



U.S. Department
of Transportation

BUDGET HIGHLIGHTS FISCAL YEAR 2013



STATE OF THE UNION ADDRESS

JANUARY 24, 2012

So much of America needs to be rebuilt. We've got crumbling roads and bridges... During the Great Depression, America built the Hoover Dam and the Golden Gate Bridge. After World War II, we connected our States with a system of highways. Democratic and Republican administrations invested in great projects that benefited everybody, from the workers who built them to the businesses that still use them today.

... But you need to fund these projects. Take the money we're no longer spending at war, use half of it to pay down our debt, and use the rest to do some nation-building right here at home.

PRESIDENT BARACK OBAMA

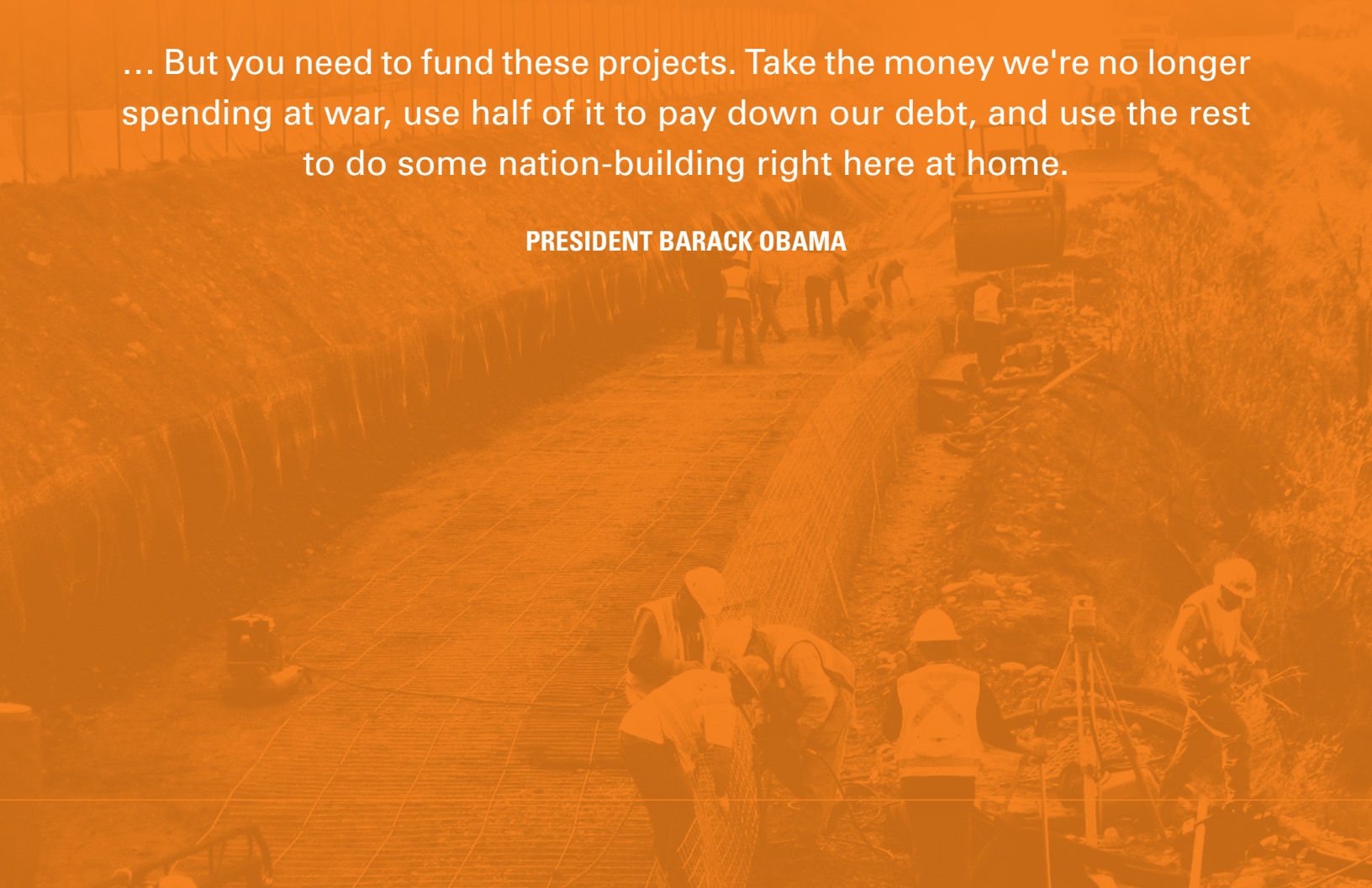


TABLE OF CONTENTS

3	OVERALL SUMMARY
7	SIX YEAR REAUTHORIZATION PROPOSAL
13	PAYING FOR THE PLAN
15	IMMEDIATE TRANSPORTATION INVESTMENTS
19	PRIORITY GOALS
23	OPERATING ADMINISTRATION REQUESTS
24	FEDERAL HIGHWAY ADMINISTRATION
27	FEDERAL TRANSIT ADMINISTRATION
31	FEDERAL RAILROAD ADMINISTRATION
34	NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
38	FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION
41	PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION
44	FEDERAL AVIATION ADMINISTRATION
51	MARITIME ADMINISTRATION
53	OFFICE OF THE INSPECTOR GENERAL
55	OFFICE OF THE SECRETARY
58	SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION
60	SURFACE TRANSPORTATION BOARD
61	TABLES

BUDGETARY RESOURCES

APPROPRIATIONS, OBLIGATION LIMITATIONS, USER FEES, ASSET SALES, AND FHWA EXEMPT OBLIGATIONS

Dollars in Millions

ADMINISTRATION	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Federal Aviation Administration	\$15,932	\$15,902	\$15,172
Federal Highway Administration	\$41,846 ^{1/}	\$41,545	\$42,569
National Highway Traffic Safety Administration	\$872	\$800	\$981
Federal Motor Carrier Safety Administration	\$555	\$555	\$580
Federal Transit Administration	\$10,284 ^{1/}	\$10,603	\$10,836
Federal Railroad Administration	\$1,706	\$1,632	\$2,698
Pipelines and Hazardous Materials Safety Administration	\$195	\$201	\$276
Maritime Administration	\$365	\$349	\$344
Saint Lawrence Seaway Development Corporation	\$32	\$32	\$33
Office of the Secretary ^{2/}	\$871	\$849	\$883
Inspector General	\$77	\$80	\$84
Surface Transportation Board	\$29	\$29	\$31
Total DOT Budgetary Resources	\$72,764	\$72,577	\$74,488
	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Immediate Transportation Investments	\$-	\$50,000	\$-
Grand Total DOT Budgetary Resources	\$72,764	\$122,577	\$74,488

1/ Does not include a net \$1.211 billion flex funding transfer from the Federal Highway Administration to the Federal Transit Administration.

2/ The FY 2013 budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA budgetary resources are included under OST in FY 2011 and FY 2012.

Totals may not add due to rounding.

FY 2013 PRESIDENT'S BUDGET DEPARTMENT OF TRANSPORTATION OVERALL SUMMARY



The President's FY 2013 Budget request proposes a total of \$74 billion for the Department of Transportation, a 2 percent increase above FY 2012. This year his budget emphasizes three priority areas:

INVESTING IN AMERICA'S FUTURE

Investment in transportation is critical to the success of our Nation's economy. The FY 2013 President's Budget request will enable us to build America's infrastructure for the future—while putting people back to work today.

- ➔ The centerpiece of the President's FY 2013 Budget for the Department of Transportation is a bold six-year \$476 billion surface transportation reauthorization proposal to improve the Nation's highways, transit, and rail infrastructure and to ensure that these systems are safe.
- ➔ This proposal is fully paid for. We will pay for these investments with the savings achieved from ramping down overseas military operations by redirecting these resources to build America's transportation infrastructure.
- ➔ The President's request also reflects an additional \$50 billion in funding for Immediate Transportation Investments in FY 2012. We

will invest in critical areas of transportation to provide a targeted economic boost and jump start the creation of jobs throughout America.

MODERNIZING OUR TRANSPORTATION SYSTEM THROUGH RESEARCH AND TECHNOLOGY

The FY 2013 Budget request will support the success of our economy by ensuring that our transportation investments keep pace with the latest innovations and advancements in technologies. The Budget proposes:

- ➔ Modernizing the air traffic system. FAA is in the middle of undertaking the largest transformation of air traffic control ever. Over \$1 billion will be invested in FY 2013 to advance the modernization of our air traffic system through "NextGen"—the next generation of air traffic control technology. Through the use of satellite surveillance, new methods of routing pilots, planes, and landing procedures, NextGen will change how Americans fly.
- ➔ Continuing Investment in High Speed Rail. The Federal Railroad Administration is

working with States to plan and develop high-speed and intercity passenger rail corridors across the country. These projects include upgrades to existing services, as well as entirely new rail lines exclusively devoted to 125 to 220 mph trains. These corridors will promote economic expansion, create new choices for travelers, reduce National dependence on oil, and foster livable urban and rural communities. In FY 2013, the President's Budget proposes \$2.5 billion for this program.

→ Emphasizing Research Coordination. The FY 2013 budget proposes to elevate the vital role research plays in transportation decision-making by moving the Research and Innovative Technology Administration (RITA) into a new Office of the Assistant Secretary for Research and Technology. This proposal will strengthen research functions across the Department by providing a prominent centralized focus on research and technology, which will improve collaboration and coordination between the Department's operating administrations.

→ Promoting Research into Intelligent Transportation Systems, including Vehicle to Vehicle technologies. Vehicle-to-Vehicle (V2V) connectivity provides constant communication between vehicles to warn drivers of the potential risk of a collision. In FY 2013, the Intelligent Transportation Systems (ITS) program will dedicate a total of \$22.4 million to the V2V program, and the corollary programs including human factors research, the implementation of a safety pilot, vehicle connectivity policy research and standards development to further explore and advance technologies that will ultimately reduce the number of collisions and save lives.

→ Advancing Unmanned Aircraft Systems. Unmanned Aircraft Systems (UAS) play an increasing role in both federal and civil missions, including homeland security, National defense, law enforcement, weather monitoring and surveying. However, technical and procedural barriers still exist in the interoperation of UAS with manned aircraft in the National Airspace System (NAS). In FY 2013, the President's Budget requests \$9 million for UAS, including \$3.1 million for the Joint Planning and Development Office (JPDO) to lead efforts with the NextGen partners to formulate and develop a National plan that will achieve the integration of UAS into the NAS, and accelerate strategic decision making on UAS implementation issues.

PRESSING FORWARD ON SAFETY

Our latest statistics show that highway fatalities are at an all time low, but the gains we have made in safety are not enough. The FY 2013 budget request will build upon these successes by focusing on our Nation's most pressing transportation safety issues.

HIGHWAY SAFETY

→ In FY 2010 highway fatalities were the lowest since 1949—and yet over 30,000 lives are still lost each year on our Nation's highways. Our budget proposes:

- » A record level of investment in safety. Nearly \$30 billion in surface transportation safety programs is provided over the next six years—an increase of 137%.
- » A continued emphasis on distracted driving programs. As the technologies of cell phones, GPS and other handheld devices have advanced, distracted driving has emerged as a pressing safety issue. The President's Budget requests \$330 million over six years for distracted driving programs which increase awareness of the issue and incentivize stakeholders to take action.

- » Strengthening the areas that really work. Our highway safety achievements have proven that planning, coordinated strategies, and the strategic use of data saves lives. The FY 2013 budget takes the next steps in safety by creating an office to integrate highway safety planning across the Department using consistent data collection methods and sharing best practices in highway safety.

PIPELINE SAFETY

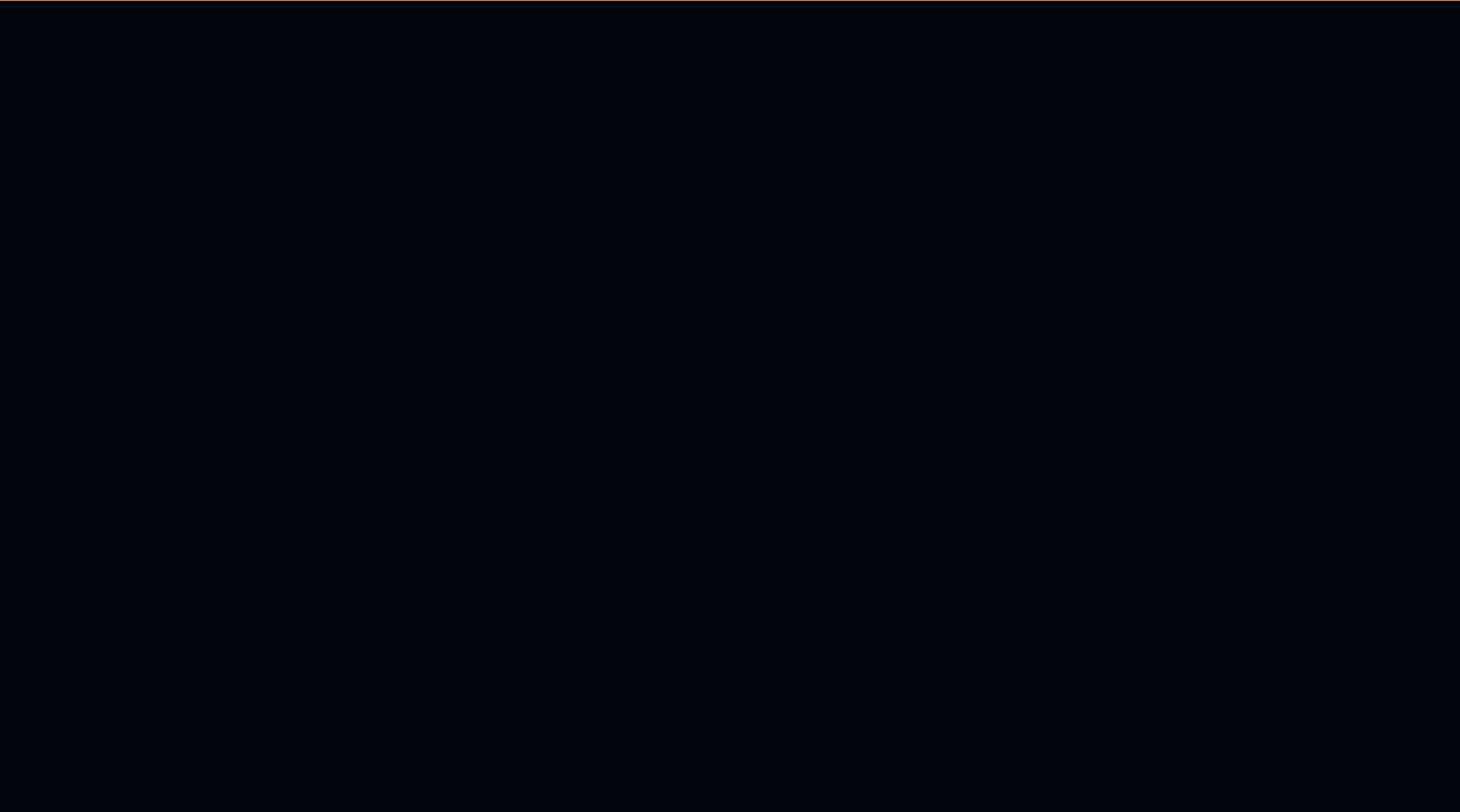
- » The FY 2013 Budget request proposes a new Pipeline Safety Reform initiative that will expand the oversight of our Nation's pipeline system. The President's Budget requests \$12.8 million to hire 120 new inspectors. The Budget also requests \$20.8 million in grant funding to work collaboratively with the States on the oversight of interstate and intrastate pipeline facilities.

AVIATION SAFETY

- » The \$1 billion request for NextGen in FY 2013 will ensure that Americans are travelling in an even safer and more efficient airspace. In FY 2013, our implementation of Performance Based Navigation (PBN) will make flying safer by giving pilots approach procedures with three-dimensional precision. We will continue to implement the Aviation Safety Information Analysis and Sharing (ASIAS) system, to provide safety management data which will allow FAA to proactively implement preventive measures. In addition, the Tower Flight Data Manager (TFDM) will provide pilots with enhanced surface traffic data for taxiing and take-off.

TRANSIT SAFETY

- » Rail transit provides over four billion passenger-trips each year, and safely moves millions of people each day. However, as shown by recent accidents and safety-related incidents, we need to strengthen the existing Federal transit oversight authorities in order to maintain the safe performance of our transit systems. The FY 2013 President's Budget proposes \$45 million to enable the Federal Transit Administration to oversee rail transit safety across America. Funds will be used to develop, promote, and conduct safety oversight activities for rail transit systems nationwide.



SIX YEAR REAUTHORIZATION PROPOSAL



SURFACE REAUTHORIZATION PROPOSAL

Dollars in Millions

	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Federal Highway Administration							
Federal-Aid Highways: (CA/Oblim)							
Administrative Expenses	\$441	\$468	\$489	\$511	\$533	\$558	\$3,000
National Highway Program	31,749	34,403	36,839	38,851	40,607	42,530	224,979
Safety Program	2,539	2,732	2,851	2,980	3,112	3,250	17,464
Livable Communities Program	4,000	4,290	4,477	4,680	4,888	5,104	27,439
Research, Technology and Education Program	644	650	650	675	700	700	4,019
Federal Allocation Program	1,257	1,374	1,450	1,531	1,613	1,676	8,901
TIFIA	500	500	500	500	500	500	3,000
Transportation Leadership Awards	700	1,300	1,666	2,073	2,818	3,460	12,017
Total	\$41,830	\$45,717	\$48,922	\$51,801	\$54,771	\$57,778	\$300,819
Federal-Aid Highways: (Exempt from Obligation)	739	739	739	739	739	739	4,434
Total, Budget Authority	\$42,569	\$46,456	\$49,661	\$52,540	\$55,510	\$58,517	\$305,253
Federal Transit Administration							
Transit Formula Program (CA/Oblim)	\$4,759	\$6,527	\$7,111	\$8,053	\$8,955	\$9,906	\$45,311
Bus and Rail State of Good Repair (CA/Oblim)	3,207	4,143	4,650	5,641	6,520	7,444	31,605
Transit Expansion & Livable Communities Prog (CA/Oblim)	2,448	3,005	3,249	3,789	4,167	4,408	21,066
Research and Technology Deployment Prog (CA/Oblim)	121	192	197	204	210	219	1,143
Transportation Leadership Awards (CA/Oblim)	-	920	1,180	1,530	1,770	2,126	7,526
Operations and Safety (CA/Oblim)	166	179	185	192	198	204	1,124
Total, FTA	\$10,701	\$14,966	\$16,572	\$19,409	\$21,820	\$24,307	\$107,775
Federal Motor Carrier Safety Administration							
Motor Carrier Safety Operations & Programs (CA/Oblim)	\$250	\$342	\$388	\$429	\$478	\$511	\$2,398
Motor Carrier Safety Grants (CA/Oblim)	330	357	380	414	449	507	2,437
Total, FMCSA	\$580	\$699	\$768	\$843	\$927	\$1,018	\$4,835
National Highway Traffic Safety Administration							
Operations & Research (CA/Oblim)	\$338	\$363	\$399	\$437	\$480	\$532	\$2,549
Highway Traffic Safety Grants (CA/Oblim)	643	714	785	864	950	1,041	4,997
Total, NHTSA	\$981	\$1,077	\$1,184	\$1,301	\$1,430	\$1,573	\$7,546
Federal Railroad Administration							
Network Development (CA/Oblim)	\$1,000	\$4,967	\$6,002	\$7,242	\$7,532	\$7,867	\$34,610
System Preservation (CA/Oblim)	1,546	2,479	2,504	1,864	2,024	2,063	12,480
Total, FRA	\$2,546	\$7,446	\$8,506	\$9,106	\$9,556	\$9,930	\$47,090
National Infrastructure Investments	\$500	\$525	\$551	\$579	\$608	\$638	\$3,401
Total, Trust Fund Budgetary Resources	\$57,877	\$71,169	\$77,242	\$83,778	\$89,851	\$95,983	\$475,900

HIGHLIGHTS OF THE DEPARTMENT OF TRANSPORTATION'S SURFACE REAUTHORIZATION PROPOSAL INVESTING IN TOMORROW AND CREATING JOBS TODAY



To compete for the jobs and industries of the future, America must out-innovate and out-build the rest of the world. President Obama has called on the Nation to repair our existing roads, bridges, and transit systems and to build new infrastructure—including a National high-speed intercity rail network—which will safely and efficiently move people and goods. This proposal is fully paid for through savings from reduced Overseas Contingency Operations.

The President's FY 2013 Budget includes a bold six-year \$476 billion surface transportation reauthorization proposal to increase our Nation's economic activity, create new jobs, and enhance our international competitiveness.

- The signature initiative of this plan is investment in high speed rail—which promises to connect our communities, reduce travel times and congestion and create skilled manufacturing jobs.
- The proposal also makes several major modifications to the current surface transportation programs that improve program performance, connect communities, enhance safety, and create jobs.

HOW DOES THE PLAN AFFECT CURRENT PROGRAMS?

REBUILDING AMERICA'S ROADS AND BRIDGES

The Budget will provide \$305 billion over six years in funding for road and bridge improvements and construction—a 34 percent increase over the previous authorization. It will also simplify the highway program structure, accelerate project delivery, and realize the benefits of highway and bridge investments to the public sooner. These investments and reforms will modernize our highway system while creating much-needed jobs.

The proposal consolidates more than 55 programs into five new programs that invest in roads most critical to the National interest: the National Highway Program; Highway Safety; Livable Communities; Federal Allocation; and, Research, Technology, and Education. It also establishes a performance-based highway program in the critical areas of safety and state of good repair, and provides resources and authorities to spur innovations that will shorten project delivery and accelerate the deployment of new technologies.

INVESTING IN ACCESSIBLE, AFFORDABLE TRANSIT OPTIONS

The Budget includes \$108 billion over six years—a 105 percent increase—in funding for transit. It will prioritize projects that rebuild and rehabilitate existing transit systems, include an important new transit safety program, and allow transit authorities (in urbanized areas of 200,000 or more in population) to temporarily use formula funds to cover operating costs in limited circumstances.

CREATING A NATIONAL HIGH-SPEED RAIL NETWORK

The Budget proposes \$47 billion over six years to continue construction of a National high-speed rail network. It will place passenger rail on equal footing with other surface transportation programs; include funding for both Amtrak and new “core express,” “regional,” and “emerging” corridors; and keep the country on track toward a system that gives 80 percent of Americans access to a passenger rail system featuring high-speed service within 25 years. This is an important step in a long-term investment plan to develop this critical transportation alternative.

PREVENTING ROADWAY CRASHES

The DOT Surface Transportation Reauthorization proposal will provide \$7.5 billion to the National Highway Traffic Safety Administration to promote seatbelt use, get drunk drivers off the

road, and ensure that traffic fatality numbers continue dropping from current historic lows. Within this amount, \$330 million is provided for the Department of Transportation’s ongoing campaign against America’s distracted driving epidemic. In addition, the proposal will almost double the investment in highway safety infrastructure funding, providing \$17 billion to Federal Highway Administration (FHWA) safety construction programs.

IMPROVING TRUCK AND BUS SAFETY

The Budget will dedicate \$4.8 billion to the Federal Motor Carrier Safety Administration (FMCSA) to ensure that commercial truck and bus companies maintain high operational standards, while removing high-risk truck and bus companies and their drivers from operating.

LEVERAGING FEDERAL FUNDS

Federal infrastructure loans enable state and local governments to significantly leverage federal dollars when financing transportation infrastructure. The budget provides \$3 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program over six years. The TIFIA program leverages each \$1 of Federal funds into \$10 of credit assistance which supports \$30 in transportation infrastructure investment. Therefore our \$3 billion TIFIA investment is expected to produce up to \$90 billion in transportation infrastructure projects.

OTHER KEY ASPECTS OF THE PROPOSAL

CONSOLIDATING AND STREAMLINING HIGHWAY AND TRANSIT PROGRAMS

Over 55 separate, duplicative highway programs will be merged into five core programs, which will make it easier for States and communities to build projects that they identify as priorities. It will also merge five transit programs into one state of good repair program and one specialized transportation program.

CUTTING RED TAPE

The proposal will cut waste, inefficiency, and bureaucracy so that projects can move forward more quickly, while still protecting public safety and the environment.

FOCUSING ON PERFORMANCE

The proposal establishes a performance-based highway program in critical areas of safety and state of good repair.

ACCELERATING PROJECT DELIVERY

A major Administration priority for reauthorization is to spur innovations that will shorten project delivery and accelerate the deployment of new technologies.

REWARDING INNOVATION THROUGH THE TRANSPORTATION LEADERSHIP AWARDS

Recognizing that competition often drives innovation, the Budget provides nearly \$20 billion for a “race-to-the-top” style incentive program, called the Transportation Leadership Awards, to encourage fundamental reforms in the planning, building and management of transportation systems. This program would reward States and regions that implement proven strategies that further the Department’s strategic goals, strengthen collaboration among different levels of government, focus on performance and outcomes; and encourage the development of a multimodal transportation system that connects people to opportunities and goods to markets. Examples of best practices that applicants might implement to compete in this program include passage of a primary seatbelt law, use of lifecycle cost analysis, aggressive deployment of operating practices that reduce need for more costly congestion solutions and implementation of a performance-based funding distribution system.

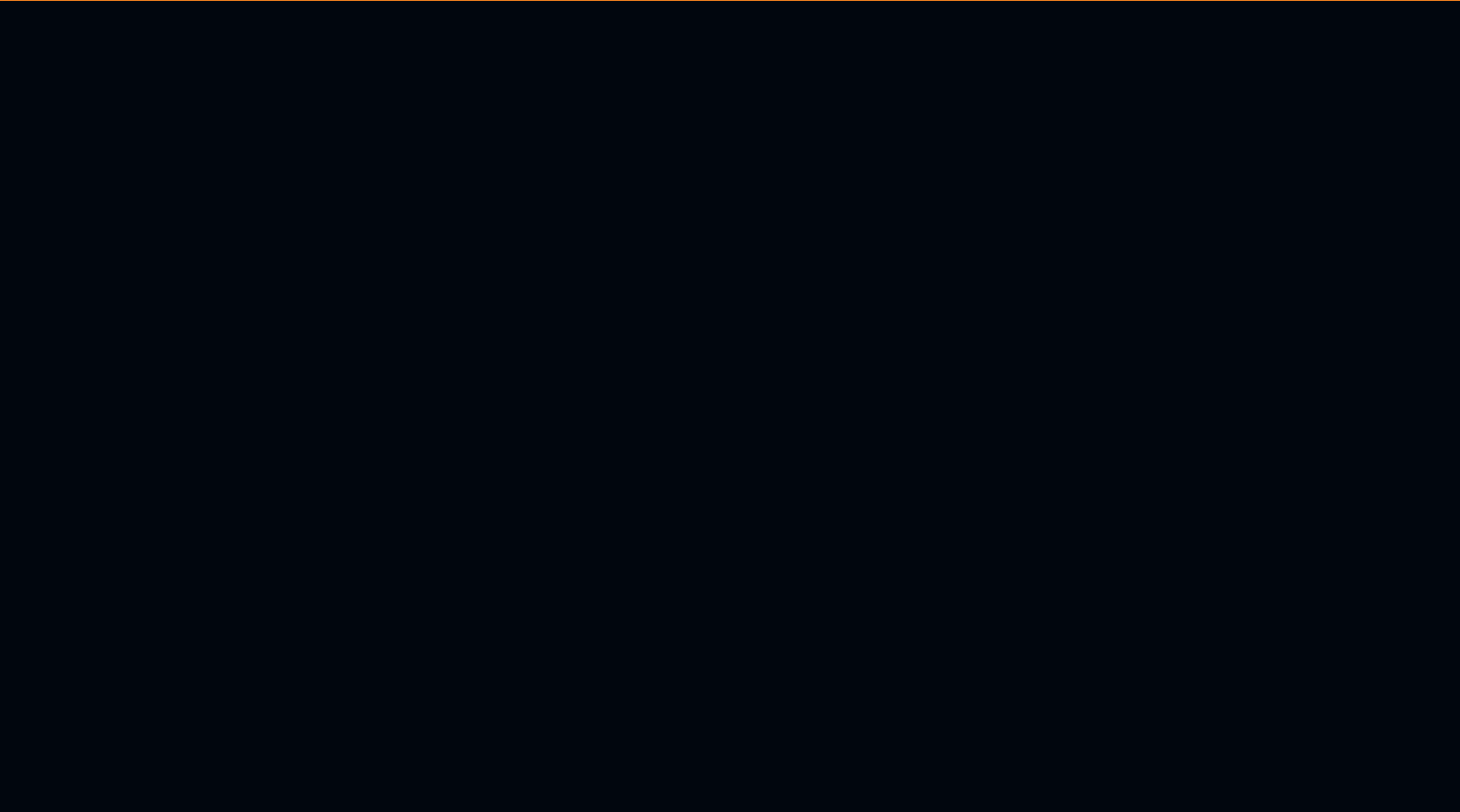
PROMOTING REGIONAL PLANNING

The Administration’s proposal will bolster State and metropolitan planning; award funds to high performing communities; and empower the

most capable communities and planning organizations to determine which projects deserve funding.

REINVESTING IN RURAL TRANSPORTATION

The Budget makes the investments that we need to strengthen America’s small towns and rural communities. Increased highway funding will expand access to jobs, education, and health care. Innovative policy solutions will ensure that people can more easily connect with regional and local transit options—and from one mode of transportation to another.



PAYING FOR THE PLAN



PAYING FOR THE PLAN



PRESIDENT'S SIX-YEAR SURFACE REAUTHORIZATION PROPOSAL IS FULLY PAID FOR

HOW MUCH DOES THE PROPOSAL COST?

\$331 Billion	To pay for the six year outlays associated with baseline spending and maintain a steady trust fund balance
\$161 Billion	To pay for the increased spending
\$492 Billion	Total

HOW DO WE PAY FOR IT?

\$261 Billion	In excise tax revenues and balances is available for six years
\$231 Billion	Savings from Overseas Contingency Operations (OCO) reduction
\$492 Billion	Total

THE PRESIDENT'S PLAN IS FULLY PAID FOR

The President is committed to ensuring that funding for surface transportation does not increase the deficit. Today's highway and transit programs are paid for with gas tax and other revenues deposited in the Highway Trust Fund. In recent years, the demands for highway and transit spending have outpaced collections. We will pay for the investments proposed under the Surface Transportation Reauthorization Proposal with the savings achieved from ramping down overseas military operations. Because rebuilding the Nation's transportation infrastructure is an urgent need, the Budget uses \$231 billion in near-term savings from reduced Overseas Contingency Operations to fully offset the reauthorization proposal.

Specifically, the 2013 Budget fully pays for the 2013-2018 reauthorization proposal from the savings assumed from the drawdown of the wars overseas. These funds will be used to cover outlays associated with 100% of the new spending associated with the Administration's six-year surface transportation reauthorization proposal, as well as the shortfalls between revenue and spending that exist under current law for the six year reauthorization period.

CHANGES TO BUDGETARY TREATMENT

Consistent with changes recommended by the National Commission on Fiscal Responsibility and Reform, the DOT Surface Transportation Reauthorization proposal calls for a change in the budgetary treatment of the surface transportation programs. Under this new proposal, all surface transportation spending (outlays) will be treated as mandatory and funding will be subject to "PAYGO" provisions.

TRANSPORTATION TRUST FUND

The proposal also recommends converting the current Highway Trust Fund into a new Transportation Trust Fund. In keeping with changes to the budgetary treatment, a number of programs that were previously funded under the General Fund have been folded into the trust fund. The Transportation Trust Fund will include the current Highway and Transit accounts and will add a new Multimodal account for Passenger Rail and National Infrastructure Investments.

IMMEDIATE TRANSPORTATION INVESTMENTS



IMMEDIATE TRANSPORTATION INVESTMENTS

FY 2012 BUDGET AUTHORITY

Dollars in Millions

	FY 2012 ESTIMATE
Federal Highway Administration	
Federal-Aid Highways - National Highway Program	28,000
Total, FHWA	\$28,000
Federal Transit Administration	
Formula and Bus Grants	3,000
Bus and Rail State of Good Repair	6,000
Total, FTA	\$9,000
Federal Railroad Administration	
Network Development	4,000
System Preservation	2,000
Total, FRA	\$6,000
Office of the Secretary	
Transportation Infrastructure Grants and Financing	4,000
Total, OST	\$4,000
Federal Aviation Administration	
Grant-In-Aid for Airports	2,000
Facilities and Equipment	1,000
Total, FAA	\$3,000
Grand Total, Budget Authority	\$50,000

WHY DO WE NEED IMMEDIATE TRANSPORTATION INVESTMENT?



OVERVIEW

The President's Budget request reflects \$50 billion in FY 2012 to jump start economic investment and help to re-build America. These resources will be targeted towards projects that will quickly create American jobs here at home, while improving our transportation infrastructure for the next generation. The President envisions this initial investment as the leading edge of the longer-term reauthorization plan, as these funds will concentrate the impact of increased investment in the early years of the reauthorization. Funds will be for airport, highway, transit, and rail programs and distributed as follows:

SUMMARY OF REQUEST

- ➔ **\$26 billion for Critical Highway Infrastructure:** This funding will help fund critical highway and bridge improvements.
- ➔ **\$6 billion for Transit State of Good Repair:** This funding will help pay for capital asset renewal and replacement at local bus and rail transit systems nationwide with a focus on the oldest and largest systems with the greatest need.
- ➔ **\$3 billion for Urban and Rural Transit Programs:** This funding will support over 1,300 local transit agencies nationwide with capital assistance, including routine maintenance, and limited operating assistance for certain small urban and rural systems.
- ➔ **\$4 billion for Rail Network Development:** This funding will help develop our high speed rail network, with the ultimate goal to connect 80% of Americans to an efficient and viable passenger rail system over 25 years.
- ➔ **\$2 billion for Rail System Preservation and Renewal:** This funding will allow Amtrak to make critical investments in its aging rail car fleet and bring all Amtrak stations into compliance with the Americans with Disabilities Act.
- ➔ **\$2 billion for Grants-In-Aid for Airports:** This funding would be available for runway construction and other airport improvements such as Runway Safety Area improvement projects and noise mitigation projects.
- ➔ **\$1 billion to Advance NextGen:** Within this amount, \$225 million is requested for a new NextGen future facility in the New York area. In addition, funding will be invested to improve airports and support NextGen air traffic modernization efforts. We will also invest in infrastructure projects that will accelerate NextGen capabilities. These construction projects will directly benefit the local communities and will be located throughout the Nation.
- ➔ **\$2 billion for Cross-Border Transportation:** This funding will significantly improve the condition of Land Port of Entry (LPOEs) facilities that link directly to the transportation infrastructure at border crossing locations.
- ➔ **\$4 billion for Transportation Infrastructure Grants and Financing:** This program, similar to the TIGER program, will provide grants and credit assistance to State and local governments and transit agencies for capital investments in the Nation's surface transportation infrastructure, including roads and highways, public transportation facilities, freight and passenger rail, and port infrastructure.

PRIORITY GOALS



PRIORITY GOALS



OVERVIEW

Each of the major Federal agencies have identified Priority Goals where there are opportunities to significantly improve near-term performance. DOT has identified four to focus on during FY 2012 and FY 2013. These goals are only a subset of the agency's critical efforts, which also include long-term strategic goals and goals dependent on new legislation or additional funding. Agency leaders chose Priority Goals that improve outcomes or speed progress on projects and processes critical to agency mission. To emphasize delivery and getting the job done, they chose goals they want to accomplish within 24-months using existing resources and legislative authority.

DEPARTMENT OF TRANSPORTATION PRIORITY GOALS

PRIORITY GOAL: REDUCE ROADWAY FATALITIES

By September 30, 2013, reduce the rate of roadway fatalities per miles traveled from 1.25 per 100 million miles in 2008 to 1.03 per 100 million miles in 2013.

Reducing highway fatalities continues to be a priority at the Department of Transportation. Even though fatalities on our roadways are at an historic low, highway crashes remain the leading cause of death for Americans age 4 through 34. Approximately 33,000 people died on the Nation's highways in 2010, and action must be taken to address this serious public health and safety problem. The financial burden of roadway crashes is at least \$230 billion per year — a sign of the economic magnitude of roadway crashes. Only the Federal government has the authority to establish National safety standards for vehicles, regulate motor carriers and mandate roadway safety features. A coordinated and comprehensive approach is needed to address roadway safety challenges and issues.

PRIORITY GOAL: REDUCE RISK OF AVIATION ACCIDENTS

By September 30, 2013, reduce aviation fatalities by addressing risk factors both on the ground and in the air. Commercial aviation (i.e. airlines): Reduce fatalities to no more than 7.4 per 100 million people on board. General aviation (i.e. private planes): Reduce fatal accident rate per 100,000 flights hours to no more than 1.06.

Aviation fatality rates are at historic lows and continue to drop over time. However, FAA recognizes that it needs to continue addressing the precursors to accidents in order to continue to improve the current level of safety in the National airspace. In the past, the FAA focused on actual incidents and accidents to identify risk within the aviation system. The number of accidents has now dropped to a level in which this is a more difficult activity, and FAA is developing alternate methods to identify and address risk and accident precursors to reduce the likelihood of such events.

PRIORITY GOAL: AIR TRAFFIC CONTROL SYSTEMS CAN IMPROVE THE EFFICIENCY OF AIRSPACE

By September 30, 2013, replace a 40-year old computer system serving 20 air traffic control centers with a modern, automated system that tracks and displays information on high altitude planes.

The En Route Automation Modernization (ERAM) System replaces the 40-year-old En Route HOST Computer System and backup system used at En Route Air Traffic Control Centers (ARTCCs) around the country to help guide airplanes flying at high altitudes. ERAM provides real-time displays of aircraft target information to air traffic controllers in the en route centers. ERAM enables the Federal Aviation Administration (FAA) to maximize its use of airspace by substantially increasing the number of flights that can be tracked and displayed simultaneously, as well as providing an enhanced back-up capability. While ERAM is needed to replace the aging legacy automation system infrastructure, it will serve as a platform for NextGen capabilities, including Automated Dependent Surveillance-Broadcast (ADS-B) and System-Wide Information Management (SWIM).

PRIORITY GOAL: IMPROVE THE NATION'S
INTERCITY PASSENGER RAIL SERVICE

By September 30, 2013, initiate construction on all 7 high speed rail corridors and 36 individual high speed rail projects.

The National High Performance Rail System goal is to provide 80 percent of Americans access to high-speed rail within 25 years. Under this goal, high-speed rail will become a key element of America's multi-modal transportation system by offering faster travel times, better reliability, more frequent trains, and seamless connections to other modes of transportation. This expanded and improved transportation network will help provide the additional capacity and travel options necessary to serve America's growing population.

High-speed and intercity passenger rail represents an innovative approach to addressing the complex 21st century transportation challenges facing the United States. By 2050, the U.S. population will likely increase by more than 100 million people. Highway and airport congestion are increasing, with related economic and environmental impacts. To address these challenges and strengthen the country's competitive position in an increasingly global economy, the U.S. Department of Transportation has a comprehensive program to develop high-speed and intercity passenger rail.

OPERATING ADMINISTRATION REQUESTS



FEDERAL HIGHWAY ADMINISTRATION



OVERVIEW

The Federal Highway Administration (FHWA) promotes the development, operation, and management of an intermodal transportation system that is economically efficient, environmentally sound, provides a foundation for the Nation to compete in the global economy, and moves people and goods safely. The FY 2013 President's Budget provides the resources necessary for State, local and other Federal transportation agencies to improve the condition and performance of their highway and roadway system, in ways that protect the environment, provide user access and choices, and take advantage of advances in technology and innovation. The request includes a new program structure that will support FHWA's efforts to preserve and improve the Nation's highway infrastructure.

FEDERAL HIGHWAY ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Federal-Aid Highways Obligation Limitation	\$41,107 ^{1/}	\$39,144	\$41,830
Exempt Mandatory Federal-Aid Highways	\$739	\$739	\$739
Limitation on Admin Expenses ^{2/}	[\$421]	[\$415]	[\$441]
Emergency Relief		\$1,662	
Subtotal	\$41,846	\$41,545	\$42,569
Immediate Transportation Investment (M)	-	\$28,000	-
Total	\$41,846	\$69,545	\$42,569
Direct FTE	2,717	2,734	2,707

[] Brackets indicate non-add entries

1/ Does not include a net \$1.211 billion flex funding transfer to FTA.

2/ Reflects limitation for FHWA general operating expenses (GOE) and the Appalachian Regional Commission in FY 2012 and FY 2013. Includes Appropriation for Office of Inspector General in FY 2011.

SUMMARY OF REQUEST

The President is requesting \$42.6 billion in FY 2013 to invest in our Nation's highways and bridges. This is a \$1 billion increase over the FY 2012 enacted funding level and represents the first year of a six-year \$305 billion proposal to help create jobs today that build and maintain our infrastructure. The President's request proposes to replace over 55 SAFETEA-LU highway programs with five core programs that invest in the roads most critical to the National interest. This proposal will enhance the safety, condition, and efficiency of our Nation's highway system while also providing people across the country with transportation options and connecting America's communities and economies.

➤ **Highway Safety Program:** The FY 2013 President's Budget requests \$2.5 billion to fund the revamped highway safety program, which includes a performance-based framework where States will demonstrate how their funds will increase safety. A new Highway Safety Data Improvement Program is also included. The President's request almost doubles the funding for Federal investment in highway safety programs to reduce fatalities and injuries on public roads as compared to the prior six-year reauthorization.

➤ **National Highway Program (NHP):** The FY 2013 President's Budget requests \$32.4 billion for the new performance-based highway program, which targets investment to maintain roads critical to the National interest while also providing flexibility to the States for making transportation investment decisions on the larger system of Federal-aid eligible highways. NHP streamlines and consolidates portions of several existing programs including Interstate Maintenance, National Highway System, Bridge, and the Surface Transportation Program into two new subprograms:

- » **Highway Infrastructure Performance Program:** The FY 2013 President's Budget requests \$16.8 billion for a formula-based program designed to improve the infrastructure condition and performance on an expanded National Highway System. This 220,000-mile network includes the Interstate System, all principal arterials, intermodal connectors, and other roads important to mobility, commerce, National defense, and intermodal connectivity. The enhanced system is an objectively defined network of National interest that will operate as a cohesive highway system to support interstate commerce and economic competitiveness, which will carry 55% of all traffic and 97% of all truck-borne freight.
- » **Flexible Investment Program:** The FY 2013 President's Budget requests \$15.6 billion for a formula-based program that provides flexibility to the States to invest in infrastructure preservation, congestion mitigation, or performance improvement projects on any Federal-aid eligible highway.
- **Livable Communities Program:** The FY 2013 President's Budget requests \$4 billion for formula and competitive grant programs to establish place-based planning, policies, and investments to help communities increase transportation choices and access to transportation services.
- **Federal Allocation Program:** The FY 2013 President's Budget requests \$1.4 billion for transportation projects on Federal and Tribal lands. This new structure consolidates several existing programs with inherently Federal responsibilities into one program with five components: Federal Lands Transportation, Federal Lands Access, Tribal Transportation,

SUMMARY OF REQUEST

Emergency Relief, and Workforce Development.

- **Research, Technology, and Education Program:** The FY 2013 President's Budget requests \$644 million for research, technology, and education to provide a comprehensive, nationally coordinated program that will advance transportation goals, while accelerating innovation delivery and technology implementation.
- **Transportation Leadership Awards (TLA) Program:** The President requests \$700 million for a competitive grant program that will support State departments of transportation, metropolitan planning organizations, tribal governments and other transportation agencies with making necessary reforms leading to innovations in transportation policy.
- **Transportation Infrastructure Finance and Innovation Act:** The President requests \$500 million to fund the growing demand for highway credit assistance through the Transportation Infrastructure Finance and Innovation Act (TIFIA).

➤ **Six-year Reauthorization Priorities:** This represents the first-year of a six-year, \$305 billion proposal. The President's proposed highway reauthorization aims to improve the condition and performance of the National Highway System and Federal-aid highways, as well as focusing on the reduction of injuries and fatalities on public roads. The proposal presents a new, consolidated program structure that will promote greater efficiency and effectiveness. The proposal also restructures FHWA's approximately 55 programs into five core programs—the Highway Safety Improvement Program, the National Highway Program, the Livable Communities Program, the Federal Allocation Program, and the Research, Technology and Education Program.

➤ **Immediate Transportation Investments:** To spur job growth and allow states to initiate sound multiyear investments, the Budget assumes in FY 2012 a \$50 billion economic boost above current law spending for immediate investments for highway, highway safety, transit, passenger rail, and aviation activities. Of this amount, \$26 billion is proposed to help fund critical highway and bridge improvements, and \$2 billion is proposed to significantly improve the condition of Land Port of Entry (LPOEs) facilities that link directly to the transportation infrastructure at border crossing locations.

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 infrastructure and operations. Grants are used to 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.

FEDERAL TRANSIT ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Administrative Expenses (GF)	\$99	\$99	\$-
Energy Efficiency and Greenhouse Gas Reduction (GF)	\$50	\$-	\$-
Research and University Research Centers (GF)	\$59	\$44	\$-
Washington Metropolitan Area Transit Authority (GF)	\$150	\$150	\$135
Capital Investment Grants (GF) ^{1/}	\$1,584	\$1,950	\$-
Transit Formula Program (Formerly Formula and Bus Grants) (TF) ^{2/}	\$8,343	\$8,361	\$4,759
Bus and Rail State of Good Repair Program (TF)	\$-	\$-	\$3,207
Transit Expansion and Livable Communities Program (includes Capital Investment Grants) (TF)	\$-	\$-	\$2,448
Operations and Safety Program (TF)		\$-	\$166
Research and Technology Deployment Program (TF)		\$-	\$121
Subtotal^{3/}	\$10,284	\$10,603	\$10,836
Immediate Transportation Investment—Transit Formula (M)	—	\$3,000	—
Immediate Transportation Investment—State of Good Repair (M)	—	\$6,000	—
Total^{2/}	\$10,284	\$19,603	\$10,836
Proposed Rescission	\$-	\$-	-\$103
Direct FTE	570	570	645

1/ Includes transfers to the Inspector General and the Denali Commission.
 2/ FY 2011 does not include a net \$1.211 billion flex transfer from the Federal Highway Administration.
 3/ Numbers may not add due to rounding.

SUMMARY OF REQUEST

The President's Budget requests a total of \$10.8 billion in FY 2013 to improve the condition of transit assets, expand access, and increase transit safety. This request is consistent with the account structure and approach of the Administration's Surface Transportation Reauthorization Proposal, which emphasizes more maintenance and repair of our existing transit infrastructure, better transportation options to make our communities more livable, and increased system safety for transit riders and workers. The President's request proposes to consolidate FTA's program structure into five budget accounts, each funded from the Mass Transit Account of the proposed Transportation Trust Fund.

- **State of Good Repair:** The FY 2013 President's Budget requests \$3.2 billion for grants to help transit agencies reduce their backlog of bus and rail transit assets that need to be repaired or replaced. These investments will help make transit systems with aging capital more reliable, efficient, and safe, for the millions of travelers who use them every day.
- **Transit Expansion and Livable Communities:** The FY 2013 President's Budget requests \$2.4 billion for a reorganized portfolio of grant programs that expand transit systems nationwide. Within this account, funds will be provided to Capital Investment Grants (\$2.2 billion), Planning Programs (\$140 million), Transit in the Parks (\$27 million), Tribal Transit (\$15 million), and Livability Demonstration Grants (\$30 million).
- **Transit Formula Grants:** The FY 2013 President's Budget requests \$4.8 billion to help States, urban and rural areas plan, construct, repair and maintain transit systems. FTA also proposes extending operating cost assistance to certain larger urban and rural systems in economic distress as well as a proposed emergency assistance for transit systems needing disaster relief (\$25 million).
- **Research and Technology Deployment:** The FY 2013 President's Budget requests \$121 million to fund transit research and technical assistance activities. Combining research, demonstration, training and technical assistance will improve how FTA prepares transit agencies for future challenges. The FY 2013 request funds research, training, and technical assistance (\$71 million), and greenhouse gas and energy reduction demonstrations (\$50 million).
- **Operations and Safety:** The FY 2013 President's Budget requests \$166 million to fund FTA's administrative operations and new rail transit safety oversight activities. Within this amount, a total of \$45 million is requested for rail transit rail safety oversight, which includes \$36 million to for rail transit safety oversight field activities in partnership with the States, and \$9 million to establish a safety office to set policies and standards. This new authority responds to findings by the National Transportation Safety Board (NTSB), the Government Accountability Office (GAO) and the Office of the Inspector General, and is included in the Administration's Surface Transportation Reauthorization proposal.

SUMMARY OF REQUEST

- » **Six-year Reauthorization Priorities:** For transit, this represents the first-year of a six-year \$108 billion proposal. The President's proposed transit reauthorization promotes increased transportation options, rider safety, and infrastructure maintenance. It also encourages improvements to strategic and capital planning and proposes a sensible, streamlined program structure.
- » The new Rail Transit Safety Program is a cooperative effort with State transit safety oversight agencies to set National transit safety standards and provide inspections and consultation in order to ensure compliance. This proposal responds to NTSB and GAO recommendations following rail transit accidents in several cities across the nation, including Boston, Washington, DC, Chicago, Salt Lake City, San Francisco, and Miami.
- » The Transportation Expansion Program includes Capital Investment Grants (New Starts) along with a new Livable Communities and Planning program funding to provide greater access to transit for cities and rural areas and coordinate transit with housing and economic development planning. Capital Investment Grants will have simpler, more streamlined requirements for funding.
- » The reauthorization encourages states and localities to coordinate their plans and improve their planning models in order to have better data to make sound decisions with federal funding. It also promotes the use of capital asset management in order to use formula funding wisely.
- » The proposal also promotes the use of capital asset management and will have a more streamlined formula to more effectively target capital reinvestment to those transit agencies with the oldest equipment in most need of repair or replacement.
- » **Immediate Transportation Investments:** To spur job growth and allow states to initiate sound multiyear investments, the budget assumes in FY 2012 a \$50 billion economic boost above current law spending for immediate investments for highway, highway safety, transit, passenger rail, and aviation activities. Of this amount, \$6 billion is proposed to help help pay for capital asset renewal and replacement at local bus and rail transit systems nationwide with a focus on the oldest and largest systems with the greatest need, and \$3 billion will support over 1,300 local transit agencies nationwide with capital assistance, including routine maintenance, and limited operating assistance for certain small urban and rural systems.

FEDERAL TRANSIT ADMINISTRATION

PROPOSED FY 2013 SECTION 5309 CAPITAL INVESTMENT PROGRAM PROJECTS

Dollars in Millions

EXISTING FULL FUNDING GRANT AGREEMENTS (Formerly New Starts)			FY 2013
CO	Denver Eagle Commuter Rail	Denver	\$150
CT	Hartford-New Britain—Hartford Busway	Hartford	\$59
FL	Central Florida Commuter Rail Transit-Initial Operating Segment	Orlando	\$30
MN	St. Paul-Minneapolis, Central Corridor LRT	Minneapolis	\$98
NY	Long Island Rail Road East Side Access	New York	\$215
NY	Second Avenue Subway Phase I	New York	\$123
TX	Northwest/Southeast LRT MOS	Dallas	\$79
TX	North Corridor LRT	Houston	\$100
TX	Southeast Corridor LRT	Houston	\$100
UT	Salt Lake County, Draper Transit Corridor	Salt Lake City	\$6
VA	Dulles Corridor Metrorail Project Extension to Wiehle Ave.	Washington	\$96
WA	University Link LRT Extension	Seattle	\$110
Subtotal			\$1,166
PENDING FULL FUNDING GRANT AGREEMENTS (Formerly New Starts)			
CA	South Sacramento Corridor Phase 2	Sacramento	\$46
CA	Third Street Light Rail Phase 2 Central Subway	San Francisco	\$150
HI	High Capacity Transit Corridor Project	Honolulu	\$250
CA	Silicon Valley Berryessa Extension Project	San Jose	\$150
OR	Portland-Milwaukee Light Rail Project	Portland	\$100
Subtotal, Pending Full Funding Grant Agreements			\$696
NEW FULL FUNDING GRANT AGREEMENT RECOMMENDATIONS (Formerly New Starts)			
NC	LYNX Blue Line Extension-Northeast Corridor	Charlotte	\$70
Subtotal, New Full Funding Grant Agreement Recommendations			\$70
OTHER CAPITAL INVESTMENT PROGRAM FUNDING RECOMMENDATIONS			
CA	Regional Connector Transit Corridor	Los Angeles	\$31
CA	Westside Subway Extension	Los Angeles	\$50
WA	Columbia River Crossing Project	Vancouver	\$39
Subtotal, Other Capital Investment Program Funding Recommendations			\$120
PROJECT CONSTRUCTION GRANT AGREEMENT FUNDING RECOMMENDATIONS (Formerly Small Starts)			
AZ	Central Mesa Extension	Mesa	\$20
CA	Fresno Area Express Blackstone/Keys Canyon BRT	Fresno	\$10
CA	East Bay BRT	Oakland	No additional funds needed
CA	Van Ness Avenue BRT	San Francisco	\$10
FL	JTA BRT North Corridor	Jacksonville	\$19
FL	JTA BRT Southeast Corridor	Jacksonville	\$19
MI	Silver Line BRT	Grand Rapids	\$15
OR	West Eugene Emerald Express	Eugene	\$19
TX	Dyer Corridor BRT	El Paso	\$15
Subtotal, Project Construction Grant Agreement Funding Recommendations			\$127
Oversight			\$56
Grand Total			\$2,235

FEDERAL RAILROAD ADMINISTRATION



OVERVIEW

The Federal Railroad Administration (FRA) is the principal Federal agency responsible for planning, developing and administering passenger and freight rail safety programs including research and development. The FRA is also implementing a multi-year, "high-speed and intercity passenger rail program that began with the Passenger Rail Investment and Improvement Act

in 2008 and advanced in the Recovery Act and FY 2010 appropriations. Since then, FRA has obligated over \$9.4 billion for high-speed rail. In FY 2013, the Administration proposes additional investments under the new program account structure to develop a comprehensive network. This investment will promote America's economic competitiveness, ensure cost-effective network investments, fund Amtrak's valuable assets and infrastructure, and support domestic manufacturing and jobs.

FEDERAL RAILROAD ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Safety and Operations	\$177	\$178	\$196
Offsetting Collections (User Fees)	-	-	-\$80
Railroad Research and Development	\$35	\$35	\$36
Rail Line Relocation and Improvement Program	\$10	-	-
Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service ^{1/}	-	-	-
Operating Grants to Amtrak ^{1/}	\$562	\$466	-
Capital and Debt Service Grants to Amtrak ^{1/}	\$922	\$952	-
Network Development (TF) ^{1/}	-	-	\$1,000
System Preservation and Renewal (TF) ^{1/}	-	-	\$1,546
Subtotal	\$1,706	\$1,632	\$2,698
Immediate Transportation Investment—Network Development (M)	-	\$4,000	-
Immediate Transportation Investment—System Preservation (M)	-	\$2,000	-
Total	\$1,706	\$7,632	\$2,698
Proposed Rescission	-	-	\$6
Direct FTE	856	871	894

[] Brackets indicate "non-adds."

1/ The FY 2013 Budget request and the Administration's surface transportation authorization proposal realigns all passenger rail activities and resources. Previous accounts, Capital Assistance for High-Speed Rail Corridors and Intercity Passenger Rail Service, Operating Grants to Amtrak, and Capital and Debt Service Grants to Amtrak are proposed to be consolidated into Network Development and System Preservation and Renewal.

Totals may not add due to rounding.

SUMMARY OF REQUEST

The President's FY 2013 Budget requests \$2.7 billion for rail safety programs and a fast and efficient passenger rail network. Safety remains FRA's top priority and the budget request supports expanding the innovative risk reduction program; advocating to prevent distraction from electronic devices; and, conducting safety certification for high-speed rail systems. Central to the request is \$2.5 billion for the development of high-speed rail infrastructure, stations, equipment, and institutional capacity to continue to implement the National High Performance Rail System (NHPRS).

The total request is an increase of \$1.1 billion from the FY 2012 level. An additional 21 personnel are requested for high-speed rail, safety and support personnel needed to deliver programmatic and regulatory duties.

➤ **Network Development:** The President's Budget requests \$1 billion for high-speed rail implementation. This account provides grants to plan and develop the infrastructure, stations, equipment, and capacity necessary for a U.S. high-speed rail system with a goal to offer fast and convenient passenger rail access to 80 percent of Americans within 25 years.

- » The High-Speed rail corridor development (\$850 million) program will provide three tiers of high-speed rail service: core express (125-250+ mph), regional (90-125 mph), and emerging corridors (up to 90 mph).
- » The Station Development (\$23 million) program will provide funding for rail stations with an emphasis on linking to other mass transit systems.

- » The U.S. Rail Equipment Development (\$53 million) program will promote interoperability and cost efficiency across U.S. trains and equipment.
- » The Capacity Building and Transition Assistance (\$74 million) program will build technical assistance, training and research and development with partner States, operators, universities and authorities.

➤ **System Preservation and Renewal:** The President's Budget requests \$1.5 billion to fund Amtrak's National network operating, capital and debt service requirements, and to establish competitive grant programs to ensure passenger rail assets are maintained safely and reliably in the future.

- » The Public Asset Backlog retirement (\$263 million) program will address infrastructure repairs and backlog including Americans with Disability Act (ADA) compliance.
- » The National Network Service (\$936 million) program will provide grant assistance for operating and capital needs to maintain long-distance passenger rail service in the U.S.
- » The State of Good Repair and Recapitalization (\$347 million) program will ensure rail assets are maintained and renewed for safe, reliable and efficient operations.

➤ **Safety and Operations:** The President's Budget requests \$196 million to fund FRA's portfolio of rail safety and development programs. This account also funds the administrative expenses that enable the safety and development programs to accomplish their goals.

SUMMARY OF REQUEST

- **Railroad Research and Development:** The President's Budget requests \$35.5 million for research and development activities to reduce risk in railroad operations and address high-speed rail technical challenges. Included in this request is funding to exchange technology with railroad operators for system integration, interoperability standards, and prototypes for positive train control communications.
- **Immediate Transportation Investments:** To spur job growth and allow states to initiate sound multiyear investments, the Budget assumes in FY 2012 a \$50 billion economic boost above current law spending for immediate investments for highway, highway safety, transit, passenger rail, and aviation activities. Of this amount, \$6 billion is proposed for FRA programs.
 - » \$4 billion is proposed for Network Development to support multiple capital projects and other investments that are designed to continue our development of fast and convenient passenger rail corridors.
 - » \$2 billion is proposed for System Preservation and Renewal to fund repair, rehabilitation and upgrade of Amtrak assets and infrastructure, including Americans with Disabilities Act (ADA) and rolling stock.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Operations and Research—Vehicle Safety	\$140	\$140	\$188
Operations and Research—Highway Safety Research and Development	\$106	\$110	\$150
National Driver Register ^{1/}	\$7	\$0	\$0
Highway Traffic Safety Grants	\$620	\$550	\$643
TOTAL	\$872	\$800	\$981
Direct FTE	599	606	651

1/ \$4.8 million is included in FY 2012, and \$5.3 million in FY 2013, within the Operations and Research account, under Highway Safety. Totals may not add due to rounding.

OVERVIEW

The National Highway Traffic Safety Administration (NHTSA) is charged with reducing traffic crashes, and related deaths and injuries resulting from traffic crashes. NHTSA establishes safety standards for motor vehicles and motor vehicle equipment; conducts research and development on vehicle safety and driver behavior; sets and enforces fuel economy standards; operates the National Driver Register; and, administers a comprehensive program of safety grants to the States.

SUMMARY OF REQUEST

The President's Budget request for FY 2013 is \$981 million, a \$181 million increase above FY 2012 enacted levels. This request represents the first year of a six-year \$7.5 billion proposal to promote seatbelt use, get drunk drivers off the road, and ensure that traffic fatality numbers continue dropping from current historic lows.

➔ **Operations and Research:** The President's Budget requests \$338 million in FY 2013 — an \$88 million increase over FY 2012 Enacted levels. Specific initiatives include:

- » **Vehicle Electronics and Emerging Technologies:** The President's Budget requests \$10 million to fund a new Vehicle Electronics and Emerging Technology program. This initiative will provide technical expertise in vehicle electronics and engineering.
- » **NHTSA Research and Test Facility:** The President's Budget requests \$2 million to undertake a study on the NHTSA's vehicle testing facilities to expand the agency's capabilities to conduct critical defect investigations of emerging technologies, including advanced electronics, batteries, and alternative fuels. This research informs development of performance requirements for Federal motor vehicle safety standards.
- » **Integrated Safety Program Office:** The President's Budget requests \$5 million for a new Integrated Highway Safety Program Office to coordinate and manage the Department's use of State traffic records and other existing data resources, fostering intermodal collaboration between FMCSA, FHWA and NHTSA in order to realize real highway safety improvements through cooperative analysis and data-driven, science-based decision making.

- » **Corporate Average Fuel Economy (CAFE):** The President's Budget requests \$10.9 million for planned rulemakings including the 2019 and beyond Medium - and Heavy-Duty Commercial Vehicles and Work Truck Fuel Efficiency programs, as well as light vehicle rulemaking for 2022 and beyond.
- » **Driver Inattention and Distraction:** The President's Budget requests \$8 million to advance the anti-distracted driving campaigns and examine the effectiveness of a combined emphasis safety campaign focusing on multiple programmatic areas, including distraction, impaired driving, occupant protection, and speed.
- » **Crash Data Collection:** The President's Budget requests \$30.2 million to support NHTSA's various crash data collection activities, including the Fatality Analysis Reporting System (FARS), National Automotive Sampling System (NASS), State Data Systems (SDS) and Special Crash Investigations (SCI). Improvements to these systems will enhance efficiencies, streamline processes, strengthen analysis.
- » The President's Budget also requests 62 additional highway safety positions within this account. This includes:
 - » 18 safety engineers and inspectors to support the identification of unsafe vehicles to be recalled;
 - » 20 electronics, mechanical, and safety engineers and analysts to develop safety and fuel economy standards; and
 - » 24 engineers, statisticians, and crash safety investigators to address emerging safety issues such as distraction, electronic control systems and new vehicle propulsion system.

SUMMARY OF REQUEST

- **Highway Traffic Safety Grants:** The President's Budget requests \$643 million, a \$93 million increase above FY 2012 enacted levels, for grant programs that will help reduce motor vehicle crashes, and deaths and injuries by supporting the implementation of proven and innovative countermeasures aimed at the key factors that contribute to crashes and injuries.
- » Section 402-State and Community Highway Formula Grants: The President's Budget requests \$317.5 million, an \$82.5 million increase above FY 2012 Enacted levels, to provide increased funds to States for traffic enforcement, our most effective countermeasure. The proposal would allow States to pool grant funds to implement joint highway safety programs across jurisdictions. Within these funds, a drawdown of \$2.5 million is requested for a cooperative research and evaluation program, a cooperative effort between NHTSA and the States to identify and develop highway safety research and evaluation projects. The President's Budget also requests \$3 million for a National highway safety training program to improve training for highway safety professionals at the Federal, State and community level.
- » Section 405-Combined Occupant Protection Grants: The President's Budget requests \$40 million to promote increased occupant protection use and enforcement by initiating revised eligibility criteria, including encouraging development of comprehensive Statewide occupant protection strategic plans and countermeasures. These will focus on rural and nighttime belt use — two particularly significant occupant protection issues. This program consolidates the former Occupant Protection Incentive Grants and the Child Booster Seat Safety Incentive program.
- » Section 411-Distracted Driving Prevention Grants: The President's Budget requests \$50 million for a new incentive grant program to encourage States to enact and enforce laws that prevent distracted driving. Included in this request is \$5 million for development and placement of broadcast media.
- » The President's Budget also requests 28 additional highway safety specialists, social scientists and program managers to research, develop, and implement programs designed to encourage safe driving.

SUMMARY OF REQUEST

FY 2013 HIGHWAY TRAFFIC SAFETY GRANTS Dollars in Thousands

PROGRAM ACTIVITY*	FY 2012 ENACTED	FY 2013 REQUEST	CHANGES FY 2012-2013
Section 402 State and Community Formula Grants	\$235,000	\$317,500	\$82,500
Section 405 Occupant Protection Incentive Grants ^{1/}	\$25,000	\$40,000	\$15,000
Section 406 Seat Belt Performance Grants	\$23,500	\$0	\$(23,500)
Section 406 Repurposed Funds for Data Modernization	\$25,000	\$0	\$(25,000)
Section 408 Safety Information Systems Grants	\$34,500	\$34,500	\$0
Section 410 Impaired Driving Grants	\$139,000	\$139,000	\$0
Section 411 Distracted Driving Prevention Grant	\$0	\$50,000	\$50,000
Section 2011 Child Safety and Child Booster Safety Incentive Grants ^{1/}	\$7,000	\$0	\$(7,000)
Section 3010 High Visibility Enforcement	\$29,000	\$37,000	\$8,000
Section 3011 Motorcyclist Safety Grants	\$7,000	\$7,000	\$0
Administrative Expenses	\$25,328	\$18,000	\$(7,328)
TOTAL	\$550,328	\$643,000	\$92,672

1/ Combines former Section 405 and Section 2011 grants starting in FY 2012.

** Renumbering consistent with the Administration's Policy Proposal.*

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Motor Carrier Safety Operations and Programs	\$245	\$248	\$250
Motor Carrier Safety Grants	\$310	\$307	\$330
Total	\$555	\$555	\$580
Direct FTE	1,036	1,062	1,062

OVERVIEW

The Federal Motor Carrier Safety Administration (FMCSA) is the primary enforcement and regulatory agency responsible for the safe operation of large trucks and buses, the companies that own them, and the drivers who operate them. Activities of the Administration contribute to ensuring safety in motor carrier operations through the development and strong enforcement of safety regulations. This includes targeting high-risk carriers and commercial motor vehicle drivers; improving safety information systems and commercial motor vehicle technologies; strengthening commercial motor vehicle equipment and operating standards; and, increasing safety awareness. To accomplish these activities, the Administration works with Federal, State, and local enforcement agencies, the motor carrier industry, labor representatives, safety interest groups, and others.

SUMMARY OF REQUEST

The President's Budget requests \$580 million for FY 2013 to continue improving motor carrier safety. For FMCSA this represents the first year of a six-year \$4.8 billion proposal. This increase will improve the safety and security of commercial motor vehicles and buses. Specifically, this funding will enable FMCSA to improve safety and reduce severe and fatal commercial motor vehicles crashes by:

- Raising the "bar of entry" and preventing repeat offenders from reentering the Commercial Motor Vehicle industry;
- Requiring operators to maintain high compliance standards to remain in the industry; and,
- Removing high-risk carriers, vehicles, drivers, and service providers from operating once they have been identified.

➤ Federal Motor Carrier Safety Operations and Programs: The President's Budget requests \$250 million in FY 2013 to fund research, technology and programs that reduce serious injuries and deaths resulting from commercial motor vehicle crashes. Funds will also be used for administrative expenses in support of FMCSA's efforts to develop, implement, and enforce safety programs.

» *Research*—The President's Budget requests \$9.9 million for multi-year Research and Development programs focused on producing safer drivers and carriers, improved safety of commercial vehicles, and safety through advanced information-based initiatives.

» *Information Technology (IT) Development and Sustainment*—The President's Budget requests \$38.2 million for broader authority and IT system capability to address the problem of reincarnated or "chameleon" carriers who attempt to evade regulation and civil penalties by reincorporating. Within this amount, the Budget also includes \$5 million for an Integrated Highway Safety Program Office to better utilize existing data resources among FMCSA, the Federal Highway Administration (FHWA), and the National Highway Traffic Safety Administration (NHTSA). The Integrated Highway Safety Program Office will coordinate and manage the Department's use of State traffic records data and analysis for data-driven, science-based decision making.

» *Enforcement & Intervention*—The President's Budget requests \$142.6 million for Compliance, Safety, and Accountability (CSA) to sustain increased interventions and resulting enforcement actions. Within this amount, the budget includes \$45.5 million for Border Programs Management and Oversight initiatives that provide cross-border inspections and administering the Mexican long-haul program. The Budget also proposes to dedicate \$4.5 million of these funds to initiate a multi-year strategy for improving facilities along the U.S.—Mexico border.

SUMMARY OF REQUEST

- » *Safety Mission Support*—The President’s Budget requests \$59.3 million for general operating expenses, outreach and education programs. Within this amount, \$1 million is requested for the Commercial Motor Vehicle Operators Grants program, which trains current and future operators of commercial motor vehicles in the safe use of such vehicles.
- » **Motor Carrier Safety Grants:** The President’s Budget requests \$330 million for the Motor Carrier Safety Grants program in FY 2013. FMCSA is consolidating individual grants into three comprehensive grant programs. These umbrella grants will provide flexibility to distribute funds and align financial assistance to address mission requirements, emerging safety concerns, and State needs. The grant consolidation will enable FMCSA to better target programs to improve motor carrier safety.
- » *Compliance, Safety and Accountability Grants Program*—The President’s Budget requests \$264 million for grant programs to improve motor carrier compliance, safety, and accountability. FMCSA grants directly support State and local law enforcement programs that conduct roadside inspections, interventions, compliance reviews, and targeted enforcement. Further, this grant program will help FMCSA to maintain high compliance standards and remove high risk carriers by providing formula and discretionary funding to the States, local law enforcement agencies, and organizations and associations that affect commercial motor vehicle safety on our Nation’s roadways. Overall, all activities associated with this program will provide critical data essential to identifying unsafe carriers.
- » *Driver Safety Grants Program*—The President’s Budget requests \$36 million to fund programs focusing on the operator’s role in commercial vehicle safety. This program is an essential component of FMCSA’s efforts to remove high risk carriers, vehicles, drivers, and service providers from operating. This program will provide resources to improve Commercial Drivers License (CDL) programs in States, ensure compliance with Commercial Driver License Information System (CDLIS) standards, and implement leading-edge systems to provide carriers with updated information about their drivers’ violations.
- » *Data and Information Technology Grants Program*—The President’s Budget requests \$30 million to support systems, data, and technology grants to States. The grants will help FMCSA to remove high risk carriers from operation by enhancing every State’s capability to improve roadside enforcement and link carrier safety performance with State vehicle credentials (i.e., license plate registration and renewal). This program offers flexibility to provide funding for emerging initiatives and other innovative technology that the Secretary determines improves commercial motor vehicle safety.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Pipeline Safety	\$108	\$110	\$177
Hazardous Materials Safety	\$39	\$42	\$51
Emergency Preparedness Grants	\$28	\$28	\$28
Operational Expenses	\$20	\$20	\$20
Total	\$195	\$201	\$276
Direct FTE	426	474	561

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 2.6 million miles of pipelines, serving over 69 million residential and commercial customers. These pipelines transport and supply more than two-thirds of the fuel used to heat, cool, and operate American homes, cars, and businesses. Fuel provided through these pipelines powers other forms of transportation such as airplanes, trucks, trains, and ships. In addition to its pipeline safety role, PHMSA oversees the safe and secure shipment of up to one million daily movements of hazardous materials carried by other forms of transportation. These include materials that are explosive, poisonous, corrosive, flammable, and radioactive. 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.

SUMMARY OF REQUEST

The FY 2013 President's Budget requests \$276 million for FY 2013, an increase of nearly \$75 million above FY 2012 Enacted levels.

- **Pipeline Safety:** The FY 2013 President's Budget requests \$177 million for Pipeline Safety, an increase of \$67 million above FY 2012 enacted levels, to support its Pipeline Safety Reform (PSR) initiative. The PSR expands the number of inspectors available to provide oversight to the system of pipelines and restructures the partnership between the Federal and State entities responsible for enforcement and compliance in managing pipelines.
 - » The request includes an additional 150 positions—120 new inspectors and 30 program personnel.
 - » An additional \$20.8 million is requested for State pipeline safety grant programs to restructure the program to ensure standardization among all State pipeline safety programs. The PSR will ensure the highest safety standards for the oversight of interstate and intrastate pipeline facilities.
 - » \$2 million is requested to create a formal Accident Investigation Team that will review significant accidents not reviewed by the NTSB.
 - » A total of \$13 million is requested for pipeline safety Research and Development. PHMSA intends to amend its project evaluation and decision process so there is no industry participation to ensure greater separation between the regulator and the regulated industry.
 - » \$8 million is requested for a National Pipeline Information Exchange to enable PHMSA to develop a comprehensive database of pipeline safety information that integrates information from PHMSA, States, industry, and other Federal sources.
 - » \$2 million is requested for public outreach to establish a national awareness campaign to educate the public about pipelines when starting excavation projects. Thirty-seven percent of all pipeline incidents are caused by excavation.
 - » Within these amounts, \$4 million is estimated for a new Pipeline Safety Design Review user fee that will allow PHMSA to recover the costs associated with conducting pipeline facility design safety reviews.
- **Hazardous Materials Safety:** The FY 2013 President's Budget requests \$51 million and an additional 22 positions for Hazardous Materials Safety.
 - » Within these amounts, \$12 million is estimated for a new Special Permit and Approvals user fee that will be collected from companies and individuals involved in the transport of hazardous materials seeking special permits and approvals from the Hazardous Materials Regulations.
 - » The request includes 12 new investigators to expand Hazardous Materials Safety investigation efforts over its jurisdiction of approximately 40,000 entities registered to transport hazardous materials.

SUMMARY OF REQUEST

- » Nearly \$1 million and 7 positions are requested to support the processing and technical evaluations of special permits and approvals applications and to implement a special permits and approvals outreach plan for external communications efforts.
- » \$210 thousand and 2 positions are requested to ensure the safe and secure transportation of radioactive materials.
- » **Operational Expenses:** The FY 2013 President's Budget requests \$20 million for Operational Expenses to maintain agency operations.
 - » Within this amount, \$465 thousand is requested for IT Modernization. Funds will be used to eliminate fragmented information, provide a one-stop shop for data and information, and ensure IT systems provide transparent and immediate access to data across PHMSA.

FEDERAL AVIATION ADMINISTRATION



OVERVIEW

The Federal Aviation Administration (FAA) maintains and operates the Nation’s airspace system and regulates its safety. The FY 2013 President’s Budget request of \$15.2 billion supports FAA’s current programs in the areas of air traffic controller and safety staffing, research and development, and capital investment. The budget requests over \$1 billion to advance the modernization of our air traffic system through “NextGen”—the next generation of air traffic control technology. NextGen is helping 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

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Operations	\$9,516	\$9,653	\$9,718
General Fund	[4,966]	[4,593]	[2,997]
Trust Fund	[4,550]	[5,061]	[6,721]
Facilities & Equipment	\$2,731	\$2,731	\$2,850
Research, Engineering & Development	\$170	\$168	\$180
Grants-in-Aid for Airports*	\$3,515	\$3,350	\$2,424
Sub-Total	\$15,932	\$15,902	\$15,172
Immediate Transportation Investment, NextGen (M)	\$0	\$1,000	\$0
Immediate Transportation Investment, AIP (M)	\$0	\$2,000	\$0
Total	\$15,932	\$18,902	\$15,172
Proposed Rescission	\$0	\$0	\$-26
Direct FTE	46,258	46,254	46,270

[] Brackets indicate non-adds

SUMMARY OF REQUEST

The President is requesting \$15.2 billion for FY 2013, a decrease of \$730 million from the FY 2012 enacted level. This overall decrease is due largely to the proposed reduction to the funding level for the Grants-in-Aid for Airports program. Major program highlights of the FAA's budget request include:

- **Operations:** The President is requesting \$9.7 billion for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. This represents an increase of just 0.7 percent from the FY 2012 enacted level.
 - » Included in the Operations budget is a \$10 million increase for Performance Based Navigation (PBN). This funding will streamline the development and deployment of navigation procedures used at our nation's busiest airports.
 - » In support of the President's Campaign to Cut Waste, the budget assumes a total of \$114 million in new administrative cost efficiencies that will be achieved in the areas of travel, information technology, printing, contracts, supplies, and equipment.
- **Facilities and Equipment (F&E):** The President is requesting \$2.8 billion for Facilities and Equipment, which will enable FAA to meet the challenge of both maintaining the capacity and safety of the current National Airspace while keeping a comprehensive modernization and transformation effort on track.
 - » Within these funds, the FY 2013 Budget requests \$955 million for NextGen, an increase of \$92 million (11 percent) over FY 2012 enacted levels. This funding will enable FAA to continue its ongoing modernization efforts. Examples of specific projects include:
 - » *Area Navigation/Required Navigation Performance:* \$36 million is requested—a \$7 million increase over FY 2012 enacted levels—to consolidate databases used to improve and develop new arrival and departure procedures.
 - » *Automatic Dependent Surveillance Broadcast:* \$272 million is requested for the implementation of satellite-based surveillance capabilities. This will provide a more complete picture of airspace conditions and more accurate position data.
 - » *Air-to-Ground Data Communications:* \$143 million is requested to implement a text-based data communication system.
 - » *NextGen Systems Development:* \$61 million is requested to conduct system level engineering reviews of human factors, safety, environment, wake turbulence, future Air Traffic Control (ATC) communications and surveillance requirements.
 - » *Flexible Terminals and Airports:* \$31 million is requested to develop technologies and decision support tools to improve operations in the terminal environment and ensure efficient separation management.

SUMMARY OF REQUEST

- » *Future Facilities*: \$95 million is requested to begin implementation of the first technologically advanced air traffic control center that will facilitate the transition to NextGen performance based operations.
- » The balance of the F&E request, \$1.9 billion, will be used to sustain current systems, including maintaining aging infrastructure, power systems, information technology, navigational aids, communications, surveillance, and weather systems, as well as En Route Automation Modernization (ERAM).
- » **Research, Engineering and Development:** The President is requesting \$180 million for Research, Engineering, & Development in FY 2013 to support the continuation of work in both NextGen and other research areas such as environmental research, safety research in areas such as fire research, propulsion and fuel systems, unmanned aircraft, advanced materials research, and weather research.
- » The President's Budget requests \$12 million for the Joint Planning and Development Office (JPDO) to ensure the efficient coordination between all Federal partners whose decisions impact NextGen. The JPDO facilitates collaboration with the Federal partners (including FAA, DOC, DOD, DHS and NASA) in order to best prioritize multi-agency concerns in the development of NextGen, including the integration of Unmanned Aircraft Systems (UAS) into the National Airspace System (NAS).
- » **Grants-in-Aid for Airports (AIP):** The budget requests a \$2.4 billion obligation limitation for AIP, a decrease of \$926 million from the FY 2012 enacted level.
- » The budget proposes to focus Federal grants to support smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital.
- » At the same time, the budget would allow larger airports to increase non-Federal passenger facility charges. The new program structure will give the larger airports greater flexibility to generate revenue. This proposal is consistent with the recommendation of the President's National Commission on Fiscal Responsibility and Reform to eliminate grants to large and medium hub airports.
- » **Immediate Transportation Investment:** To spur job growth and allow states to initiate sound multiyear investments, the Budget assumes in FY 2012 a \$50 billion economic boost above current law spending to jump start investments for highway, highway safety, transit, passenger rail, and aviation activities. Of this amount, \$3 billion is for FAA programs (\$1 billion for NextGen and \$2 billion for Grants-in-Aid to Airports).
- » The \$1 billion in funding to advance NextGen will support multiple infrastructure projects and other investments that are designed to accelerate NextGen capabilities.
- » The request includes \$225 million for a new air traffic control facility for the future which will fully leverage NextGen capabilities to improve traffic flow, ensure user community cost savings, reduce the environmental impact of aviation, and reduce operating costs.

SUMMARY OF REQUEST

- » \$350 million is requested for the expansion of Automatic Dependent Surveillance—Broadcast (ADS-B) coverage that will provide economic and safety benefits to air transport and general aviation users through increased airport access, route development, and expanded surface coverage.
- » \$160 million is requested for the integration of the Flight Deck with Traffic Flow, which will enhance the potential of an uninterrupted fuel efficient profile descent and provide the airlines with fuel savings, reduced environmental emissions and noise, and reduced workload to pilots and air traffic controllers.
- » Grants-in-Aid to Airports will use most of the \$2 billion for runway construction and other airport improvements aimed at increasing overall system efficiency in the future. The funds will also be used to honor existing long-term funding commitments, Runway Safety Area improvement projects, and for noise mitigation projects.

NEXTGEN PROGRAMS

Dollars in Millions

	FY 2011 ENACTED	FY 2012 ENACTED	FY 2013 REQUEST
Facilities and Equipment (F&E)			
NextGen Network Enabled Weather	\$18	\$0	\$0
Data Communications in Support of NextGen	134	143	143
NextGen – Demonstrations and Infrastructure Development	21	15	25
NextGen – System Development	60	85	61
NextGen – Trajectory Based Operations	40	7	17
NextGen – Reduce Weather Impact	21	16	17
NextGen – High Density Arrivals/Departures	43	12	11
NextGen – Collaborative ATM	56	24	24
NextGen – Flexible Terminals and Airports	57	33	31
NextGen – Safety, Security and Environment	2	0	0
NextGen – System Network Facilities	23	5	11
NextGen – Future Facilities	0	15	95
Performance Based Navigation – Optimization of Airspace & Procedures for Metroplexes	0	29	36
En Route Automation Modernization (ERAM) – D-Position Upgrade & System Enhancements	5	0	10
System-Wide Information Management	89	66	57
ADS-B NAS Wide Implementation	176	285	272
Collaborative Air Traffic Management Technologies	36	42	34
Colorado ADS-B WAM Cost Share	0	4	1
Tactical Flow Time Based Flow Management (TBFM)	0	39	13
NAS Voice System	4	9	10
Tower Flight Data Manager (TFDM)*	0	0	38
Aviation Safety Information Analysis & Sharing (ASIAS)*	0	0	15
Aeronautical Information Management Program (AIM; Segment 2)	0	8	2
Activity 5 F&E PCBT - NextGen Staffing (ANG 85 EOY/85 FTE)	13	13	13
Activity 5 F&E PCBT - NextGen Staffing (ATO 132 EOY/111 FTE)	14	14	17
Activity 5 F&E PCBT - NextGen Staffing (AVS 40 EOY/20 FTE)	0	0	3
Total, NextGen F&E	\$812	\$863	\$955

NEXTGEN PROGRAMS

Dollars in Millions

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 TOTAL REQUEST
Research, Engineering and Development (RE&D)			
NextGen – Alternative Fuels for General Aviation	\$1	\$2	\$2
Joint Planning & Development Office (JPDO)	14	5	12
NextGen – Wake Turbulence	11	11	10
NextGen – Air Ground Integration	6	7	10
NextGen – Self Separation	5	4	8
NextGen – Weather in the Cockpit	3	8	5
NextGen – Environmental Research, Aircraft Technologies, Fuels and Metrics	20	24	20
Total, NextGen RE&D	\$59	\$60	\$67
Operations			
Integrate Environmental Performance into NextGen (APL 5 EOY/5 FTE)	\$1	\$1	\$1
NextGen Environmental/Noise Studies (APL 5 EOY/5 FTE)	2	2	2
NextGen Staffing (ANG 24 EOY/24 FTE)	3	3	3
NextGen Staffing (ATO 51 EOY/51 FTE)	7	7	7
Total, NextGen Operations	12	12	12
TOTAL NEXTGEN PROGRAMS	\$883	\$935	\$1,034

* These new budget line items reflect the migration of pre-implementation activities from the NextGen solution sets into implementation programs beginning in FY 2013. Totals may not add due to rounding.

CAPITAL PROGRAMS

Dollars in Millions

	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 TOTAL REQUEST
Activity 1 - Engineering, Development, Test and Evaluation	523	436	523
Data Communications for NextGen	134	143	143
NextGen Demonstrations and Concepts	258	122	218
NextGen System Development	60	85	61
Advanced Technology	25	29	33
Other	46	57	68
Activity 2 - Air Traffic Control Facilities and Equipment	1,351	1,407	1,468
En Route Automation	192	157	157
System-wide Information Management (SWIM)	89	66	57
Automatic Dependent Surveillance–Broadcast (ADS-B) implementation	176	285	272
Oceanic Automation	4	4	4
Infrastructure Improvements	165	157	148
Airport Surface Detection Equipment – Model X	4	2	7
Terminal Automation	89	136	189
Terminal Digital Radar	4	4	8
Runway Status Lights	55	30	35
Air Traffic Management	15	7	22
Wide Area Augmentation System	95	95	96
Improve Weather Systems	13	11	8
Improve Voice Communications	96	68	67
Replace Fuel Tanks	6	7	7
Power Systems	89	78	85
Collaborative Air Traffic Management	36	41	34
Time Based Flow Management	0	39	13
Landing and Navigation	73	55	68
Other	150	165	191
Activity 3 - Non-Air Traffic Control Facilities and Equipment	149	173	161
Hazardous Materials Clean-Up	20	20	20
NAS Recovery Communications	15	12	12
Safety Database and Computer Systems	51	71	70
Facility Risk Management	17	16	14
Information Security	15	15	14
Aeronautical Center Infrastructure Modernization	15	16	12
Other	16	23	19
Activity 4 - Facilities and Equipment Mission Support	234	240	218
Center for Advanced Aviation System Development (CAASD)	74	78	70
Facility Leases	39	40	41
Technical Support Contracts	54	55	58
Logistics	11	12	11
Other	56	55	38
Activity 5 - Personnel and Related Expenses	474	475	480
Total	2,731	2,731	2,850

MARITIME ADMINISTRATION

MARITIME ADMINISTRATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Operations and Training	\$157	\$156	\$146
Assistance to Small Shipyards	10	10	0
Ship Disposal	15	6	10
Maritime Security Program	174	174	184
Maritime Guaranteed Loans (Title XI)	9	4	4
Total 1/	\$365	\$349	\$344
Direct FTE	479	502	507

1/ Totals may not add due to rounding.

OVERVIEW

The Maritime Administration's (MARAD) mission is to strengthen the U.S. maritime transportation system—including infrastructure, industry and labor—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 strategic mobility by assuring access to ships, crews, and port intermodal assets 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 continues to reduce the significant environmental risks posed by the presence of obsolete ships in the National Defense Reserve Fleet.

SUMMARY OF REQUEST

The President is requesting \$344 million for FY 2013 to support the agency's coordinated program of activities and initiatives to advance Departmental and National objectives for Economic Competitiveness, Environmental Sustainability, and Organizational Excellence.

➤ **Operations and Training:** The President requests \$146 million, \$10 million below FY 2012 enacted levels. Within this amount, \$77 million is requested for the United States Merchant Marine Academy (USMMA) and \$16 million is requested for the State Maritime Academies (SMAs). For the US Merchant Marine Academy's Capital Improvement Program, \$10 million is requested for Midshipmen barracks renovations.

» Within Maritime Operations and Programs funding, \$3 million is included for continuing the environmental program aimed at addressing marine transportation environmental sustainability and energy impacts.

➤ **Assistance to Small Shipyards:** No new funds are requested for this program.

➤ **Ship Disposal:** The President requests \$10 million for the Ship Disposal program, \$4 million over FY 2012 enacted levels. This includes \$7 million for obsolete fleet disposal efforts and \$3 million to support custodial care of the N.S. SAVANNAH, an obsolete nuclear ship designated as a National Historic Landmark.

➤ **Maritime Security Program:** The President requests \$184 million for the Maritime Security Program (MSP). This amount, together with \$2 million in unobligated balances, will maintain the 60 ships enrolled in the MSP program at the \$186 million authorized level. The MSP program supports a US flagged fleet capable of supporting U.S. presence in foreign commerce while also ensuring the military's ability to obtain assured access to a sufficient number of commercial vessels and mariners.

➤ **Maritime Guaranteed Loan Program (Title XI):** The President requests \$4 million for administrative expenses, consistent with operations needed to continue to increase efficiency in monitoring the program.

OFFICE OF THE INSPECTOR GENERAL

OFFICE OF THE INSPECTOR GENERAL

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Salaries and Expenses	\$75	\$80	\$84
Appropriation Transfer (FTA)	2	0	0
Total Direct Authority	\$77	\$80	\$84
Offsetting Collections (FHWA, NTSB)	4	0	0
Total	\$81	\$80	\$84
Direct FTE — S&E	356	378	405
Direct FTE — ARRA Carryover (expires Dec. 2012)	57	42	5
Total Direct FTE	413	420	410
Offsetting Collections — FTE	35	0	0
Total FTE	448	420	410

OVERVIEW

The Office of the Inspector General (OIG) operates as an independent organization within the Department of Transportation under the authority of The Inspector General Act of 1978, as amended. The OIG provides independent and objective evaluation and oversight of the Department's programs and activities. This provides the Secretary, Congress and the public with relevant analyses necessary to improve the efficiency and effectiveness of DOT's operations. OIG's work yields valuable recommendations and findings that lead to better uses of limited budgetary resources and supports the Department in its objectives to achieve and maintain a safe, efficient and effective transportation system.

SUMMARY OF REQUEST

- The President's Budget requests \$84.5 million in FY 2013, an increase of \$4 million over FY 2012 enacted levels.
- The total funding level is requested as a direct appropriation, consistent with FY 2012, instead of transfers and reimbursements from other DOT Operating Administrations, including FHWA, FTA and FAA, and the NTSB.
- The OIG's overall FTE are reduced by 10 from the FY 2012 total enacted levels, due to the expiration of Recovery Act funding in FY 2013. Some of the personnel currently funded under the Recovery Act will be moved to the Salaries and Expenses account.

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 2013 request is \$883 million which includes \$500 million in mandatory spending to continue the National Infrastructure Investments (NII) program, and \$100 million in mandatory spending for the Essential Air Service program. A total of \$283 million of discretionary funding is requested for OST programs, including funds to improve cyber-security and update the Department's financial systems and processes.

The FY 2013 Budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary. This proposal will strengthen research functions across the Department by providing a prominent centralized focus on research and technology, which will improve collaboration and coordination among operating administrations.

OFFICE OF THE SECRETARY

Dollars in Thousands

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Salaries and Expenses	\$102	\$102	\$110
Office of Civil Rights	\$10	\$9	\$10
Transportation Planning, Research and Development	\$10	\$9	\$10
Minority Business Resource Center Program	\$1	\$1	\$1
Minority Business Outreach	\$3	\$3	\$3
Payments to Air Carriers	\$150	\$143	\$114
Financial Management Capital	\$5	\$5	\$10
Livable Communities	\$0	\$0	\$5
Cyber Security	\$0	\$10	\$6
Office of the Assistant Secretary ^{1/}			
Research and Development (Formerly RITA) ^{1/}	\$13	\$16	\$14
Bureau of Transportation Statistics ^{2/}	[\$27]	[\$ 25]	[\$38]
Sub-Total	\$294	\$298	\$283
Essential Air Service (EAS) (M)	\$50	\$50	\$100
National Infrastructure Investments (NII) (M)	\$527	\$500	\$500
Sub-Total	\$577	\$550	\$600
Immediate Transportation Investment	\$0	\$4,000	\$0
Total	\$871	\$4,848	\$883
Direct FTE	594	644	680

1/ The FY 2013 budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary. For presentation purposes, RITA budgetary resources are included under OST in FY 2011 and FY 2012.

2/ Non-add allocation account funded under FHWA's Federal-Aid Highways.

SUMMARY OF REQUEST

The President's Budget requests \$883 million in FY 2013 for the Office of the Secretary. This is \$3.96 billion below the FY 2012 estimate due to the \$4 billion request for Immediate Transportation Investment In FY 2012.

» **Office of the Assistant Secretary for Research and Technology:** The President's Budget requests \$14 million for the new Office of the Assistant Secretary for Research and Technology. The FY 2013 budget proposes to elevate the vital role research plays in transportation decision-making by moving the Research and Innovative Technology Administration (RITA) into the Office of the Secretary.

» **Bureau of Transportation Statistics:** The FY 2013 President's Budget and the Surface Transportation Reauthorization proposal includes \$38 million for the Bureau of Transportation Statistics. Within these funds:

» \$3 million is requested to re-establish a National Long Distance Travel Data program. City-to-city passenger travel data are necessary to inform the Nation's considerable transportation investments, including the President's initiative on high-speed rail.

» \$8 million is requested for the Freight Statistics Program. These funds will be used for the Commodity Flow Survey, which provides national data on freight movement; the Vehicle Inventory and Use Survey, which collects national data that captures the physical and operating characteristics of trucks; and, the International Freight Data System, a partnership project with the Customs and Border Protection's International Trade Data System (ITDS) that will provide a single source of comprehensive import and export data.

» **National Infrastructure Investments:** The President's Budget includes \$500 million of mandatory funding to continue the National Infrastructure Investments (NII) program as part of the surface transportation reauthorization proposal.

» **Salaries and Expenses:** The President's Budget requests \$110 million for Salaries and Expenses.

» **Credit Oversight Office:** Within this amount, \$2.3 million is requested for a new Credit Oversight Office that will provide oversight and review of credit transactions for all of the Department's credit programs. The anticipated growth of the Department's credit programs in both volume and complexity will require a coordinated effort by the Department to maintain the proper oversight and review of credit transactions. The Department currently manages a loan portfolio of over \$10 billion.

SUMMARY OF REQUEST

- **Essential Air Service program:** The President's Budget requests \$214 million for the Essential Air Service (EAS) program, including \$114 million of discretionary funding and \$100 million of mandatory funding, reflecting a proposal to increase mandatory funding from overflight fees from \$50 to \$100 million.
- **Livable Communities:** The President's Budget requests \$5 million to provide technical assistance and to develop tools for implementing livable communities that provide expanded choices and access for transportation users by integrating transportation, housing and commercial development decisions. A Livability Technical Assistance and Capacity Building Pilot will be established to provide intensive technical assistance and capacity building support, along with HUD and EPA, for selected pilot communities.
- **Financial Management Capital (FMC):** The President's Budget requests \$10 million to continue the multi-year project to upgrade the Department's financial systems and processes.
- **Cyber-Security:** The President's Budget requests \$6 million for necessary upgrades to the wide area network and information technology infrastructure and to build upon and continue the accomplishments achieved with the FY 2012 cyber-security funding.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Operations and Maintenance (Harbor Maintenance Trust Fund)	\$32	\$32	\$33
Total	\$32	\$32	\$33
Direct FTE	132	144	144

OVERVIEW

The Saint Lawrence Seaway Development Corporation is a wholly government-owned corporation within the Department of Transportation 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 operating and maintaining the two U.S. Seaway locks located in Massena, N.Y.

The SLSDC coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, to ensure that the U.S. portion of the St. Lawrence Seaway is available for commercial transit during the navigation season (typically March to December each year).

Maritime commerce on the Great Lakes Seaway System impacts 128,000 U.S. jobs with associated benefits of \$18.1 billion in annual business revenue from transportation firms and \$9.7 billion in annual wages and salaries, and provides approximately \$3.6 billion in annual transportation cost savings compared to the next least expensive mode of transportation.

SUMMARY OF REQUEST

The President's Budget requests \$33 million in FY 2013, an increase of \$1 million above FY 2012 enacted levels.

➤ **Asset Renewal Program:** The President's Budget requests \$16 million for capital improvements to the aging seaway infrastructure. Funds will be used to renew or upgrade lock and associated facilities and equipment in support of the SLSDC's 10-year Asset Renewal Program (ARP). Major projects in FY 2013 include: the installation of an ice flushing system at Snell Lock (\$3.0 million), miter gate machinery upgrade at Eisenhower Lock (\$2.6 million), and concrete replacement at Eisenhower Lock (\$2.0 million).

➤ **Operations and Maintenance:** The President's Budget requests \$17 million to fund Agency operations.

SURFACE TRANSPORTATION BOARD

SURFACE TRANSPORTATION BOARD

Dollars in Millions

ACCOUNT NAME	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Salaries and Expenses	\$28	\$28	\$30
Fees	\$1	\$1	\$1
Total	\$29	\$29	\$31
Direct FTE	134	131	140

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 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.

SUMMARY OF REQUEST

- **Surface Transportation Board:** The President's Budget requests \$31 million in FY 2013, to be financed by appropriations and the offsetting collection of user fees.

BUDGET AUTHORITY

Dollars in Millions

ADMINISTRATION	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Federal Aviation Administration	\$15,932	\$16,067	\$15,146
Federal Highway Administration	\$40,313 ^{1/}	\$41,609	\$81,090 ^{2/}
National Highway Traffic Safety Administration	\$806	\$800	\$981
Federal Motor Carrier Safety Administration	\$551	\$554	\$580
Federal Transit Administration	\$10,022 ^{1/}	\$10,545	\$10,733
Federal Railroad Administration	\$1,326	\$1,648	\$2,691
Pipeline and Hazardous Materials Safety Administration	\$186	\$201	\$276
Maritime Administration	\$646	\$532	\$495
Saint Lawrence Seaway Development Corporation	\$32	\$32	\$33
Surface Transportation Board	\$28	\$28	\$30
Office of the Secretary ^{3/}	\$871	\$846	\$883
Inspector General	\$77	\$80	\$84
Subtotal	\$70,793	\$72,948	\$113,023
Offsetting Collections	-\$281	-\$354	-\$38,743 ^{2/}
Total DOT Budgetary Authority	\$70,512	\$72,594	\$74,280
	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Immediate Transportation Investments	\$-	\$50,000	\$-
Grand Total DOT Budget Authority	\$70,512	\$122,594	\$74,280

1/ Does not include a net \$1.211 billion flex funding transfer from the Federal Highway Administration to the Federal Transit Administration.

2/ Includes a \$38.486 billion payment to the new Transportation Trust Fund (TTF), with an offsetting adjustment in the TTF receipt accounts. For presentation purposes, TTF payments and receipts are included under the Federal Highway Administration for all three accounts of the TTF (Highway Account, Mass Transit Account, and Multimodal Account).

3/ The FY 2013 budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA budget authority amounts are included under OST in FY 2011 and FY 2012.

Totals may not add due to rounding.

OUTLAYS

Dollars in Millions

ADMINISTRATION	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Federal Aviation Administration	\$15,619	\$16,705	\$16,553
Federal Highway Administration	\$44,825	\$42,218	\$82,869 ^{1/}
National Highway Traffic Safety Administration	\$822	\$949	\$948
Federal Motor Carrier Safety Administration	\$495	\$578	\$585
Federal Transit Administration	\$11,932	\$12,693	\$12,684
Federal Railroad Administration	\$2,430	\$3,069	\$3,222
Pipeline and Hazardous Materials Safety Administration	\$183	\$224	\$220
Maritime Administration	\$564	\$860	\$635
Saint Lawrence Seaway Development Corporation	\$34	\$47	\$40
Surface Transportation Board	\$28	\$28	\$30
Office of the Secretary ^{2/}	\$569	\$1,341	\$1,114
Inspector General	\$83	\$85	\$86
Subtotal	\$77,582	\$78,799	\$118,986
Offsetting Collections	-\$281	-\$354	-\$38,743
Total DOT Outlays	\$77,301	\$78,445	\$80,243
	FY 2011 ACTUAL	FY 2012 ESTIMATE	FY 2013 REQUEST
Immediate Transportation Investments	\$-	\$5,690	\$18,280
Grand Total DOT Outlays	\$77,301	\$84,135	\$98,523

^{1/} Includes a \$38.486 billion payment to the new Transportation Trust Fund (TTF), with an offsetting adjustment in the TTF receipt accounts. For presentation purposes, TTF payments and receipts are included under the Federal Highway Administration for all three accounts of the TTF (Highway Account, Mass Transit Account, and Multimodal Account).

^{2/} The FY 2013 budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA outlays are included under OST in FY 2011 and FY 2012.

Totals may not add due to rounding.

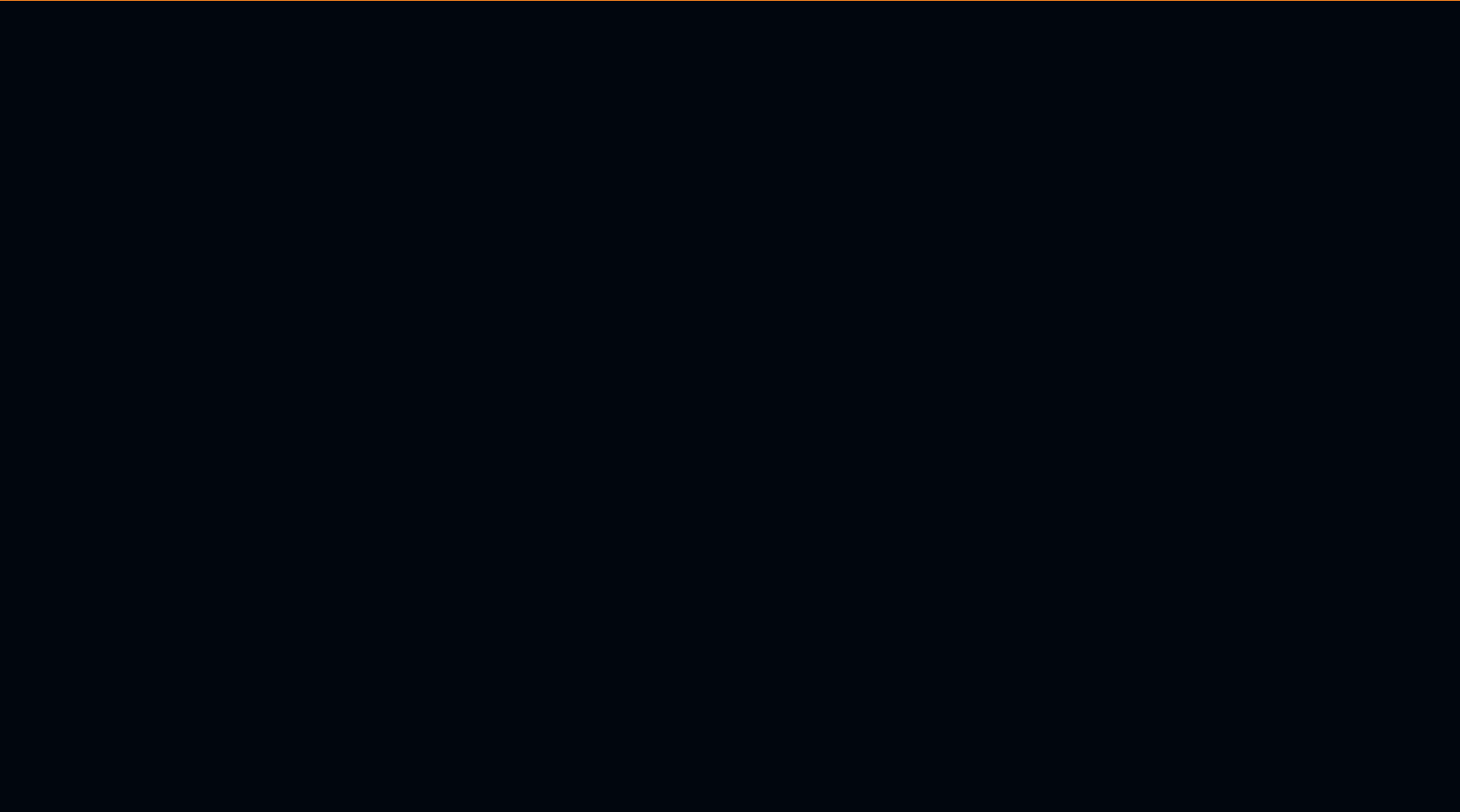
FULL TIME EQUIVALENT EMPLOYMENT - TOTAL

ADMINISTRATION	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Federal Aviation Administration	48,027	48,052	48,069
Federal Highway Administration	2,938	2,955	2,926
National Highway Traffic Safety Administration	599	610	655
Federal Motor Carrier Safety Administration	1,079	1,123	1,123
Federal Transit Administration	570	570	645
Federal Railroad Administration	856	871	894
Pipeline and Hazardous Materials Safety Administration	434	485	572
Maritime Administration	805	835	840
Saint Lawrence Seaway Development Corporation	132	144	144
Surface Transportation Board	140	140	149
Office of the Secretary 1/	1,205	1,257	1,283
Inspector General	448	420	410
Working Capital Fund	205	241	246
Total DOT Full Time Equivalent Employment	57,438	57,703	57,956

FULL TIME EQUIVALENT EMPLOYMENT - DIRECT

ADMINISTRATION	FY 2011 ACTUAL	FY 2012 ENACTED	FY 2013 REQUEST
Federal Aviation Administration	46,258	46,254	46,270
Federal Highway Administration	2,717	2,734	2,707
National Highway Traffic Safety Administration	599	606	651
Federal Motor Carrier Safety Administration	1,036	1,062	1,062
Federal Transit Administration	570	570	645
Federal Railroad Administration	856	871	894
Pipeline and Hazardous Materials Safety Administration	426	474	561
Maritime Administration	479	502	507
Saint Lawrence Seaway Development Corporation	132	144	144
Surface Transportation Board	134	131	140
Office of the Secretary 1/	594	644	680
Inspector General	413	420	410
Working Capital Fund	0	0	0
Total DOT Full Time Equivalent Employment	54,214	54,412	54,671

1/ The FY 2013 budget proposes to convert the Research and Innovative Technology Administration (RITA) into the Office of the Assistant Secretary for Research and Technology within the Office of the Secretary (OST). For presentation purposes, RITA full time equivalent employment (FTE) amounts are included under OST in FY 2011 and FY 2012.







U.S. Department of Transportation

Office of the Secretary of Transportation

Assistant Secretary for Budget & Programs,
and Chief Financial Officer

1200 New Jersey Avenue, SE
Washington DC 20590
www.dot.gov/cfo