Request
Facilities and Equipment (F&E)			
NextGen Network Enabled Weather (NNEW)	20,000	20,000	28,250
Data Communications for Trajectory Based Operations	28,800	46,700	153,300
Demonstrations and Infrastructure Development	28,000	34,602	27,000
NextGen – System Development	41,400	66,100	95,000
NextGen – Trajectory Based Operations	39,500	63,500	58,600
NextGen – Reduced Weather Impact	14,400	35,600	43,202
NextGen – High Density Arrivals/Departures	18,200	51,800	57,000
NextGen – Collaborative Air Traffic Management (ATM)	27,700	44,641	75,500
NextGen – Flexible Terminals and Airports	37,100	64,300	80,700
NextGen – Safety, Security and Environment	8,000	8,200	8,000
NextGen – Networked Facilities	15,000	24,000	35,000
System-Wide Information Management	43,043	56,548	92,000
ADS-B National Airspace System (NAS) Wide Implementation – Segment 1b	306,765	201,350	176,100
NAS Voice Switch	10,000	26,600	30,200
Collaborative ATM Technologies ¹	-	18,100	35,900
Activity 5 Facilities & Equipment (F&E) Personnel Compensation Benefits and Training (PCBT) - NextGen ²	-	26,250	27,038
Subtotal F&E	637,908	788,290	1,022,790
Research, Engineering and Development (RE&D)			
NextGen – Wake Turbulence	7,370	7,605	10,685
NextGen – Air Ground Integration	2,554	5,688	10,614
NextGen – Self Separation	8,025	8,247	9,971
NextGen – Weather in the Cockpit	8,049	9,570	9,312
NextGen Environmental Research – Aircraft Technologies, Fuels and Metrics	16,050	26,509	20,600
NextGen – Joint Project Development Office (JPDO)	14,466	14,407	14,292
NextGen Alternative Fuels - General Aviation	-	-	2,000
Subtotal RE&D	56,514	72,026	77,474
Operations			
NextGen Environmental/Noise/Congestion Studies (5 EOY/FTE)	-	1,665	1,681
NextGen Staffing (Air Traffic Organization (ATO) 75 FTE)	-	5,000	12,083
NextGen – Environmental Performance (5 FTE)	704	725	747
Program, Models & Metrics (3 End of Year (EOY)/2 FTE)	-	-	3,019
Performance Based Navigation (ATO \$15M; (Aviation Safety) AVS \$10M - 40 EOY/20 FTE)	-	-	25,000
Subtotal Operations	704	7,390	42,530
Total NextGen Programs	695,126	867,706	1,142,794

^{1/} Beginning in FY 2010, funding for Collaborative ATM Technologies is included in the NextGen portfolio.

^{2/} Beginning in FY 2010, Activity 5 funding is included in the NextGen portfolio.

FAA - CAPITAL PROGRAMS

(Dollars in Millions)

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>
Engineering, Development, Test and Evaluation			
Data Communications for NextGen	29	47	153
NextGen Demonstrations and Concepts	212	346	385
NextGen System Development	41	66	95
Advanced Technology	12	11	5
Other - Engineering Research & Testing	51	51	71
TOTAL	345	521	709
Air Traffic Control Facilities and Equipment			
En Route Automation	203	172	144
System-wide Information Management (SWIM)	43	57	92
Automatic Dependent Surveillance–Broadcast (ADS-B) implementation	307	201	176
Oceanic Automation	21	8	4
Infrastructure Improvements	299	307	313
Airport Surface Detection Equipment – Model X	34	25	4
Terminal Automation	35	56	49
Terminal Digital Radar	4	10	4
Runway Status Lights	27	117	55
Air Traffic Management	90	31	17
Wide Area Augmentation System	92	91	95
Improve Weather Systems	24	48	51
Improve Voice Communications	59	75	124
Replace Fuel Tanks	6	6	6
Power Systems	50	88	95
Other - Legacy System Upgrades	274	289	149
TOTAL	1,568	1,581	1,378
Non-Air Traffic Control Facilities and Equipment			
Hazardous Materials Clean-Up	18	20	20
National Airspace System Recovery Communications	10	10	15
Safety Database and Computer Systems	41	38	53
Facility Risk Management	15	18	17
Information Security	12	12	15
Aeronautical Center Infrastructure Modernization	13	14	15
Other - Standards Automation	33	20	16
TOTAL	142	132	151
Facilities and Equipment Mission Support			
Center for Advanced Aviation System Development (CAASD)	78	82	81
Facility Leases	59	53	55
Technical Support Contracts	63	68	69
Logistics	8	11	11
Other - Information Management Programs	18	18	25
TOTAL	226	232	241
Personnel and Related Expenses			
TOTAL	461	470	492
CAPITAL PROGRAMS TOTAL	<u>2,742</u>	<u>2,936</u>	<u>2,970</u>



FEDERAL HIGHWAY ADMINISTRATION

Overview: The Federal Highway Administration (FHWA) administers the Federal-aid Highway program. The Federal-aid Highway Program provides Federal financial assistance to state and local governments to construct and improve the National Highway System, urban and rural roads, and bridges. 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.

FEDERAL HIGHWAY ADMINISTRATION ^{1/}			
(Dollars in Millions)			
	FY 2009 ACTUAL ^{2/}	FY 2010 ENACTED	FY 2011 REQUEST
Federal-Aid Highways Obligation Limitation	\$ 39,715 ^{3/}	\$ 41,107	\$ 41,363
Exempt Mandatory Federal-Aid Highways	\$ 739	\$ 739	\$ 739
Livable Communities Program	\$ -	\$ -	[200]
Limitation on Admin Expenses	[390]	[414]	[421]
Highway Infrastructure Investment, Recovery Act	\$ 27,212 ^{4/}	\$ -	\$ -
Highway Infrastructure Program (GF)	\$ -	\$ 650	\$ -
Appalachian Development Highway System (GF)	\$ 10	\$ -	\$ -
Miscellaneous Appropriations (GF)	\$ 166 ^{5/}	\$ 293	\$ -
TOTAL	\$ 67,841	\$ 42,789	\$ 42,102

Amounts may not add to totals due to rounding.

^{1/} Brackets [] indicate non-add entries.

^{2/} Includes funds provided under the American Recovery and Reinvestment Act of 2009.

^{3/} Reflects a net \$985 million flex funding transfer to FTA. In FY 2009, the total enacted Federal-Aid Highways obligation limitation was \$40.7 billion.

^{4/} Reflects a net \$288 million transfer to FTA.

^{5/} Reflects a \$0.9 million transfer to FTA.

FY 2011 Budget

- The FY 2011 budget requests \$42.1 billion to invest in our Nation’s highways and bridges. While the Administration and Congress continue to work on a long-term future strategy for surface transportation that addresses both spending and revenue issues -- and needed reforms -- the President’s plan continues the current funding levels and recommends extending the current authorization through March of 2011.
- As part of the Department’s livability initiative, \$200 million in highway funding will be used for a competitive livability program to assist States, local, and Tribal governments in integrating transportation, land use, and conservation of natural

resources in urban and rural communities. This program would also enhance the capacity of State, Tribal, metropolitan, and local transportation agencies to plan and implement transportation projects consistent with livability goals and performance investment objectives. The funds could be used to improve modeling and data collection to better facilitate integrated planning. DOT would coordinate with HUD and EPA in implementing this program.



FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Overview: The Federal Motor Carrier Safety Administration (FMCSA)'s primary mission is to ensure safe commercial motor vehicle (CMV) operations and reduce large truck and bus crashes and related injuries and fatalities through education, regulation, enforcement, research, and innovative technologies. Commercial motor vehicles represent about 4 percent of registered vehicles; however, they account for 8 percent of the travel volume. FMCSA is responsible for developing and enforcing regulations on over 731 thousand registered carriers, 14 million Commercial Driver's License (CDL) holders, and 9.9 million registered Large Trucks and Buses. FMCSA works with the States administering the safety, hazardous materials, and security enforcement programs.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Motor Carrier Safety Operations & Programs	\$ 234	\$ 240	\$ 260
Motor Carrier Safety Grants	\$ 307	\$ 310	\$ 310
TOTAL	<u>\$ 541</u>	<u>\$ 550</u>	<u>\$ 570</u>

FY 2011 Budget

- \$570 million is requested overall for Federal Motor Carrier Safety Administration's programs. This is a \$20 million increase above FY 2010 enacted levels.
- Nearly \$13 million is for Operating Expenses to allow FMCSA to fully deploy Comprehensive Safety Analysis (CSA) 2010, the new operating enforcement business model for the Agency, including resources for enforcement, monitoring, and training, as well as rulemaking and regulatory priorities. Within this amount, nearly \$7 million and 59 new FTE are included for additional motor carrier safety inspectors and personnel to conduct safety enforcement and compliance operations.
- The \$7.3 million increase in Information Management funding will allow FMCSA to upgrade its IT systems in order to provide new functionality associated with new entrants, e-Gov, and COMPASS-related activities. Within this request, \$1 million will be used to fully implement an enhanced motor carrier

- By upgrading its IT systems, FMCSA will be able to retire its legacy systems, which will reduce future operating costs and provide easier access to information for both the public and for carriers.
- The budget redirects \$8 million in Commercial Driver's License Information System (CDLIS) Grants to new entrant grants (\$3 million) and CDL improvement grants (\$5 million) now that CDLIS modernization efforts are nearly completed.



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Overview: The National Highway Traffic Safety Administration (NHTSA)'s FY 2011 request will be used to support critical behavioral and vehicle programs and provide grants to the States for the administration of highway traffic safety programs. In FY 2011, NHTSA will focus on effective countermeasures that affect large and vulnerable populations, such as children, teens, and seniors. Another increasingly emerging safety issue is distracted driving. NHTSA's request for a new \$50 million distracted driving prevention program will encourage States to enact laws to prevent distracted driving with a focus on texting bans. An increased policy emphasis will also be placed on pedestrian safety. The agency will continue a multi-year effort to demonstrate the effectiveness of a combined education and enforcement program in four locations experiencing high pedestrian accidents. In addition, emerging risks – such as the risks associated with quieter cars and blind pedestrians – will continue to be examined, along with other potential hazards posed by vehicles that use alternative fuels and power sources.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Operations and Research	\$ 233	\$ 246	\$ 250
National Driver Register	\$ 4	\$ 7	\$ 7
Highway Traffic Safety Grants	\$ 620	\$ 620	\$ 621
Consumer Assistance to Recycle and Save (CARS)	\$ 3,000	-	-
TOTAL	<u>\$ 3,856</u>	<u>\$ 873</u>	<u>\$ 878</u>

Amounts may not add to totals due to rounding.

FY 2011 Budget

- \$878 million is requested in total for the National Highway Traffic Safety Administration (NHTSA). The request is \$5 million more than the FY 2010 enacted levels.
- \$50 million is requested for a new Distracted Driver Prevention Program which will promote laws to prevent distracted driving with a focus on banning dangerous texting and cell phone use.

- \$3 million has been dedicated to programs to improve safety among older drivers. In addition, the Department proposes a special emphasis on teen driver safety that will examine, develop, and deploy approaches to deter risky driving behaviors by teens.
- \$12 million is requested for the New Car Assessment Program (NCAP). Funds will be used to test approximately 72 percent of the fleet using new test procedures, which will result in more detailed and meaningful safety ratings for consumers.
- Within the \$6.7 million requested for the National Driver Register, \$2.5 million is targeted for modernization of the system.



FEDERAL TRANSIT ADMINISTRATION

Overview: The Federal Transit Administration (FTA) provides grant funding to State, local, and Tribal governments, public and private transit operators, and other recipients to support public transit operations; construct new public transit systems; purchase and maintain transit vehicles and equipment; support regional transportation planning efforts; and improve the technology and service methods used in the delivery of public transportation services. The Administration has also submitted a legislative proposal currently pending in Congress to expand the FTA’s responsibilities to ensure the safety of the Nation’s transit systems. In FY 2011, FTA proposes to restructure its programs and accounts to reflect the Administration’s commitment to strengthen public transportation safety oversight, bring bus and rail transit infrastructure to a state of good repair, provide increased mobility and livability in local communities, and protect the environment.

FEDERAL TRANSIT ADMINISTRATION			
(Dollars in Millions)			
	<u>FY 2009 ACTUAL</u>	<u>FY 2010 ENACTED</u>	<u>FY 2011 REQUEST</u>
Livable Communities (TF)	\$ -	\$ -	\$ 307
Greenhouse Gas and Energy Reduction (TF)	\$ -	\$ -	\$ 53
Transit Formula Grants (formerly Formula and Bus Grants) (TF)	\$ 9,246 ^{1/}	\$ 8,343	\$ 8,272
Capital Investment Grants (GF) ^{3/}	\$ 2,557 ^{2/}	\$ 1,998	\$ 1,820
Washington Metropolitan Area Transit Authority (WMATA) Grants (GF)	\$ -	\$ 150	\$ 150
Grants for Energy Efficiency and Greenhouse Gas Reduction (GF)	\$ -	\$ 75	\$ -
Rail Transit Safety Oversight Program (GF)	\$ -	\$ -	\$ 24
Technical Assistance and Workforce Development (GF)	\$ -	\$ -	\$ 29
National Research and Technology (formerly Research & University Research Centers) (GF)	\$ 67	\$ 66	\$ 30
Administrative Expenses (GF)	\$ 94	\$ 99	\$ 114
Transit Capital Assistance Grants, Recovery Act ^{4/} (GF)	\$ 7,188 ^{4/}	\$ -	\$ -
Formula Grants ^{5/} (TF)	\$ 1	\$ -	\$ -
Fixed Guideway Infrastructure Investment, Recovery Act (GF)	\$ 750	\$ -	\$ -
TOTAL ^{6/}	\$ 19,904	\$ 10,731	\$ 10,798

^{1/} Includes a net \$985 million flexed from the Federal Highway Administration.

^{2/} Includes \$750 million from the American Recovery and Reinvestment Act, P.L. 111-5.

^{3/} Net of \$2 million to be transferred to the Office of Inspector General to execute contracts under 5327(c.)

^{4/} Includes \$288 million transferred from the Federal Highway Administration.

^{5/} Includes \$0.9 million transferred from the Federal Highway Administration.

^{6/} Numbers may not add due to rounding.

FY 2011 Budget

- FTA's total request of \$10.8 billion is \$67 million more than the FY 2010 enacted level.
- \$30 million is requested to fund Rail Transit Safety Oversight activities embodied in the Administration's rail transit safety legislation, the "Public Transportation Safety Program Act of 2009." Of this amount, \$5.5 million is requested for agency administrative expenses to help support these expanded safety activities.
- \$8.3 billion requested for transit formula grants programs to help support both rural and urban areas with capital investments and rural areas with operating assistance.
- FTA's New Starts/Small Starts (\$1.8 billion) program funds existing Full Funding Grant Agreements (FFGA) and projects that will be ready for an FFGA during FY 2011.
- \$307 million is provided to promote livable communities in metropolitan and rural areas by providing effective and reliable transportation alternatives that increase access to jobs, health and social services, and other activities of daily life. These programs are vital components of the Department of Transportation's Livable Communities initiative.
- \$150 million is included to enable the Washington Metropolitan Area Transit Authority (WMATA) to address infrastructure investment where safety improvement is most critical.
- \$53 million is requested to help reduce greenhouse gas emissions and energy consumption through deployment programs and demonstrations.
- FTA proposes a total of 150 new FTEs (130 safety-related); 50 FTE to support FTA's current mission and provide expertise to implement new safety oversight programs and regulations, and 100 FTE to form federal and state teams with the power to conduct investigations and audits identifying unsafe vehicles, equipment, control systems and operating practices.
- FTA proposes new appropriation accounts for "Rail Transit Safety Oversight," "Livable Communities," "Greenhouse Gas and Energy Reduction," and "Technical Assistance and Workforce Development" to better align funding with Administration priorities.

FEDERAL TRANSIT ADMINISTRATION

Proposed FY 2011 Section 5309 New Starts and Small Starts Projects
(Dollars in Millions)

			FY 2011 Pres. Bud.
A. Existing New Starts Full Funding Grant Agreements			
CO	Denver, West Corridor LRT	Denver	\$40
NY	New York, Long Island Rail Road East Side Access	New York	\$215
NY	New York, Second Avenue Subway Phase I	New York	\$197
TX	Dallas, Northwest/Southeast LRT MOS	Dallas	\$86
UT	Salt Lake City, Mid Jordan LRT	Salt Lake City	\$100
UT	Salt Lake City, Weber County to Salt Lake City Commuter Rail	Salt Lake City	\$80
VA	Northern Virginia, Dulles Corridor Metrorail Project Ext. to Wiehle Ave.	Washington	\$96
WA	Seattle, University Link LRT Extension	Seattle	\$110
Subtotal Existing FFGAs			\$925
B. Pending Full Funding Grant Agreements—Projects First Recommended for Funding in FY2010			
FL	Orlando, Central Florida Commuter Rail Transit -- Initial Operating Segment	Orlando	\$40
NJ	Northern New Jersey, Access to the Region's Core	Northern New Jersey	\$200
TX	Houston, North Corridor LRT	Houston	\$75
TX	Houston, Southeast Corridor LRT	Houston	\$75
Subtotal Pending FFGAs			\$390
C. New Full Funding Grant Agreement Funding Recommendations			
CA	San Francisco, Central Subway LRT	San Francisco	\$20
CO	Denver, East Corridor	Denver	\$40
CO	Denver, Gold Line	Denver	\$40
CT	Hartford, New Britain - Hartford Busway	Hartford	\$45
HI	Honolulu, Rail Transit Project -- East Kapolei to Ala Moana Center	Honolulu	\$55
MN	St. Paul-Minneapolis, Central Corridor LRT	St. Paul-Minneapolis	\$45
Subtotal New FFGA Funding Recommendations			\$245
D. Small Starts Funding Recommendations			
CA	Oakland, East Bay BRT	Oakland	\$15
CA	Riverside, Perris Valley Line	Riverside	\$23
CA	San Bernardino, E Street Corridor (San Bernardino Express) BRT	San Bernardino	\$43
CA	San Francisco, Van Ness Avenue BRT	San Francisco	\$15
CO	Fort Collins, Mason Corridor BRT	Fort Collins	\$5
CO	Roaring Fork Valley, BRT Project	Roaring Fork	\$24
NY	New York City, Nostrand Ave BRT	New York	\$28
TX	Austin, MetroRapid BRT	Austin	\$24
WA	King County, West Seattle BRT	Seattle	\$21
Subtotal Small Starts Funding Recommendations			\$200
E. Other New Starts/Small Starts Projects			\$45
F. Oversight (1%) ^{1/}			\$18
GRAND TOTAL			\$1,822

^{1/} Includes \$2 M that is proposed to be transferred to the OIG.



FEDERAL RAILROAD ADMINISTRATION

Overview: The Federal Railroad Administration (FRA) is charged with ensuring the Nation’s rail transportation is safe, secure, and efficient. The proposed \$2.9 billion request reflects the effect of three major pieces of legislation: (1) the Rail Safety Improvement Act (RSIA) of 2008, (2) the Passenger Rail Improvement and Investment Act (PRIIA) of 2008, and (3) the American Recovery and Reinvestment Act (ARRA) of 2009. Together, these laws expanded FRA’s mission in terms of scope, influence, and responsibility. In FY 2011, FRA will help address the Nation’s transportation challenges by investing in an efficient, high-speed passenger rail network that connects communities across America.

FEDERAL RAILROAD ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 ACTUAL ^{1/}	FY 2010 ENACTED	FY 2011 REQUEST
Safety and Operations	\$ 159	\$ 172	\$ -
Federal Railroad Operations (FRO)	\$ -	\$ -	\$ 154
Railroad Safety User Fee ^{2/}	\$ -	\$ -	\$ [50]
Railroad Safety	\$ -	\$ -	\$ 50
Amtrak	\$ 2,790	\$ 1,565	\$ 1,637
Railroad Research and Development	\$ 34	\$ 38	\$ 40
Capital Assistance for High Speed Rail Corridors and Intercity Passenger Rail Service (including ARRA)	\$ 8,000	\$ 2,500	\$ 1,000
Railroad Safety Technology Grant Program	\$ -	\$ 50	\$ -
Intercity Passenger Rail Grant Program	\$ 90	\$ -	\$ -
Rail Line Relocation and Improvement Grant Program	\$ 25	\$ 35	\$ -
TOTAL	\$ 11,098	\$ 4,359	\$ 2,880

^{1/}Includes funds provided under the American Recovery and Reinvestment Act of 2009.

^{2/} Brackets [] indicate non-add entries.

FY 2011 Budget

- \$2.9 billion is requested in total to support the Federal Railroad Administration and Amtrak:
 - \$1 billion is requested for High Speed Rail
 - \$1.6 billion is requested for Amtrak. Within the request for Amtrak, \$281 million will be used to fully fund Amtrak’s Americans with Disabilities Act (ADA) capital plan for FY 2011.

- \$244 million for the Federal Railroad Administration's safety and operating programs.
- The President's budget request proposes a railroad safety user fee to help offset the costs associated with railroad safety inspectors and their activities. A total of \$50 million is anticipated to be collected under this fee in FY 2011.
- \$4.5 million is requested to support a staffing increase of 31 FTEs to support the requirements of RSIA, PRIIA, and expanded grant program activities.
- The budget requests a change in the account structure for FRA. The Safety and Operations account would be divided into two new accounts by establishing a separate Federal Railroad Operations account focused on operational expenses and a Railroad Safety account which would focus solely on rail safety program activities.



PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Overview: Pipeline and Hazardous Materials Safety Administration’s (PHMSA) mission is to oversee the safe transportation of hazardous liquids and natural gas through the network of 2.5 million miles of pipelines, serving over 69 million residential and commercial customers. These pipelines transport and supply 68 percent of the fuel used to heat, cool, and operate American homes, cars, and businesses including most of the energy powering other transportation modes. In addition to its pipeline safety role, PHMSA oversees the safe and secure shipment of up to one million daily movements of hazardous materials by all transportation modes, including explosive, poisonous, corrosive, flammable, and radioactive materials. Many of these materials are essential to the American public and local economies due to their use in farming, medical applications, manufacturing, mining, and other industrial processes.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Pipeline Safety	\$ 94	\$ 106	\$ 112
Hazardous Materials Safety	\$ 32	\$ 38	\$ 40
Emergency Preparedness			
Grants	\$ 28	\$ 28	\$ 28
Operational Expenses	\$ 18	\$ 20	\$ 21
TOTAL	<u>\$ 173</u>	<u>\$ 193</u>	<u>\$ 202</u>

FY 2011 Budget

- \$202 million is requested in total for PHMSA, an increase of almost \$10 million above the FY 2010 enacted levels.
- \$112 million is requested for Pipeline Safety, of which:
 - \$1.6 million is requested to fund 9 FTE to fully implement the Pipeline Inspection, Protection, Enforcement, and Safety (PIPES) Act of 2006.
 - \$3.8 million is requested for a total of \$42 million for state pipeline grants to help oversee the safe operation of the national pipeline system.

- \$40 million is requested for Hazardous Materials Safety, of which:
 - \$1.4 million and 8 FTE are requested to continue implementation of PHMSA's special permits and approvals action plan to enhance management and oversight of its hazardous materials safety program.
 - \$2 million is requested to develop the Hazmat Intelligence Portal (HIP), a database which serves the Federal community responsible for protecting people and the environment from accidental or terrorist-related hazmat releases. The HIP is a data warehouse and business intelligence tool that allows users to access hazardous materials information available from 46 separate government data bases in one easy-to-use portal.
- \$21 million is requested for Operational Expenses, of which
 - \$1.4 million is requested for technology improvements as part of PHMSA's Information Technology (IT) Modernization Blueprint.



MARITIME ADMINISTRATION

Overview: The Maritime Administration's (MARAD) mission is to support the U.S. maritime transportation system to meet the economic and security needs of the Nation. Through the management of the Maritime Security Program, the Voluntary Intermodal Sealift Agreement program, the Ready Reserve Force, and War Risk Insurance program, MARAD helps support national security and defense mobilization by assuring access to ships and crews for Department of Defense mobilizations. MARAD's mariner education and training programs -- through the U.S. Merchant Marine Academy and six State Maritime Schools -- provide most of the new, skilled U.S. merchant marine officers needed to serve the Nation's defense and commercial maritime transportation needs. Through its ship disposal program MARAD also continues to reduce the significant environmental risks posed by the presence of obsolete ships in the National Defense Reserve Fleet.

MARITIME ADMINISTRATION			
(Dollars in Millions)			
	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
Operations & Training (O&T)	\$ 123	\$ 150	\$ 164
Assistance to Small Shipyards	\$ 18	\$ 15	\$ -
Assistance to Small Shipyards (ARRA) ^{1/}	\$ 100	\$ -	\$ -
Ship Disposal	\$ 15	\$ 15	\$ 10
Maritime Security Program	\$ 174	\$ 174	\$ 174
Maritime Guaranteed Loans (Title XI)	\$ 4	\$ 9	\$ 4
TOTAL	\$ 433	\$ 363	\$ 352

^{1/} Includes \$2 million for administrative expenses transferred to the O&T account in 2009.

FY 2011 Budget

- \$352 million is requested in total for MARAD.
- \$164.4 million is requested for the Operations and Training account. This is a \$14.6 million increase above FY 2010 enacted levels.
 - The request of \$100 million for the U.S. Merchant Marine Academy (USMMA) includes \$30.9 million (a \$15.9 million increase) to make needed renovations to existing campus facilities. It also includes \$6 million to repay students for Midshipman fee overcharges.
 - \$15 million will be dedicated for State Maritime Academies and their activities.

- \$49.3 million is requested for MARAD operations and programs.
- \$10 million is requested for the Ship Disposal Program to support the disposal of 15 obsolete vessels from the National Defense Reserve Fleet.
- \$174 million is requested for the Maritime Security Program (\$2.9 million per ship) to ensure 60 privately owned militarily useful vessels are available to meet National Defense requirements and other National needs.
- \$3.7 million is requested to fund the administrative costs of the Maritime Guaranteed Loan Program (Title XI).



OFFICE OF THE SECRETARY

Overview: The Office of the Secretary (OST) provides policy development, oversight and coordination for the overall planning and direction of the Department. The total FY 2011 request is \$402 million, which includes initiatives in the areas of livable communities, cyber security and strategic use of technologies, and upgrading the Department’s financial systems and processes.

OFFICE OF THE SECRETARY			
(Dollars in Millions)			
	FY 2009 ACTUAL	FY 2010 ENACTED	FY 2011 REQUEST
Salaries and Expenses	\$ 98	\$ 103	\$ 125
Transportation Planning, Research & Development (R&D)	\$ 18	\$ 18	\$ 10
Civil Rights, Minority Business Office (MBO) and Minority Business Resource Center Program (MBRC)	\$ 13	\$ 14	\$ 14
Supplemental Discretionary Grants for National Surface Transportation System Essential Air Services (EAS)/Payments to Air Carriers - (discretionary)	\$ 1,500	\$ -	\$ -
EAS/Payments to Air Carriers - (mandatory - overflight fees/offsetting collections and borrowing) ^{1/}	\$ 86	\$ 150	\$ 132
Financial Management Capital	\$ 12	\$ 50	\$ 50
National Infrastructure Investments	\$ 5	\$ 5	\$ 21
Cyber Security Initiatives	\$ -	\$ 600	\$ -
Livable Communities	\$ -	\$ -	\$ 30
TOTAL	\$ 1,733	\$ 940	\$ 402

^{1/} FAA transferred \$50 million of overflight fees to EAS in FY 2009, \$23 million in unobligated balances, and \$27 million of overflight fees collected during FY 2009. In addition, the EAS account received \$15 million of offsetting collections from the Department of Commerce sale of broadcast spectrum. For budgetary purposes, the \$15 million offset the \$27 million of overflight fees resulting in \$12 million of new, net budget authority in FY 2009. The \$15 million was used to repay funds that were borrowed in FY 2008, pursuant to P.L. 109-71.

FY 2011 Budget

- \$20 million is requested to establish a Livable Communities program administered by a new office within the Office of the Assistant Secretary for Transportation Policy to coordinate multi-modal and interagency (HUD and EPA) livability and sustainability work, develop performance standards and metrics, and provide grants and direct technical assistance to State, local, and non-profit organizations.

- \$30 million is requested for a one-time appropriation for cyber security initiatives to meet Federal security requirements, and enhance the Department's cyber security performance.
- A total of \$182 million, including \$50 million in mandatory funds, is requested for the Essential Air Service program. The budget proposes authority to restrain the rate of growth of the program by limiting it to those communities receiving subsidized service on October 1, 2010. It also proposes to transfer funds from FAA to cover additional subsidy costs that may arise in FY 2011, such as subsidy rate increases.
- Included within the Salaries and Expenses request is \$9.2 million for an initiative focusing on strategic use of information technologies across the Department; \$7.6 million to increase the Department's acquisition workforce capacity and capabilities; \$1.5 million to fund key staff for Transportation Offices at the U.S. Embassies in Kabul, Afghanistan and Baghdad, Iraq to support reconstruction in both countries; and \$1 million to establish a Departmental Program Evaluation Office to enhance the analysis and data underpinning transportation policies and funding decisions.
- \$21 million is requested for Financial Management Capital for a multi-year project to upgrade the Department's financial systems and processes.



RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION

Overview: The Research and Innovative Technology Administration (RITA) serves as the Department’s lead organization for research and innovation. From carrying out advanced research to providing funding to test and evaluate new approaches across modes, collecting and analyzing data and training transportation professionals, RITA enables and expedites transportation innovation. RITA manages and carries out the Department’s strategic planning, coordination, facilitation and review of the Department’s research programs. It manages the Department’s responsibilities for coordinating and developing Positioning, Navigation and Timing (PNT) technology, PNT policy coordination, and spectrum management; and overseeing the Nationwide Differential Global Positioning System (NDGPS). RITA also manages the Joint Program Office for Intelligent Transportation Systems (ITS), which is currently funded under FHWA. The program supports the advancement of ITS research through investments in major initiatives, exploratory studies, and demonstrates deployment support, such as harmonized standards and expanded weather data coverage.

RESEARCH AND INNOVATIVE TECHNOLOGY ADMINISTRATION			
(Dollars in Millions)			
	<u>FY 2009</u> <u>ACTUAL</u>	<u>FY 2010</u> <u>ENACTED</u>	<u>FY 2011</u> <u>REQUEST</u>
Research and Development	\$ 13	\$ 13	\$ 17
Bureau of Transportation Statistics (a non-add Allocation Account under Federal-Aid Highways)	[27]	[28]	[30]
TOTAL	<u><u>\$ 13</u></u>	<u><u>\$ 13</u></u>	<u><u>\$ 17</u></u>

FY 2011 Budget

- \$17.2 million is requested in FY 2011 to fund RITA, an increase of \$4.2 million over the FY 2010 enacted level. \$3 million will be used to fund system operation and maintenance and equipment recapitalization of the Nationwide Differential Global Positioning System (NDGPS). The balance of the increase will fund administrative cost increases and Position Navigation and Timing Program increases.
- In addition, \$30 million is requested to be allocated to the Bureau of Transportation Statistics, an increase of \$2 million over the FY 2010 enacted level. The proposed increase would support Commodity Flow Survey (CFS) research and design efforts.

- RITA manages the \$110 million ITS program, which is currently funded under FHWA. The program supports the advancement of ITS through investments in major initiatives, exploratory studies, and demonstrates deployment support, such as harmonized standards and expanded weather data coverage.
- Over \$300 million in transportation-related research, education, and technology application will be conducted by RITA on a reimbursable basis for other agencies during FY 2011.
 - The Volpe Center will provide technical knowledge and expertise to customers with specific transportation systems and logistics projects or issues.
 - The Transportation Safety Institute will provide training to transportation professionals in state-of-the-art safety methods and technologies.
 - The University Transportation Centers, RITA will support the education of transportation professionals in obtaining advanced degrees in transportation-related programs from participating universities.



OFFICE OF THE INSPECTOR GENERAL

Overview: The Inspector General Act of 1978, as amended, established the Office of the Inspector General (OIG) as an independent organization within the Department of Transportation. The OIG is committed to fulfilling its statutory responsibilities and supporting members of Congress, the Secretary, senior Department officials, and the public in achieving a safe, efficient, and effective transportation system.

OFFICE OF INSPECTOR GENERAL			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Salaries & Expenses	\$ 73 ^{1/}	\$ 77 ^{1/}	\$ 82 ^{1/}
Salaries & Expenses, Recovery Act	\$ 20	\$ -	\$ -
TOTAL	\$ 93	\$ 77	\$ 82

^{1/} Reflects OIG's direct appropriation and a \$2 million transfer from FTA.

FY 2011 Budget

- \$86.4 million is requested for the OIG in FY 2011.
- This request includes a \$79.8 million direct appropriation (an increase of \$4.7 million above the FY 2010 enacted levels), a \$2 million transfer from the Federal Transit Administration, and \$4.6 million in offsetting collections.
- This request will support 461 full-time equivalent employees (an increase of 8 FTEs above the FY 2010 enacted levels).



SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Overview: The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly government-owned corporation and an operating administration of the Department of Transportation. It 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.

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 are available for commercial transit 99 percent of the time during the navigation season (typically late March to late December of each year).

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION			
(Dollars in Millions)			
	FY 2009 <u>ACTUAL</u>	FY 2010 <u>ENACTED</u>	FY 2011 <u>REQUEST</u>
Operations & Maintenance (HMTF)	\$ 32	\$ 32	\$ 32
TOTAL	<u>\$ 32</u>	<u>\$ 32</u>	<u>\$ 32</u>

FY 2011 Budget

- The \$32.3 million request for SLSDC is equal to the FY 2010 enacted levels and funds the daily operations and maintenance of the U.S. portion of the St. Lawrence Seaway as well as the third year of the SLSDC's on-going Asset Renewal Program (ARP).
- \$15.7 million will be spent to address various needs for the two U.S. Seaway locks, the Seaway International Bridge connecting Ontario and New York, operational systems and networks, and Corporation facilities and equipment.
 - Major ARP projects scheduled for funding in FY 2011 include hydraulic upgrades at the Seaway locks (\$4.5 million), installation of a downstream miter gate at Eisenhower Lock (\$4.3 million), and the completion of a three-year structural rehabilitation project at the Seaway International Bridge (\$3.5 million).



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, providing an efficient and effective forum for the resolution of disputes, and the facilitation of appropriate business transactions. The STB, established in 1996 pursuant to the ICC 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.

SURFACE TRANSPORTATION BOARD			
(Dollars in Millions)			
	FY 2009	FY 2010	FY 2011
	<u>ACTUAL</u>	<u>ENACTED</u>	<u>REQUEST</u>
Salaries & Expenses	\$ 26	\$ 28	\$ 25
Fees	\$ 1	\$ 1	\$ 1
TOTAL	<u>\$ 27</u>	<u>\$ 29</u>	<u>\$ 26</u>

FY 2011 Budget

- \$26 million is requested in the President’s plan for the STB, to be financed by appropriations and the offsetting collection of user fees.



PROGRESS REPORT ON THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

On February 17, 2009, the American Recovery and Reinvestment Act of 2009 (the Recovery Act) was enacted into law to:

- Preserve and create jobs;
- Promote economic recovery;
- Assist those most impacted by the recession;
- Provide investments needed to increase economic efficiency;
- Invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits; and,
- Stabilize State and local government budgets to minimize and avoid reductions in essential services, as well as increases in State and local taxes.

TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY			
(Dollars in Millions)^{1/}			
	FY 2009 ENACTED	OBLIGATED FUNDS	OUTLAYED FUNDS
Highways	\$ 27,500	\$ 24,503	\$ 6,361
Transit	\$ 8,400	\$ 7,479	\$ 1,708
High Speed Rail	\$ 8,000	\$ -	\$ -
Amtrak	\$ 1,300	\$ 1,294	\$ 166
Airports	\$ 1,100	\$ 1,099	\$ 518
FAA Facilities	\$ 200	\$ 110	\$ 11
TIGER Grants	\$ 1,500	\$ -	\$ -
MARAD Shipyard Grants	\$ 100	\$ 98	\$ 14
TOTAL ^{2/}	\$ 48,120	\$ 34,637	\$ 8,787

^{1/} As of 01/22/2010.

^{2/} Totals reflect obligations and outlays reported to RECOVERY.GOV. The total also includes \$20 million for the Office of Inspector General.

- As of January 22nd, 12,285 transportation projects have obligated funds through ARRA.
- Out of the \$48.1 billion provided to the Department of Transportation, \$34.6 billion (approximately 72 percent) has been obligated and nearly \$8.8 billion has been outlaid.

PERFORMANCE OUTLOOK

The Department of Transportation has established four “High Priority Performance Goals” for FY 2010 and FY 2011 with a focus on improving safety for Americans while investing in future infrastructure.

Reduce Highway Fatalities

By the end of FY 2011, the Department intends to reduce the rate of highway fatalities to between 1.13 and 1.16 per 100 million vehicle miles traveled. This aggressive target would result in a 9.6 percent reduction in the fatality rate -- a 7.4 percent reduction in fatalities from 2008 levels. The Department will work to reduce highway fatalities by FY 2011 through a variety of nationwide initiatives aimed at drivers including increasing awareness of the dangers of distracted driving. The Department will also focus on improved roadway design, vehicle safety initiatives and the use of technology to reduce fatalities by creating a safer driving experience.

Limit the Rate of Aviation Risks on Runways

The runway remains one of the highest risk areas in our national airspace system. The unauthorized presence of an aircraft, vehicle, or pedestrian on a runway increases the likelihood of incidents which could evolve into serious injuries, significant property damage, and even fatalities. By the end of FY 2011, the FAA’s strategy is to reduce the risk of accidents during aircraft departures and landings by reducing the number of runway incursions by 5 percent from the FY 2008 baseline.

Improve Rail Transit Industry Focus on Safety Vulnerabilities

The safety of America’s transportation systems is the primary goal of the Department. A series of recent serious rail transit accidents has shaken public confidence in the safety of public transit. While FTA lacks legislative authority to directly oversee transit systems, there are several activities it will pursue to improve this situation. These include: improving the State Safety Oversight programs’ compliance with existing requirements, forming a compliance advisory committee - in accordance with the Federal Advisory Committee Act - to provide input on potential future regulation, and conducting workshops and training on transit asset management, including a focus on safety critical assets.

Establish High Speed Rail Capability

The President’s vision for High Speed Rail is to transform America’s transportation system by developing a national network of high-speed rail corridors through a collaborative effort among the Federal Government, States, and railroads. This program will provide funding for major corridor development and other projects to improve passenger rail across the nation in support of the Department’s national objectives of fast, safe, efficient, and convenient transportation alternatives.

SAVE AWARD OPPORTUNITIES

In the fall of 2009, the President sought ideas from Federal employees to make government operations more efficient and save money. The program, known as Securing Americans Value and Efficiency (SAVE), resulted in thousands of suggestions across government. After careful consideration and a public vote, the 2009 SAVE Award was given to Nancy Fichtner of the Department of Veterans Affairs. Within the Department, over 200 credible ideas for money saving opportunities are being reviewed more closely. In the coming months the Department will analyze other suggestions to identify new ways to improve the effectiveness and efficiency of our operation.

Budgetary Resources

Appropriations, Obligation Limitations, User Fees, Asset Sales, and FHWA Exempt Obligations
(Dollars in Millions)

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2009</u> ^{1/}	<u>ENACTED FY 2010</u>	<u>PRES BUD FY 2011</u>
Federal Aviation Administration	16,774	15,992	16,468
Federal Highway Administration	74,841	42,789	42,102
National Highway Traffic Safety Administration	3,856	873	878
Federal Motor Carrier Safety Administration	541	550	570
Federal Transit Administration	19,904	10,731	10,798
Federal Railroad Administration	11,098	4,359	2,880
Pipeline and Hazardous Materials Safety Admin	173	193	202
Research and Innovation Technology Admin	13	13	17
Maritime Administration	433	363	352
Saint Lawrence Seaway Development Corporation	32	32	32
Surface Transportation Board	27	29	26
Office of the Secretary	1,733	940	402
Inspector General	93	77	82
National Infrastructure Innovation and Finance Fund	-	-	4,000
TOTAL DOT BUDGETARY RESOURCES	129,518	76,939	78,808

^{1/} 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 2009</u> ^{1/}	<u>ENACTED FY 2010</u>	<u>PRES BUD FY 2011</u>
Federal Aviation Administration	17,066	16,083	16,468
Federal Highway Administration ^{2/}	64,696	44,152	42,801
National Highway Traffic Safety Administration	3,785	856	864
Federal Motor Carrier Safety Administration	508	530	541
Federal Transit Administration	19,904	10,749	10,527
Federal Railroad Administration	11,108	4,374	2,827
Pipeline and Hazardous Materials Safety Admin	170	193	202
Research and Innovation Technology Admin	13	13	17
Maritime Administration	665	595	528
Saint Lawrence Seaway Development Corporation	32	32	32
Surface Transportation Board	26	28	25
Office of the Secretary	1,733	940	402
Inspector General	93	77	82
National Infrastructure Innovation and Finance Fund	-	-	4,000
SUBTOTAL: Budget Authority before OC	119,797	78,621	79,320
Offsetting Collections ^{3/}	-7,453	-193	-144
TOTAL BUDGET AUTHORITY	112,344	78,428	79,176

^{1/} Includes funds provided under the American Recovery and Reinvestment Act of 2009.

^{2/} Includes a rescission in FHWA in FY 2011 of \$263 million.

^{3/} Includes the \$7 billion payment to the Highway Trust Fund in FY 2009.

Totals may not add due to rounding.

Outlays

(Dollars in Millions)

<u>ADMINISTRATION</u>	<u>ACTUAL FY 2009</u> ^{1/}	<u>ENACTED FY 2010</u> ^{1/}	<u>PRES BUD FY 2011</u> ^{1/}
Federal Aviation Administration	15,419	16,649	16,409
Federal Highway Administration	46,782	51,751	48,697
National Highway Traffic Safety Administration	3,591	1,166	999
Federal Motor Carrier Safety Administration	508	772	568
Federal Transit Administration	11,351	15,475	14,112
Federal Railroad Administration	1,819	3,267	3,479
Pipeline and Hazardous Materials Safety Admin	143	193	206
Research and Innovation Technology Admin	2	170	17
Maritime Administration	515	921	555
Saint Lawrence Seaway Development Corporation	20	32	32
Surface Transportation Board	27	28	25
Office of the Secretary	210	629	1,059
Inspector General	73	84	87
National Infrastructure Innovation and Finance Fund	-	-	476
SUBTOTAL: Outlays before OC	80,457	91,137	86,722
Offsetting Collections	-7,453	-193	-144
TOTAL OUTLAYS	73,004	90,944	86,578

^{1/} 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 2009</u>	<u>ENACTED FY 2010</u>	<u>PRES BUD FY 2011</u>
Federal Aviation Administration	47,479	48,159	48,364
Federal Highway Administration	2,833	2,923	2,923
National Highway Traffic Safety Administration	608	632	650
Federal Motor Carrier Safety Administration	1,048	1,123	1,182
Federal Transit Administration	523	563	716
Federal Railroad Administration	817	895	948
Pipeline and Hazardous Materials Safety Admin	374	461	480
Research and Innovation Technology Admin	653	706	707
Maritime Administration	759	842	846
Saint Lawrence Seaway Development Corporation	138	157	157
Surface Transportation Board	141	156	121
Office of the Secretary	463	601	665
Inspector General	410	453	461
Working Capital Fund	179	213	260
National Infrastructure Innovation and Finance Fund	-	-	100
TOTAL FULL TIME EQUIVALENT EMPLOYMENT	56,425	57,883	58,578