

2022

BUDGET HIGHLIGHTS

SECRETARY OF
TRANSPORTATION
PETE BUTTIGIEG



U.S. Department
of Transportation

We are American.
We don't just build
for today.
We build for
tomorrow.

President Joe Biden

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TECHNICAL NOTES

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

The use of brackets in tables indicates a “non-add” entry.

Time frames in this document represent fiscal years (FY).

Full time equivalent employment (40 hours of work for 52 weeks a year) is identified as FTE throughout this document.

The Department of Transportation has General Funds (GF), Trust Funds (TF), and Special Funds (SF). Tables in this document use GF, TF, and SF indicators to specify the source of funds in each appropriation account.

ACRONYMS

FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
NHTSA	National Highway Traffic Safety Administration
FTA	Federal Transit Administration
FRA	Federal Railroad Administration
PHMSA	Pipeline and Hazardous Materials Safety Administration
MARAD	Maritime Administration
GLS	Great Lakes St. Lawrence Seaway Development Corporation
OST	Office of the Secretary
OIG	Office of the Inspector General
BA	Budget Authority
CA	Contract Authority
CR	Continuing Resolution
FTE	Full Time Equivalent
GF	General Fund
Oblim	Limitation on Obligations
SF	Special Fund
TF	Trust Fund
AJP	American Jobs Plan
FAST Act	Fixing America’s Surface Transportation Act
CARES Act	Coronavirus Aid, Relief, and Economic Security Act (2020)
CRRSA	Coronavirus Response and Relief Supplemental Appropriations Act, 2021
ARP	American Rescue Plan Act of 2021
COVID-19	Coronavirus Disease 2019

EXECUTIVE SUMMARY

The Department's FY 2022 Budget requests **\$88 billion** to provide the foundation for a once in a generation investment in our Nation's Infrastructure. The Budget prioritizes the Department's key principles: safety as the foundation of all we do; economic strength and creating good-paying jobs; equitable access to opportunity; resilience and addressing climate change; and transformative infrastructure.

The FY 2022 President's Budget, in concert with the **\$621 billion for transportation and resilience investments proposed in the American Jobs Plan**, will create millions of jobs, strengthen our economy, and finally address long needed investment in our roads and bridges, railways, aviation, and ports. The FY 2022 President's Budget will also help us to begin to tackle some of the most important Transportation issues our Nation faces today – including the impact of climate change, longstanding inequities in our infrastructure investments, and increasing backlogs in the state of good repair of our Nation's most critical transportation assets.

Highlights of the **FY 2022 President's Budget** include:

- **\$18.5 billion** for the **Federal Aviation Administration** – including \$1 billion to improve the physical condition of FAA facilities that house the workforce and technology at the heart of the FAA's air traffic control system.
- **\$11.4 billion** for FAA operations, while making targeted investments in Aviation Safety – including **\$17.4 million to strengthen Aviation Safety Oversight** and to begin addressing the requirements of the Aircraft Certification Safety and Accountability Act.
- A total of **\$88.5 million** is included within this amount for clean climate research activities to **reduce the impact of aviation on climate change and air quality**, including an aviation climate research program that will work collaboratively with our Federal partners and aviation stakeholders to perform high-risk accelerated research in the areas of sustainable aviation fuels, electric propulsion, and low-noise/low-emissions aircraft technologies; work on the Continuous Low Energy Emissions and Noise program; and continued research and testing for a viable alternative for leaded general aviation fuel.
- **\$13.5 billion** for **Transit**, including:
 - **\$2.5 billion** for **Capital Investment Grants** – a \$459 million increase – to fund transit system projects underway and to support new projects that are ready to move through the approval pipeline; and

- **\$550 million** for **Transit Infrastructure Grants** – of which \$250 million will support the popular Zero Emission Bus Program.
- **\$2.7 billion** for **Amtrak** – a 35 percent increase in financial support for the railroad that will accelerate track renewal, renovate aging stations, refresh the existing capital fleet, and address maintenance needs throughout the system.
- **\$625 million** for a new competitive **Passenger Rail Improvement, Modernization, and Expansion** program – known as **PRIME Grants** – to modernize and develop passenger rail service and expand existing rail corridors in promising corridors throughout the country.
- **\$1 billion** for the National Highway Traffic Safety Administration to support the Agency’s core safety programs and activities.
 - This includes a **\$50 million increase for Vehicle Safety Programs**, to advance the equitable development and implementation of safe vehicle technologies, keep pace with the rapid innovation in vehicle electronics and automated driving systems, and curb the impact that transportation has upon our environment by enforcing the highest achievable fuel-economy standards and ensuring the safety of alternative-fuel vehicles.
- **\$1.2 billion** for the **Maritime Administration**, including:
 - **\$230 million** for the **Port Infrastructure Development Program**; and
 - **\$316 million** for the National Security Multi-Mission Vessel Program (NSMV) to replace California’s “Golden Bear” training vessel. This investment delivers the **5th and final school ship replacement** and fully funds the NSMV program initiated in 2018.
- **\$1 billion** for the **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** grants – formerly known as TIGER/BUILD Grants – to assist localities that are undertaking innovative infrastructure projects.
- **\$110 million** for a new **Thriving Communities** program that will establish a new office to support communities with eliminating persistent transportation barriers and increasing access to jobs, school, and businesses.
- **\$13 million** for the **Departmental Office of Civil Rights** – a 30 percent increase – and increased investment in all of the Offices of Civil Rights throughout DOT. These investments will support oversight of both internal civil rights programs affecting DOT employees and applicants for employment, and external civil rights programs relating to the beneficiaries and potential beneficiaries of the various transportation programs receiving Federal financial assistance through DOT, including the Disadvantaged Business Enterprise program.

U.S. DEPARTMENT OF TRANSPORTATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
FEDERAL AVIATION ADMINISTRATION	17,617.7	10,000.0	17,964.5	2,000.0	8,009.0	18,452.6
OPERATIONS (GF/TF)	10,630.0	0.0	11,001.5	0.0	0.0	11,434.1
FACILITIES & EQUIPMENT (TF)	3,045.0	0.0	3,015.0	0.0	0.0	3,410.0
RESEARCH, ENGINEERING & DEVELOPMENT (TF)	192.7	0.0	198.0	0.0	0.0	258.5
GRANTS-IN-AID FOR AIRPORTS (GF)	400.0	10,000.0	400.0	2,000.0	0.0	0.0
GRANTS-IN-AID FOR AIRPORTS (Oblim) (TF)	3,350.0	0.0	3,350.0	0.0	0.0	3,350.0
RELIEF FOR AIRPORTS (GF)	0.0	0.0	0.0	0.0	8,000.0	0.0
EMPLOYEE LEAVE FUND (GF)	0.0	0.0	0.0	0.0	9.0	0.0
FEDERAL HIGHWAY ADMINISTRATION	49,226.6	0.0	49,062.0	10,000.0	0.0	47,062.0
FEDERAL-AID HIGHWAYS (Oblim) (TF)	46,365.1	0.0	46,365.1	0.0	0.0	46,365.1
EXEMPT OBLIGATIONS (TF)	601.3	0.0	602.6	0.0	0.0	602.6
EMERGENCY RELIEF (TF)	94.1	0.0	94.3	0.0	0.0	94.3
HIGHWAY INFRASTRUCTURE PROGRAMS (GF)	2,166.1	0.0	2,000.0	10,000.0	0.0	0.0
LIMITATION ON ADMINISTRATIVE EXPENSES (Non-add)	[456.8]	0.0	[478.9]	0.0	0.0	492.0
CANCELLATIONS (Non-add)	[-19.9]	0.0	0.0	0.0	0.0	0.0
FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION	679.1	0.2	747.9	0.0	0.0	675.8
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS (Oblim) (TF)	288.0	0.2	328.1	0.0	0.0	288.0
MOTOR CARRIER SAFETY GRANTS (Oblim) (TF)	391.1	0.0	419.8	0.0	0.0	387.8
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	989.3	0.0	989.5	0.0	0.0	1,023.9
OPERATIONS AND RESEARCH (GF)	194.0	0.0	194.2	0.0	0.0	245.6
OPERATIONS AND RESEARCH: IMPAIRED DRIVING/GRADE CROSSING (GF)	17.0	0.0	17.0	0.0	0.0	0.0
OPERATIONS AND RESEARCH (Oblim) (TF)	155.3	0.0	155.3	0.0	0.0	155.3
HIGHWAY TRAFFIC SAFETY GRANTS (Oblim) (TF)	623.0	0.0	623.0	0.0	0.0	623.0

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U.S. DEPARTMENT OF TRANSPORTATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
FEDERAL TRANSIT ADMINISTRATION	12,910.3	25,000.0	12,959.1	14,000.0	30,461.4	13,492.3
TRANSIT FORMULA GRANTS (Oblim) (TF)	10,150.3	0.0	10,150.3	0.0	0.0	10,150.3
CAPITAL INVESTMENT GRANTS (GF)	1,978.0	0.0	2,014.0	0.0	0.0	2,473.0
WASHINGTON METRO (GF)	150.0	0.0	150.0	0.0	0.0	150.0
ADMINISTRATIVE EXPENSES (GF)	117.0	0.0	121.1	0.0	0.0	131.5
TRANSIT RESEARCH (GF)	0.0	0.0	0.0	0.0	0.0	30.0
TECHNICAL ASSISTANCE & TRAINING (GF)	5.0	0.0	7.5	0.0	0.0	7.5
TRANSIT INFRASTRUCTURE GRANTS (GF)	510.0	25,000.0	516.2	14,000.0	30,461.4	550.0
CANCELLATION (Non-add)	0.0	0.0	[-2.0]	0.0	0.0	0.0
FEDERAL RAILROAD ADMINISTRATION	2,793.8	1,018.3	2,857.6	1,000.0	1,700.0	4,006.5
NORTHEAST CORRIDOR GRANTS TO AMTRAK (GF)	700.0	492.0	700.0	655.4	970.4	1,300.0
NATIONAL NETWORK GRANTS TO AMTRAK (GF)	1,300.0	526.0	1,300.0	344.6	729.6	1,400.0
Subtotal, Amtrak	2,000.0	1,018.0	2,000.0	1,000.0	1,700.0	2,700.0
SAFETY & OPERATIONS (GF)	224.2	0.3	234.9	0.0	0.0	247.7
RAILROAD RESEARCH & DEVELOPMENT (GF)	40.6	0.0	41.0	0.0	0.0	58.8
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	325.0	0.0	375.0	0.0	0.0	375.0
PRIME GRANTS (GF)	0.0	0.0	0.0	0.0	0.0	625.0
STATE OF GOOD REPAIR (GF)	200.0	0.0	200.0	0.0	0.0	0.0
RESTORATION AND ENHANCEMENT GRANTS (GF)	2.0	0.0	4.7	0.0	0.0	0.0
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM (GF)	2.0	0.0	2.0	0.0	0.0	0.0
CANCELLATIONS (Non-add)	0.0	0.0	[-36.9]	0.0	0.0	0.0

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U.S. DEPARTMENT OF TRANSPORTATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
PIPELINE & HAZARDOUS MATERIALS SAFETY ADMINISTRATION	281.5	0.0	288.0	0.0	0.0	310.1
OPERATIONAL EXPENSES (GF)	24.2	0.0	28.7	0.0	0.0	29.1
HAZARDOUS MATERIALS SAFETY (GF)	61.0	0.0	62.0	0.0	0.0	69.0
EMERGENCY PREPAREDNESS GRANTS (Oblim) (SF)	28.3	0.0	28.3	0.0	0.0	28.3
EMERGENCY PREPAREDNESS GRANTS (GF)	0.0	0.0	1.0	0.0	0.0	1.0
PIPELINE SAFETY (SF)	145.0	0.0	145.0	0.0	0.0	155.0
PIPELINE SAFETY (TF)	23.0	0.0	23.0	0.0	0.0	27.7
MARITIME ADMINISTRATION	1,047.9	4.1	1,169.5	0.0	0.0	1,171.5
OPERATIONS AND TRAINING (GF)	152.6	3.1	155.6	0.0	0.0	172.2
STATE MARITIME ACADEMY OPERATIONS (GF)	342.3	1.0	432.7	0.0	0.0	358.3
SHIP DISPOSAL (GF)	5.0	0.0	4.2	0.0	0.0	10.0
ASSISTANCE TO SMALL SHIPYARDS (GF)	20.0	0.0	20.0	0.0	0.0	20.0
MARITIME SECURITY PROGRAM (GF) [Defense]	300.0	0.0	314.0	0.0	0.0	318.0
MARITIME GUARANTEED LOANS (TITLE XI) (GF)	3.0	0.0	3.0	0.0	0.0	3.0
PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (GF)	225.0	0.0	230.0	0.0	0.0	230.0
CABLE SECURITY FLEET (GF) [Defense]	0.0	0.0	10.0	0.0	0.0	0.0
TANKER SECURITY PROGRAM (GF) [Defense]	0.0	0.0	0.0	0.0	0.0	60.0
CANCELLATION (Non-add) [Defense]	0.0	0.0	0.0	0.0	0.0	[-42.0]
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION (TF)	38.0	0.0	38.0	0.0	0.0	37.7
INSPECTOR GENERAL (GF)	94.6	5.0	98.2	0.0	0.0	103.2

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U.S. DEPARTMENT OF TRANSPORTATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
OFFICE OF THE SECRETARY	1,457.6	57.8	1,549.6	0.0	3,000.0	1,750.1
SALARIES AND EXPENSES (GF)	115.5	1.8	126.2	0.0	0.0	143.0
NAT'L SURFACE TRANSP. AND INNOVATIVE FINANCE BUREAU (GF)	5.0	0.0	5.0	0.0	0.0	3.8
TRANSPORTATION PLANNING, RESEARCH & DEVELOPMENT (GF)	10.9	0.0	9.4	0.0	0.0	12.8
OFFICE OF CIVIL RIGHTS (GF)	9.5	0.0	9.6	0.0	0.0	12.6
FINANCIAL MANAGEMENT CAPITAL (GF)	2.0	0.0	2.0	0.0	0.0	5.0
ESSENTIAL AIR SERVICE (SF)	112.1	56.0	106.2	0.0	0.0	116.4
PAYMENTS TO AIR CARRIERS (TF)	162.0	0.0	141.7	0.0	0.0	247.7
NATIONAL INFRASTRUCTURE INVESTMENTS (GF)	1,000.0	0.0	1,000.0	0.0	0.0	1,000.0
RESEARCH AND TECHNOLOGY (GF)	21.0	0.0	22.8	0.0	0.0	43.4
CYBER SECURITY INITIATIVE (GF)	15.0	0.0	22.0	0.0	0.0	39.4
SMALL AND DISADVANTAGED BUSINESS UTILIZ. & OUTREACH/MBRC (GF)	4.6	0.0	4.7	0.0	0.0	5.0
THRIVING COMMUNITIES (GF)	0.0	0.0	0.0	0.0	0.0	110.0
ELECTRIC VEHICLE FLEET (GF)	0.0	0.0	0.0	0.0	0.0	11.0
TRANSPORTATION DEMONSTRATION PROGRAM (GF)	0.0	0.0	100.0	0.0	0.0	0.0
AVIATION MANUFACTURING JOBS PROTECTION PROGRAM (GF)	0.0	0.0	0.0	0.0	3,000.0	0.0
PHMSA USER FEE OFFSETTING RECEIPT	-145.0	0.0	-145.0	0.0	0.0	-154.6
TOTAL BUDGETARY RESOURCES	86,991.5	36,085.3	87,578.9	27,000.0	43,170.4	87,931.1
Cancellations/Rescissions (NDD)	-19.9	0.0	-38.9	0.0	0.0	0.0
Cancellations/Rescissions (Defense)	0.0	0.0	0.0	0.0	0.0	-42.0
Total Budgetary Resources After Adjustments	86,971.5	36,085.3	87,540.0	27,000.0	43,170.4	87,889.1
<i>DISCRETIONARY SUBTOTAL</i>	<i>24,812.8</i>	<i>36,029.1</i>	<i>25,315.9</i>	<i>27,000.0</i>	<i>0.0</i>	<i>25,727.9</i>
<i>MANDATORY SUBTOTAL</i>	<i>62,158.7</i>	<i>56.2</i>	<i>62,224.1</i>	<i>0.0</i>	<i>43,170.4</i>	<i>62,161.2</i>

GF = General Fund, TF = Trust Fund, SF = Special Fund. Budgetary Resources includes appropriations, obligation limitations, and FHWA and OST mandatory programs. Does not reflect transfers.

AMERICAN JOBS PLAN

BUILD WORLD-CLASS TRANSPORTATION INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS, AIRPORTS, RAIL, AND TRANSIT SYSTEMS

President Biden is calling on Congress to make a historic and overdue investment in our roads, bridges, rail, ports, airports, and transit systems. The President’s plan will ensure that these investments produce good-quality jobs with strong labor standards, prevailing wages, and a free and fair choice to join a union and bargain collectively. These investments will advance racial equity by providing better jobs and better transportation options to underserved communities. These investments also will extend opportunities to small businesses to participate in the design, construction, and manufacturing of new infrastructure and component parts. President Biden’s plan will deliver infrastructure Americans can trust, because it will be more resilient to floods, fires, storms, and other threats, and not fragile in the face of these increasing risks.

President Biden’s plan will transform our crumbling transportation infrastructure. Decades of declining public investment has left our roads, bridges, rail, and transit systems in poor condition, with a trillion-dollar backlog of needed repairs. More than 35,000 people die in traffic crashes on U.S. roads each year, and millions more are seriously and often permanently injured. The United States has one of the highest traffic fatality rates in the industrialized world, double the rate in Canada and quadruple that in Europe. Across cities, suburbs, and rural areas, President Biden’s plan will help parents get to work reliably and affordably, reduce the impacts of climate change for our kids, and make sure fewer families mourn the loss of a loved one due to road crashes. His investments will use more sustainable and innovative materials, including cleaner steel and concrete and component parts “Made in America” and shipped on U.S.-flag vessels with American crews under U.S. laws. And, his infrastructure investments will mitigate socio-economic disparities, advance racial equity, and promote affordable access to opportunity.

The President’s plan invests an additional \$621 billion in transportation infrastructure and resilience:

- Within this amount, **\$540 billion** would reside in the Department of Transportation for its programs allocated over a five-year period, and is in addition to the base amounts included in the FY 2022 Budget request.
- Separately, the American Jobs Plan also provides \$50 billion to make our infrastructure more resilient, of which **\$7.5 billion** would be provided to the Department of Transportation.
- Aside from Department of Transportation funding, the American Jobs Plan calls for **\$74 billion** in additional infrastructure investments, including \$8 billion to the U.S. Army Corps of Engineers for Inland Waterways and Harbor Projects, \$3 billion to the General Services Administration for land ports of entry, \$20 billion to the Environmental Protection Agency for school bus electrification, and \$43 billion for non-transportation resilience programs.

TRANSPORTATION INFRASTRUCTURE PROPOSALS

in millions of dollars

BUDGET AUTHORITY	BA TOTAL	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Repair Roads and Bridges	115,000	20,300	22,500	23,500	24,000	24,700
Modernize Public Transit	85,000	17,000	17,000	17,000	17,000	17,000
Invest in Reliable Passenger and Freight Rail	80,000	10,100	14,000	16,000	17,950	21,950
Make Our Airports the Best in the World	25,000	5,500	5,500	4,500	4,500	5,000
Invest in Ports	6,000	500	1,000	1,500	1,500	1,500
Improve Road Safety for All Users	20,000	2,250	3,175	4,025	4,825	5,725
Restore and Reconnect Thriving Communities	25,000	2,600	4,150	4,900	6,000	7,350
Spark Widespread Adoption of EVs	140,000	6,900	11,000	23,500	36,500	62,100
Accelerate Transformational Projects	43,950	10,040	9,490	9,490	7,465	7,465
TOTAL	539,950	75,190	87,815	104,415	119,740	152,790
Transportation Resilience	7,500	800	1,150	1,500	1,850	2,200

These funds would be invested to:

- **Repair American Roads and Bridges.** One in five miles, or 173,000 total miles of our highways and major roads, along with more than 45,000 bridges, are in poor condition. Delays caused by traffic congestion alone cost over \$160 billion per year, and motorists are forced to pay over \$1,000 every year in wasted time and fuel.

The President is proposing a total increase of \$115 billion to modernize the bridges, highways, roads, and main streets that are in most critical need of repair. This includes funding to improve air quality and limit greenhouse gas emissions. His plan will modernize 20,000 miles of highways, roads, and main streets, not only “fixing them first” but “fixing them right,” with safety, resilience, and access for all users in mind.

It will fix some of the most economically significant large bridges in the country in need of reconstruction, and it will repair the worst 10,000 smaller bridges, including bridges that provide critical connections to rural and tribal communities. Key aspects of this proposal include:

- **Fix it Right Road Modernization: (\$50 billion)** This program would focus on the design, planning, and construction of roads currently eligible for Federal aid funds that should be upgraded and modernized inclusive of adding complete streets, bike, pedestrian, and bus facilities, ADA features, and/or resiliency measures. A program of this size could potentially upgrade around 20,000 miles of roadways.
- **Community Transportation Block Grant program: (\$5 billion)** This new program will provide \$1 billion per year directly to local governments and tribes for their priorities which will help upgrade main streets, rural roads, and local highways and will support the Justice40 initiative by emphasizing investments in disadvantaged communities.

Justice40

Executive Order 14008, issued on January 27, 2021, created a government-wide “Justice40” Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities and tracking performance toward the goal through an Environmental Justice Scorecard.

The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate-resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others. There are important considerations in the development, implementation, and evaluation of such a wide-reaching and complex initiative. To advance Justice40 goals the Department is considering options in areas such as, but not limited to, incorporating criteria in the Department’s discretionary grant programs, developing implementable definitions for “investment benefit” and “disadvantaged communities” as it relates to programmatic activities, public engagement strategies with stakeholders to define and further understand “investment benefits” that can be targeted for disadvantaged and underserved communities, and developing a Department-wide Environmental Justice Scorecard.

In the coming months, the Department will be working to ensure that subsequent programs, targets, and metrics fulfill the ambition of the Justice40 Initiative to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

- **Transportation Alternatives Program (TAP): (\$5 billion)** This proposal would increase funding to smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.
 - **Bridge Investment Program: (\$40 billion)** This program would substantially improve the condition of the Nation’s 618,000 bridges by increasing the formula funding that has successfully but too slowly reduced the number of bridges in poor condition in recent years. It will also create new funding for programs targeted at the worst bridges that see the least amount of formula funding. The Bridge Investment program will concentrate on the preservation of bridges to keep them from deteriorating further by investing beyond “fix-it-first” for those bridges that are most critical to economic activity and least resilient to climate change.
 - **Carbon Reduction Bonus Program: (\$10 billion)** This program would direct funds to help States reduce greenhouse gas emissions. This plan would create a new program with broad flexibility to States to fund projects that reduce greenhouse gas emissions. States that achieve significant reductions in carbon dioxide emissions would receive additional flexibility in project Federal share and program transferability, while States making the least progress in emissions reduction would be required to dedicate additional Federal funds to projects that will reduce emission.
 - **Congestion Mitigation Air Quality Improvement Program: (\$5 billion)** This proposal would add funding to the existing Congestion Mitigation Air Quality Improvement (CMAQ) program to specifically pay for projects that reduced greenhouse gas emissions. This funding will be separate from and in addition to funding authorized for projects that reduce criteria pollutants under the existing CMAQ program.
- **Modernize Public Transit.** Our current transit infrastructure is inadequate. Households that take public transportation to work have twice the commute time and are twice as likely to be households of color. FTA estimates a repair backlog of over \$105 billion, which is made up of more than 24,000 buses, 5,000 rail cars, 200 transit and rail stations, and thousands of miles of track, signals, and power systems that are in need of replacement. This backlog translates to service delays and disruptions that leave riders stranded and discourages transit use.

President Biden is calling on Congress to invest \$85 billion to modernize existing transit operations and help agencies expand their systems to meet rider demand. This investment will double Federal funding for public

transit, spend down the repair backlog, and bring bus, bus rapid transit, and rail service to communities and neighborhoods across the country. Key aspects of this proposal include:

- **Transit State of Good Repair: (\$55 billion)** This proposal would reduce the state-of-good-repair backlog by providing additional formula funds to repair or replace transit assets that are past their useful life or in poor condition.
 - **Transit Expansion: (\$25 billion)** This program would expand high-quality transit options to more communities and provide Federal funding to help communities deploy new transit lines. An investment of \$20 billion would fund projects in the CIG pipeline, and an additional \$5 billion would provide funding for service start-ups in smaller communities without transit options.
 - **Transit Accessibility: (\$5 billion)** This program would improve the accessibility of transit services, particularly in legacy rail stations, for people with disabilities.
- **Invest in Reliable Passenger and Freight Rail Service.** The Nation’s rail networks have the potential to offer safe, reliable, efficient, and climate-friendly alternatives for moving people and freight. However, unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. There are currently projects just waiting to be funded that will give millions more Americans reliable and fast inter-city train service.

President Biden is calling on Congress to invest \$80 billion to address Amtrak’s repair backlog; modernize the high traffic Northeast Corridor; improve existing corridors; and connect new city pairs. These funds will also enhance grant and loan programs that support passenger and freight rail safety, efficiency, and electrification. Key aspects of this proposal include:

- **Grants to Amtrak: (\$16 billion)** This initiative would eliminate the backlog of obsolete rolling stock, facilities, stations, and infrastructure and modernize these assets to provide high-quality, reliable service for the millions of people who ride the rails as an alternative to driving or flying.
- **Northeast Corridor Modernization: (\$39 billion)** This program would modernize the corridor to add train capacity, shorten trip times, and improve reliability, all resulting in attractive travel options for many more riders.
- **Passenger Rail Expansion: (\$20 billion)** This investment would advance a world-class passenger rail system – upgrading existing passenger rail service and expanding rail to new city pairs to accelerate economic development over the coming decade. With an investment of \$20 billion, the Department of Transportation estimates up to 3 high-speed rail corridors would be jump-started and 5-10 new and

upgraded intercity corridors developed. This initiative would provide funding to intercity and high-speed passenger rail corridor projects under the Passenger Rail Improvement, Modernization and Expansion (PRIME) competitive grant program; and the Railroad Rehabilitation & Improvement Financing (RRIF) loan program.

- **Rail Safety and Efficiency Grants: (\$5 billion)** This plan would enhance safety, address chokepoints, transition to cleaner power, and improve rural and local freight access. This initiative would provide funding through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) competitive grant program as well as investments in research and development for grade separation and congestion relief. Funds will also support grants and research and development to advance freight and passenger clean power investments through alternative fuels, battery technology, and electrification; and to expand rural and local freight access.

- **Make our Airports the Best in the World.** The United States built modern aviation, but our airports lag far behind other nations. According to some rankings, no U.S. airport ranks in the top 25 of airports worldwide. President Biden is calling on Congress to invest \$25 billion in our airports, including funding for the Airport Improvement Program, upgrades to FAA assets that ensure safe and efficient air travel, and a new program to support terminal renovations and multimodal connections for affordable, convenient, car-free access to air travel. Key aspects of this proposal include:

- **Airport Improvement Program: (\$10 billion)** This proposal will boost funding to the Airport Improvement program to fund projects that electrify equipment, reduce airport emissions, mitigate noise pollution, and provide other benefits to surrounding communities.
- **Airport Terminal Renovation Grants Program: (\$10 billion)** This program will establish a new competitive grant program for airport terminal redevelopment, including multimodal transportation connections.
- **FAA National Airspace System Facilities: (\$5 billion)** This proposal would replace and modernize aging Federal Aviation Administration facilities and equipment that directly support National Airspace System operations.

- **Invest in Ports.** President Biden is calling on Congress to invest in our inland waterways, coastal ports, land ports of entry, and ferries, which are all essential to our Nation's freight. U.S. ports and waterways handle over 2 billion tons of domestic cargo and imports/exports annually, and the volume of cargo shipped by water is rapidly increasing. Ports and waterways are also instrumental in the transport of goods after a

natural or manmade disaster, as goods can be transported by water when other routes are blocked. Proposed investments would be executed by DOT, the U.S. Army Corps of Engineers, and the General Services Administration. Within DOT, the proposal would include:

- **Healthy Ports Program: (\$6 billion)** Ports are essential infrastructure that support local jobs and facilitate international and interstate commerce, but they often have negative impacts on the neighboring communities and port workers due to idling ships, trucks, and equipment. This program will provide competitive grants for projects that minimize or mitigate these environmental impacts, such as shorepower and electrification of port equipment and drayage trucks. Funds may also support related infrastructure for electric vehicle charging and hydrogen production and use, and for development and execution of port climate action plans. Funds could also support land-side rail and other projects that facilitate intermodal connections and relieve congestion in and around ports.
- **Improve Safety for all Users.** More than 35,000 people die in traffic crashes on U.S. roads each year, and millions more are seriously and often permanently injured. Between 2009 and 2018, pedestrian deaths from traffic crashes in the U.S. grew by 46 percent, reaching a nearly 3-decade high. People walking and biking are an increasingly large percentage of all fatalities on the road, and people of color are more likely to be struck and killed by a driver. The U.S. has the highest fatality rate in the industrialized world; double the rate in Canada and quadruple that in Europe. The American Jobs Plan includes \$20 billion to improve safety for all users, including increases to existing safety programs and a new “Safe Streets for All” program to fund State and local “vision zero” or other similar plans to reduce crashes and fatalities, especially for people walking and biking. Key aspects of this proposal include:
 - **Safe Streets for All: (\$10 billion)** This program would fund State, local, and Tribal Vision Zero and similar safety initiatives to significantly reduce crashes and fatalities, especially for cyclists and pedestrians. Vision Zero, Toward Zero Deaths, Road to Zero, or similar safety initiatives support investments to prevent death and serious injury on the Nation’s roadways, ultimately working towards a vision of zero deaths or serious injuries.
 - **Support Safe Driving Behaviors: (\$1 billion)** This program will issue grants to States for modernization of data collection and reporting to gather, use, and better understand the data in real time along with human factors, and enhancements to vehicle safety.
 - **Highway Safety Improvement Program (HSIP): (\$8 billion)** The plan would increase HSIP funding available to States, to help States adopt and implement strategic highway safety plans that focus on safe railroad crossings and safer streets and highways for people who walk, bike, and roll.

- **PHMSA Infrastructure Modernization Grants: (\$1 billion)** This program would repair and replace antiquated gas distribution mains by issuing full grants to municipally-owned utilities and cost-share grants to other utilities.
- **Redress Historic Inequities and Build the Future of Transportation Infrastructure.** The President’s plan for transportation is not just ambitious in scale, it is designed with equity in mind and to position America for the future. Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. The President’s plan includes \$20 billion for a new program that will reconnect neighborhoods cut off by historic investments and ensure new projects increase opportunity, advance racial equity and environmental justice, and promote affordable access. Key aspects of this proposal include:
 - **Thriving Communities Initiative: (\$5 billion)** This initiative seeks to invest in historically marginalized communities and bring everyone to the table to ensure that more communities have clean, robust, and affordable transportation options, including high-quality transit, equitable neighborhood revitalization, and other enhancements to improve neighborhood quality of life and address climate change.
 - **Reconnecting Neighborhoods Program: (\$15 billion)** This program would provide planning and technical assistance grants and capital grants to support the planning, removal, or retrofitting of existing transportation infrastructure that creates a barrier to community connectivity.
 - **Transportation Workforce Training, Up-skilling, and Worker Protections: (\$2 billion)** As we make a generational investment in American transportation infrastructure, there is a significant need to increase labor supply for the transportation workforce to deliver on construction, operations, and maintenance. The plan would provide \$2 billion over 5 years for DOT to work with manufacturers and suppliers to establish a training program for factory talent, including a workforce to build and assemble batteries and electric drivetrains.
 - **Tribal Transportation Program: (\$3 billion)** This program would more than double the Tribal Transportation Program. The program provides safe and adequate transportation and public roads that are within, or provide access to, Tribal land, or are associated with a Tribal government, while contributing to economic development, self-determination, and employment of Indians and Alaska Natives.
- **Create Good Jobs Building Electric Vehicles (EV).** U.S. market share of plug-in electric vehicle sales is only one-third the size of the Chinese EV market. The President believes that must change. He is proposing a \$174 billion investment to win the EV market – of which \$140 billion will be at the Department of Transportation. His plan will enable automakers to spur domestic supply chains from raw materials to parts, retool factories to compete globally, and support American workers to make batteries and EVs. It will give

consumers point of sale rebates and tax incentives to buy American-made EVs, while ensuring that these vehicles are affordable for all families and manufactured by workers with good jobs.

It also establishes grant and incentive programs to build a National network of 500,000 EV chargers by 2030, while promoting strong labor, training, and installation standards. The President's plan will replace 50,000 diesel transit vehicles and electrifies at least 20 percent of our yellow school bus fleet through a new Clean Buses for Kids Program at the Environmental Protection Agency, with support from the Department of Energy. These investments will set us on a path to achieving 100 percent clean buses, while ensuring that the American workforce is trained to operate and maintain this 21st century infrastructure. Finally, it will utilize the vast tools of Federal procurement to electrify the Federal fleet, including the United States Postal Service.

Key aspects of this proposal at DOT are:

- **Build a National Electric Vehicles Charging Network: (\$15 billion)** A \$15 billion investment over 5 years in EV charging will fund the deployment of the charging infrastructure needed to support the first wave of electric vehicles (EVs). Specifically, it will fund the rapid deployment of 500,000 charging ports as a national charging network, including a comprehensive corridor charging network along the national highway system to support longer trips and community-based deployment of chargers where people live, work, and shop, to support drivers without access to charging at home and provide a general safety net for the general public.
- **Alternative Fuel Corridors:** This plan will establish a grant program to strategically deploy electric vehicle charging infrastructure and hydrogen fueling infrastructure along designated alternative fuel corridors that will be accessible to all drivers of zero emission vehicles.
- **DCFC and L2 Charging Infrastructure:** To provide complementarity to the formula program, the President's plan would include a discretionary program to address charging that occurs in communities (cities, metro, rural areas) that can support all types of trips, including away from home charging, opportunity charging, and long-distance trips through communities.
- **Joint Deployment Support Program:** This program would support a new project at Department of Energy (DOE) and DOT to provide technical assistance to all grant recipients from the two above programs, to perform a national and regionalized study of charging infrastructure needs and deployment factors, to support grants for community resilience and EV integration, and to develop and deploy training and certification programs.

- **Consumer Rebates for Electric Vehicles: (\$100 billion)** This plan would provide incentives to encourage consumers to buy American-built zero emission cars and trucks through point-of-sale rebates for clean cars to help make electric vehicles affordable for more Americans and incentivize more rapid adoption of zero emission vehicles.
 - **Zero Emissions Transit Vehicles: (\$25 billion)** The U.S. transit bus fleet is composed of approximately 136,000 revenue vehicles powered primarily by diesel and gasoline. This program would accelerate the replacement of over 53,000 vehicles (40 percent of the fleet) with modern, energy efficient electric-powered vehicles.
- **Invest Resources Wisely to Deliver Infrastructure Projects That Produce Real Results (Accelerate Transformational Projects).** The investments we make today to recover from an economic crisis in long-lived infrastructure and transportation systems will stay with us for decades. As we make a generational investment in American infrastructure and transportation, there is a need to be thoughtful as we build the roads, bridges, transit, ports, and transportation systems that will shape the way generations to come live, commute, work, and travel. The President’s plan will make “shovel worthy” projects “shovel ready,” by investing across each stage of the development pipeline of transformative projects – in basic R&D to planning and piloting, to pre-development, development, and permitting, and finally to financing and implementation – to ensure that our investments now allow future generations to have a safe, equitable, and sustainable transportation system. The President’s plan will “future proof” his generational investment in American infrastructure, by accelerating transformative projects that set precedents in job creation, safety, equity, and climate, not just in the near term, but over the entire life cycle of long-lived assets, and for innovations to come. Key aspects of this proposal include:
- **Transformational Projects Fund: (\$25 billion)** This proposal would issue competitive grants for projects that are too complex, large, and/or innovative to achieve with existing programs such as RAISE (formerly BUILD) or INFRA. The size thresholds would be significantly above RAISE and INFRA, in order to focus on large and complex projects, and could represent multi-year grant agreements (like the Capital Investment Grants program). There would be broad eligibility across modes and project types – including greenfield and brownfield projects. Funding could be used for planning, design, construction, and implementation. The program envisions a dedicated channel for projects with greater innovation, to encourage “future proofing,” and “shovel-worthy” projects. Key criteria for project selection could include: size, complexity, multimodality, and incorporation of multiple verticals, inability to be achieved with existing programs, national and regional significance, good-paying job creation, safety, equity, climate and resilience, and innovation.

- **Establish Advanced Research Projects Agency-Infrastructure (ARPA-I) and Basic Research: (\$2 billion)** This proposal will scale up R&D efforts to accelerate novel, early-stage research projects with potential for transformation in areas that industry is unlikely to undertake due to technical and financial uncertainty. ARPA-I would award grants to academic institutions, companies, research foundations, and trade and industry research collaborations based on criteria, including novelty, scientific and technical merit, demonstrated capability to successfully carry out the project, future commercial applications, and climate and equity considerations. ARPA-I would focus its efforts on accelerating novel, early-stage research projects with potential for transformational advances in areas that industry is unlikely to undertake on its own due to technical and financial uncertainty.
- **Predevelopment and Planning Program: (\$2 billion)** Under current programs there are limited Federal funds available for early-stage development and planning for potential projects. A 2015 Department of Treasury Report noted that greater attention to the predevelopment phase could yield a range of benefits – for example, providing the opportunity to develop longer-term, more innovative and more complex infrastructure projects and facilitating assessment of a range of financing approaches. Additional investment in predevelopment and planning will help State, local, and Tribal governments to thoughtfully and thoroughly analyze alternatives, assess creative approaches to financing, procurement, and project delivery, incorporate emerging technologies and other innovations, and ensure equity, sustainability, and resiliency are built in from the start.
- **Infrastructure Grand Challenge: (\$5 billion)** Building on the lessons of the DOT Smart Cities Challenge, the plan would launch a new infrastructure grand challenge to plan, procure, and develop compelling projects, with new innovations, financing, and organizational structures to fundamentally transform how infrastructure is built, delivering projects that reward outcomes and provide solutions to the challenges facing communities. The grand challenge would provide resources and technical assistance to offer capabilities to governors, mayors, and local transportation and other infrastructure leaders to propose advanced projects and overcome barriers created by traditional infrastructure development, and leverage labor, academic, philanthropic, and private-sector resources and matching to plan, develop, and implement projects.
- **RAISE and INFRA Grants: (\$8 billion)** This proposal will expand funding for the existing RAISE and INFRA discretionary grant programs to support projects that emphasize safety, climate and resilience, and economic strength, will foster innovation, and will invest in historically underinvested communities.
- **Innovative Finance: (\$2 billion)** This proposal will increase the cap on private activity bonds and expand eligibility to other transportation modes and electric vehicle infrastructure. It will also provide subsidies to

cover the credit risk premium incurred by borrowers under the Railroad Rehabilitation and Improvement Financing Fund.

- **Infrastructure America: (\$0.25 billion)** Modeled after peer countries, this new institution will serve as a unified guiding national body for infrastructure investments and delivery.

Make our Infrastructure More Resilient

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. Chronic underinvestment in resilience has harmed American transportation infrastructure, disrupting service, making travel conditions unsafe, causing severe damage, and increasing maintenance and operating costs.

Building back better requires that the investments in this historic plan make our infrastructure more resilient in the face of increasingly severe floods, wildfires, hurricanes, and other risks. The President is calling for resilience investments that would support projects across America that reinforce, upgrade, or realign existing transportation infrastructure to better withstand extreme weather events and other effects of climate change. Additionally, the President is calling for \$50 billion in dedicated investments to improve infrastructure resilience and safeguard critical infrastructure and services, and defend vulnerable communities. People of color and low-income people are more likely to live in areas most vulnerable to flooding and other climate change-related weather events.

President Biden’s plan targets investments to support infrastructure in those communities most vulnerable physically and financially to climate-driven disasters and to build back above existing codes and standards. The President’s plan will invest in new initiatives at the Department of Transportation including:

- **PROTECT Grants: (\$5 billion)** This proposal will target existing transportation infrastructure to make it more resilient to extreme weather and natural disasters.
- **National Resilient Communities Challenge: (\$2.5 billion)** Under the President’s plan, a Resilient Communities Challenge would support large scale regional/State/multi-State climate adaptation needs, and award grants to fund regional-, State-, or even multi-State-level planning to holistically address a climate issue, like the impact of sea level rise.

FITTING IT ALL TOGETHER

The FY 2022 Budget, the American Jobs Plan, and Surface Transportation Reauthorization

The President's vision for addressing our Transportation Safety and Infrastructure needs relies on three building blocks.

The FY 2022 Budget

First, the FY 2022 President's Budget provides discretionary and mandatory funding in core programs to continue the current portfolio of transportation programs and includes targeted funding elements to address the Administration's current priorities particularly in the transit and rail areas.

Surface Transportation Reauthorization

The President's plan also recognizes that the current surface authorization act – Fixing America's Surface Transportation Act (FAST Act) – expires this fiscal year. Since Congress is now considering multi-year legislation that would begin in FY 2022, the budget displays flat levels equal to the last year of the FAST Act for simplicity. This is not a policy decision that the next reauthorization should equal FAST ACT levels, but rather a technical presentation to ensure consistency between the American Jobs Plan and the traditional DOT accounts. Surface authorization acts have traditionally provided mandatory funding for highway, transit, and safety programs from excise tax revenue deposited into the Highway Trust Fund (HTF). Additionally, surface authorization acts establish certain programs that Congress funds through the annual appropriations process. For example, the FAST Act was the first time a rail title was included in a multi-year surface reauthorization package.

American Jobs Plan

Finally, the President released earlier this Spring the American Jobs Plan (AJP) (described in more detail in the previous section), which proposes an unprecedented \$2.25 trillion in new investment, including \$621 billion in transportation and resilience related programs, including: \$540 billion within the Department of Transportation, \$31 billion for transportation related initiatives in other agencies, and an additional \$50 billion in transportation resiliency investments of which \$7.5 billion would be provided to the Department of Transportation. The American Jobs Plan reflects the President’s vision for rebuilding our crumbling infrastructure, tackling the climate crisis, restoring U.S. competitiveness, and creating millions of good paying jobs.

The \$621 billion in investments proposed in the American Jobs Plan represent investments in addition to the base amounts included in the FY 2022 President’s Budget request.

Fitting These all Together

The FY 2022 Budget request reflects the American Jobs Plan funding as budget authority provided over five years. Funding is grouped in nine new program accounts that align with the major portions of the AJP, but funding is not assigned to specific DOT Budget Accounts.

The President’s FY 2022 request does not include a formal legislative reauthorization proposal. Rather, the President’s Budget documents present key Administration reauthorization principles, which align with the foundation of the AJP. These include:

- Safety;
- Equitable Economic Strength and Improving Core Assets;
- Ensuring Investments Meet Racial Equity and Economic Inclusion Goals;
- Resilience and Addressing Climate Change; and
- Transformation of our Nation’s Transportation Infrastructure.

To reflect this, the FY 2022 President’s Budget shows flat funding of contract authority in current Highway Trust Fund accounts throughout the full 10-year Budget window. These flat-line levels do not represent funding or program design recommendations by the Administration.

When the Congress takes up the AJP and Surface Transportation reauthorization, the Administration looks forward to working collaboratively with Congress to infuse its key principles and policy proposals into legislation, and to add additional funding and policy proposals proposed in the American Jobs Plan. The Administration seeks to work with Congress to reflect the American Jobs Plan and key principles in legislative measures to advance ambitious investments in infrastructure, including surface transportation reauthorization.

How does this impact programs not impacted by AJP goals?

For other programs that receive discretionary appropriations, and mandatory programs unaffected by surface authorization, the FY 2022 Budget presents detailed information consistent with DOT's prior budget requests.

FEDERAL AVIATION ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
OPERATIONS (GF/TF)	10,630.0	0.0	11,001.5	0.0	0.0	11,434.1
FACILITIES & EQUIPMENT (TF)	3,045.0	0.0	3,015.0	0.0	0.0	3,410.0
RESEARCH, ENGINEERING & DEVELOPMENT (TF)	192.7	0.0	198.0	0.0	0.0	258.5
GRANTS-IN-AID FOR AIRPORTS (GF)	400.0	10,000.0	400.0	2,000.0	0.0	0.0
RELIEF FOR AIRPORTS (GF)	0.0	0.0	0.0	0.0	8,000.0	0.0
GRANTS-IN-AID FOR AIRPORTS (Oblim) (TF)	3,350.0	0.0	3,350.0	0.0	0.0	3,350.0
EMPLOYEE LEAVE FUND (GF)	0.0	0.0	0.0	0.0	9.0	0.0
TOTAL	17,617.7	10,000.0	17,964.5	2,000.0	8,009.0	18,452.6
Full Time Equivalent Employment	44,375	N/A	44,739	N/A	N/A	44,915

OVERVIEW

The Federal Aviation Administration (FAA) oversees all aspects of civil aviation in the United States, operating the largest, safest, and most complex aerospace system in the world. Safety is the core of FAA's mission and its top priority. Guiding over 43,000 aircraft through our Nation's airspace every single day, FAA programs and infrastructure help to deliver safety, mobility, and security to the traveling public. The FAA strives to reach the next level of safety and efficiency and to demonstrate global leadership in how new users and technologies are integrated into the National Airspace System.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

For FY 2022, a total funding level of **\$18.5 billion** will enable the FAA to achieve its mission while making targeted investments to further enhance aviation safety, bring new entrants into the National airspace, operationalize NextGen technologies, and make transformational investments in our Nation's infrastructure.

This President's Budget request works hand-in-hand with the American Jobs Plan to invest in the modernization of our aviation infrastructure. The budget invests **\$1 billion** to improve the physical condition of the FAA facilities that house the workforce and technology at the heart of the FAA's air traffic control system. Aviation is a significant portion of the U.S. economy and is critical to the Nation's economic growth. This investment will ensure it remains a vibrant source for job creation and opportunity. As the FAA continues to operationalize NextGen, this Budget **requests \$1 billion** to deliver the benefits of these innovations to the users of the Nation's airspace.

KEY COMPONENTS OF THE REQUEST

Operations: \$11.4 billion is requested to oversee the safety of civil aviation and to provide for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems. This funding level enables us to preserve the highest level of safety in the National airspace while investing in innovation.

- A total of **\$129.7 million** in discretionary resources is requested for 11 proposals that will equip the FAA to meet the challenges of tomorrow. These proposals, many of which support efforts across multiple FAA organizations, include:
 - **Enterprise Information Management: \$11.8 million** is requested across the Offices of Finance and Management and Aviation Safety to rapidly and effectively manage and utilize the ever-increasing volume, velocity, and variety of the FAA's data. This supports near real-time data analysis functions and decision-making.
 - **Aviation Safety Oversight: \$17.4 million** is requested across the Offices of Aviation Safety, Security and Hazardous Materials Safety, and Audit and Evaluation for activities that improve aviation safety oversight, as well as the establishment of an Ombudsman and the designation of an Office of Professional Responsibility.

- **Cybersecurity: \$38 million** is requested for the Office of Finance and Management and the Air Traffic Organization. Within this amount, \$34.1 million is for a government-wide initiative to increase FAA’s security capabilities in response to the SolarWinds incident and \$3.9 million in funding supports the Air Traffic Organization for implementation of required high-security controls for high-impact systems. These amounts will enable FAA to implement an additional set of security controls, preserving the integrity of FAA’s systems.
- **Expanded FAA International Presence: \$2.4 million** is requested in the Office of Policy, International Affairs, and Environment to establish senior positions in key countries in strategic regions (United Kingdom, Poland, Mexico, and Southeast Asia). This will allow the FAA to effectively collaborate with external stakeholders to encourage policy alignment, harmonize regulatory systems, and enable effective implementation of U.S. international strategic objectives with influential global partners.
- **Unmanned Aircraft Systems (UAS): \$23.1 million** is requested across the Air Traffic Organization, and Office of Aviation Safety, and Security and Hazardous Materials Safety to safely integrate UAS into our Nation’s busy airspace. The Budget supports advanced UAS operations, the growth in Counter-UAS, and addresses the need for enhanced security related to UAS.
- **Remote Telecommunications Infrastructure Replacement: \$21.4 million** is requested in the Air Traffic Organization to update telecommunications equipment at FAA facilities.
- **Commercial Space: \$3.7 million** is requested for more staffing in the Office of Commercial Space Transportation to support the anticipated growth within the commercial space transportation industry.
- **Safety Assurance System: \$1.5 million** is requested in the Office of Security and Hazardous Materials Safety to keep pace with changes at the FAA and in industry.
- **Community Noise Engagement: \$7.6 million** is requested across the Air Traffic Organization and the Office of Policy, International Affairs, and Environment to meaningfully engage with the public through new tools, National policy development, National and regional guidance, litigation preparation and research regarding community engagement, and to increase FAA’s engagement with communities expressing concern over aircraft noise.
- **Science, Technology, Engineering, and Math Aviation and Space Education Program: \$2.3 million** is requested across the Offices of Aviation Safety and Policy, International Affairs, and Environment to support a robust outreach program to address the future shortage of aviation and aerospace technical professionals, as well as to expand the program to include careers in new entrants such as UAS and commercial space.

- **Office of Civil Rights' National External Operations Program: \$325,000** is requested to bolster FAA's enforcement of Federal equity rules and regulation.

Facilities and Equipment: \$3.41 billion is requested to maintain the capacity and safety of the current airspace system while continuing the modernization and transformation of both NAS systems and facilities infrastructure. Examples of these innovation and infrastructure projects include:

- The request includes **\$1 billion** to improve the condition of FAA facilities and ensure that the systems and the staff housed within them remain safe and operational. This request will allow the FAA to begin addressing its \$5 billion backlog in maintenance needs. Most air traffic control facilities are in poor condition. The FAA's air route traffic control centers range in age from 55 to 61 years, and some terminal air traffic control facilities are as old as 78 years. This funding works in tandem with the American Jobs Plan, which provides an additional **\$5 billion** towards improving the state of good repair of FAA facilities. Some of the programs funded include:
 - **Terminal Air Traffic Control (ATC) Facilities Replacement: \$331.2 million** is requested to support the replacement of 10 air traffic control facilities serving terminal airspace. When combined with the American Jobs Plan, the FAA will be able to complete 31 new air traffic control facilities.

- **Terminal and En Route Facilities Improvements: \$227.5 million** is requested to enable facilities to maintain current operational, environmental, and safety needs without replacing or relocating the entire facility. The American Jobs Plan would fund additional sustainment and improvement projects at over 500 staffed and 12,000 unstaffed ATC facilities and buildings.

- **Environmental Improvements: \$96.3 million** is requested for improvements that include replacing fuel storage tanks, reducing energy consumption at staffed facilities, and removing hazardous materials from the environment and staffed facilities.

- The request includes **\$825.5 million** to continue NextGen investments and deliver these innovations to the users of the Nation's airspace:

- **Data Communications: \$110.3 million** is requested to continue modernization of air traffic controller and pilot communications, by replacing voice-based communications with a text-based system. Data Communications enables controllers to send instructions and clearances to pilots who can upload the instructions to the flight deck with the push of a button.
- **Terminal Flight Data Manager: \$85.4 million** is requested to provide a key ground infrastructure program to maximize the efficient collection, distribution, and update of data supporting flight information in and around

the airport. This includes the areas of flight planning; push back, taxi and departure; descent and approach; and landing, taxi, and arrival.

- **Unmanned Aircraft Systems (UAS): \$59.3 million** is requested to continue the development and deployment of the automated UAS Traffic Management system. The Budget request will support further enhancements to the Low Altitude Authorization and Notification Capability system, commonly known as LAANC. This automated system grants small UAS operators authorization to fly in controlled airspace. The FAA will also continue work on remote identification of UAS to ensure airspace operations continue to remain safe. These UTM frameworks will be separate, but complementary to the Air Traffic Management system.

- **Commercial Space: \$6.5 million** is requested for continued development and testing of operational Space Integration Capabilities. This system will automate FAA's ability to monitor and respond to commercial space vehicle launch and reentry operations in the National airspace and quickly reopen airspace to aircraft.

Research, Engineering & Development: \$258.5 million is requested to support continued research and innovation to sustain and improve mission performance across all elements of the aviation system. This request proposes an increase of **\$60.5 million**, or 31 percent, above the FY 2021 enacted levels, with most of these investments targeted to

climate change. Noteworthy investments contained in the request include:

- **ARPA-C Aviation Climate Research: \$50 million** is requested in coordination with the establishment of an Advanced Research Projects Agency for Climate (ARPA-C) to support high-risk, accelerated research with transformative impact potential in the areas of sustainable fuels for jet engines, unleaded fuel alternatives for piston-engine aircraft, and low-noise/low-emissions aircraft technologies, including electric propulsion. These research initiatives will be coordinated with air transportation stakeholders in industry and academia and with the other ARPA-C Federal agency partners including the Department of Energy.
- **NextGen Environmental Research: \$33.5 million** is requested to support the third phase of the Continuous Low Energy Emissions and Noise (CLEEN) program wherein the FAA and industry collaborate to develop aircraft technologies with lower noise and emissions and improved fuel efficiency. The funds also support the advancement of sustainable aviation fuels to further reduce the impacts of aviation on climate change and air quality. These funds support the development of fuel compositions and standards to ensure that sustainable aviation fuels can be safely blended at ratios greater than the current 50 percent limit with conventional jet fuel.

■ **Alternative Fuels – General Aviation: \$5 million**

is requested to support continuing research, analyses and tests leading to the replacement of leaded aviation gasoline with a high-octane safe unleaded alternative that reduces the impact of general aviation operations on climate change and air quality.

■ **Unmanned Aircraft Systems (UAS): \$22 million**

is requested to support continued research aimed at developing detect-and-avoid performance standards to enable beyond visual line of sight operations. The requested funds will also support continuing efforts to develop performance standards for the UAS command and control link and to identify risks and proposed mitigations related to UAS security, including cybersecurity. In addition, the requested funds will support continued efforts to identify and evaluate potential risks of UAS operations on and around the airport surface and explore counter-UAS detection technologies and their potential impacts on airport operations.

■ **Innovation and Emerging Technologies: \$8.5 million**

is requested to support implementation of a pilot program to engage and invite proponents in industry and academia to offer proposals for new technology/innovation and demonstrate their application to address specified aviation system challenges. Through competitive public solicitation, the program will engage broad participation, ensure equity of access, and offer

participants a streamlined pathway for early consideration, adaptation, and potential transition of emerging science, engineering, and technology innovation proposals.

■ **Aeromedical Research: \$13.2 million**

is requested to support ongoing research focusing on the health, safety and performance of safety sensitive personnel and airline passengers. The requested funds support research on aircraft cabin environments, medically qualified aircrew, and passenger safety during adverse events, and the certification process for new safety equipment and cabin designs. Additionally, the funds support pandemic-related research on infectious disease transmission in flight and a cabin safety pandemic playbook for future use.

Grants-in-Aid for Airports: \$3.35 billion

is requested in obligation limitation for airport grants.

- **Airport Grants: \$3.16 billion** is requested to preserve and improve critical airfield infrastructure at more than 3,300 public-use airports Nationwide. This request supports our continued focus on safety-related development projects, including projects to help reduce runway incursions, mitigate the severity of runway excursions, and reduce the risk of wrong-surface takeoffs and landings.

This request is strengthened by the American Jobs Plan’s further support of the Nation’s airports. Airport grants traditionally support projects that keep the pavement of our Nation’s airports

in good, safe condition. The Plan includes an **additional \$10 billion** that will allow the program to support projects that mitigate the effects airports have on our environment, as well as **another \$10 billion** for projects that support airport terminal improvements and multimodal connections to airports.

- **Airport Technology Research: \$41 million** is requested to support the safe and efficient integration of new and innovative technologies into the airport environment. These research activities include continued testing of unmanned aircraft systems for integration at airports, and the development of infrastructure standards for electric vertical take-off vehicles. The program will also include funding for the innovative Airport Pavement Technology Program.
- **Airport Cooperative Research Program: \$15 million** is requested to carry out applied research

on problems that are shared by airport operating agencies and are not being adequately addressed by existing Federal research programs.

- **Personnel and Related Expenses: \$127.2 million** is requested to fund the administrative expenses of the Office of Airports. This includes additional funding to support five new positions – three for fulfillment of airspace coordination efforts with airports to increase safety, and two for the Puerto Rico field office.

Facilities and Equipment

in millions of dollars

	FY 2020 ENACTED	FY 2021 ENACTED	FY 2022 REQUEST
Activity 1 - Engineering, Development, Test, and Evaluation	218.1	157.6	159.5
Advanced Technology Development and Prototyping	40.9	26.6	29.0
William J. Hughes Technical Center Laboratory Sustainment	20.0	16.9	16.9
William J. Hughes Technical Center Infrastructure Sustainment	15.0	10.0	16.0
NextGen - Unmanned Aircraft Systems (UAS)	51.9	22.0	24.0
Other	90.3	82.1	73.6
Activity 2 - Air Traffic Control Facilities and Equipment	1,870.8	1,818.5	2,231.8
En Route Automation Modernization (ERAM) - System Enhancements and Technology Refresh	106.0	66.9	104.5
Next Generation Very High Frequency Air/Ground Communications (NEXCOM)	70.0	60.0	51.0
System-Wide Information Management	81.8	31.1	34.0
ADS - B NAS Wide Implementation	159.4	180.0	157.6
Air Traffic Management Implementation Portfolio	50.0	17.2	10.0
Time-Based Flow Management Portfolio	20.0	20.0	13.3
NextGen Weather Processor	24.3	24.3	48.2
Data Communications in Support of NextGen Air Transportation System	136.2	110.0	110.3
Reduced Oceanic Separation	32.3	15.5	7.0
Commercial Space Integration	23.0	11.0	6.5
Standard Terminal Automation Replacement System (STARS) (TAMR Phase 1)	41.3	74.9	63.7
Terminal Flight Data Manager (TFDM)	135.5	79.1	85.4
Unmanned Aircraft Systems (UAS) Implementation	28.4	26.6	31.3
Airport Ground Surveillance Portfolio	19.0	27.4	28.4
Terminal and EnRoute Surveillance Portfolio	62.5	78.6	55.4
Terminal and EnRoute Voice Switch and Recorder Portfolio	40.8	37.8	57.5
Wide Area Augmentation System (WAAS) for GPS	80.0	83.9	97.1
Landing and Lighting Portfolio	36.0	64.9	63.4
FAA Telecommunications Infrastructure	20.0	61.4	64.2
Facilities Programs	471.7	531.4	941.1
Other	232.7	216.7	202.0
Activity 3 - Non-Air Traffic Control Facilities and Equipment	203.4	256.3	269.1
Hazardous Materials Management	20.0	26.0	30.8
Aviation Safety Analysis System (ASAS)	19.7	23.5	30.5
National Air Space (NAS) Recovery Communications (RCOM)	12.0	12.0	12.3
Facility Security Risk Management	15.1	22.0	26.0
Information Security	23.3	18.5	22.6
System Approach for Safety Oversight (SASO)	23.1	29.2	35.4
NextGen - System Safety Management Portfolio	24.5	21.5	18.3
Other	65.7	103.6	93.2
Activity 4 - Facilities and Equipment Mission Support	237.7	237.7	199.5
System Engineering and Development Support	38.0	39.1	37.0
Program Support Leases	48.0	48.0	15.0
Mike Monroney Aeronautical Center Leases	20.6	21.1	14.6
Center for Advanced Aviation System Development (CAASD)	57.0	57.0	57.0
Other	74.1	72.5	75.9
Activity 5 - Personnel and Related Expenses	515.0	545.0	550.0
Total F&E Amount	3,045.0	3,015.0	3,410.0

NEXTGEN PROGRAMS

in millions of dollars

	FY 2020 ENACTED	FY 2021 ENACTED	FY 2022 REQUEST
Facilities and Equipment	\$1,031.6	\$794.5	\$825.5*
NextGen – Separation Management Portfolio	20.5	21.2	23.5
NextGen – Traffic Flow Management Portfolio	19.8	8.0	13.0
NextGen – On Demand NAS Portfolio	8.5	10.5	9.0
NextGen – NAS Infrastructure Portfolio	11.5	15.0	10.5
NextGen – Support (NIEC, Test Bed) Portfolio	11.0	8.4	7.0
NextGen – System Safety Management Portfolio	24.5	21.5	18.3
NextGen – Unmanned Aircraft System (UAS)	51.9	22.0	24.0
NextGen – Enterprise, Concept Development, Human Factors, and Demo Portfolio	19.0	19.0	10.6
Performance Based Navigation (PBN) Support Portfolio	5.0	8.0	8.0
Unmanned Aircraft Systems (UAS) Implementation	28.4	26.6	31.3
Enterprise Information Platform	10.0	10.0	17.6
Data Communications in Support of NextGen	136.2	110.0	110.3
En Route Automation Modernization (ERAM) - System Enhancements	106.0	66.9	104.5
System Wide Information Management (SWIM)	81.8	31.1	34.0
ADS - B NAS Wide Implementation	159.4	180.0	157.6
Air Traffic Management Implementation Portfolio	50.0	17.2	10.0
Terminal Flight Data Manager (TFDM)	135.5	79.1	85.4
Time Based Flow Management (TBFM)	20.0	20.0	13.3
Next Generation Weather Processor (NWP)	24.3	24.3	48.2
Reduced Oceanic Separation	32.3	15.5	7.0
Aeronautical Information Management Program (AIM)	5.3	7.5	8.9
Activity 5 F&E PCBT - NextGen Staffing	70.7	72.9	73.6
Research Engineering and Development (RE&D)	\$72.2	\$72.9	\$67.4
NextGen – Alternative Fuels for General Aviation **	1.9	0.0	0.0
NextGen – Flight Deck Data Exchange Requirements	1.0	1.0	1.0
NextGen – Information Security	2.7	4.8	4.8
NextGen – Wake Turbulence **	5.0	3.7	0.0
NextGen – Air Ground Integration	5.3	6.0	3.0
NextGen – Weather in the Cockpit	3.1	2.0	3.0
NextGen – Environmental Research, Aircraft Technologies, Fuels, and Metrics	29.2	31.5	33.5
Unmanned Aircraft Systems Research	24.0	24.0	22.1
Operations	\$122.7	\$126.3	\$142.0
NextGen Staffing	38.7	39.9	40.3
NextGen Unmanned Aircraft System	63.1	65.3	88.5
Performance Based Navigation (PBN) Activities	20.9	21.1	13.2
Total NextGen Programs	\$1,226.5	\$993.8	\$1,034.9

* Due to rounding, some numbers may not add up to the total. **RE&D Programs that are no longer categorized as part of the NextGen Portfolio.

FEDERAL HIGHWAY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
FEDERAL-AID HIGHWAYS (Oblim) (TF)	46,365.1	0.0	46,365.1	0.0	0.0	46,365.1
EXEMPT OBLIGATIONS (TF) 1/	601.3	0.0	602.6	0.0	0.0	602.6
EMERGENCY RELIEF (TF) 1/	94.1	0.0	94.3	0.0	0.0	94.3
HIGHWAY INFRASTRUCTURE PROGRAMS (GF)	2,166.1	0.0	2,000.0	10,000.0	0.0	0.0
LIMITATION ON ADMINISTRATIVE EXPENSES (TOTAL) (Non-add)	[456.8]	[0.0]	[478.9]	[0.0]	[0.0]	[492.0]
<i>CANCELLATIONS (Non-add)</i>	<i>[19.9]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>
TOTAL	49,226.6	0.0	49,062.0	10,000.0	0.0	47,062.0
Full Time Equivalent Employment	2,658	N/A	2,654	N/A	N/A	2,672

1/ Exempt Obligations and Emergency Relief amounts are after reductions due to sequestration.

OVERVIEW

The Federal Highway Administration (FHWA) supports State, local, and Tribal governments, as well as other Federal agencies, in the planning, design, construction, and repair of the Nation's highway system, including highways on Federal and Tribal-owned lands. Through financial and technical assistance to State, local, and Tribal governments, and other Federal agencies, FHWA works with our partners to ensure that our Nation's roads and bridges continue to be among the safest and most technologically sound in the world. In addition to its headquarters office, FHWA has personnel in each of the 50 States, the District of Columbia, and Puerto Rico.

Looking forward, FHWA has a critical role to play in addressing the \$1 trillion backlog in repairs and maintenance needed to improve the condition of the Nation's more than 618,000 bridges and 4 million miles of public roads. For FHWA, the FY 2022 Budget needs to be thought of in the context of passage of

the American Jobs Plan and surface transportation reauthorization: together, these three pieces of legislation will set the stage for a “fix it right” program of investment that will ultimately result in many new “shovel worthy” projects proceeding with some combination of formula funding and discretionary grants. As always, the FY 2022 Budget request prioritizes safety as the foundation of everything we do, while also helping the economy recover and rebuild, rising to the climate challenge, and ensuring transportation is an engine for equity. This request assumes continuation of the programs authorized by the Fixing America’s Surface Transportation Act and the complementary and transformational initiatives and innovative investments proposed under the separate American Jobs Plan.

HIGHLIGHTS OF THE FY 2022

PRESIDENT’S BUDGET

FHWA’s FY 2022 Budget requests **\$47.1 billion** for the Federal-aid Highway Program. Highway and bridge infrastructure is not only important for what it is – asphalt, concrete, and steel – but for what it does: helps people and communities succeed and prosper. As our Nation emerges from the global pandemic, there is much work to be done to build our economy and infrastructure back better. Our roads and bridges should provide safe, reliable, accessible, and equitable travel for all people. Instead, our aging infrastructure too often results in unsafe conditions, delays, congestion, and inequities. This requires a

“fix it first” and “fix it right” approach to rebuild our transportation infrastructure that emphasizes modernizing our Federal-aid roads into safe, accessible, and resilient multimodal transportation routes. For example, FHWA’s implementation of the American Jobs Plan will focus on repairing poor-condition and vulnerable bridges that receive the least amount of formula funding, while also investing in bridges that are most critical to economic activity such as large economically significant bridges to smaller bridges that provide critical connections to rural and Tribal communities.

Safety Focus

- FHWA is committed to a Safe Systems approach as recommended by the National Transportation Safety Board, ensuring that the transportation system is safe for all users of the system, including pedestrians, cyclists, wheelchair users, and bus

passengers, as well as drivers and their passengers. For instance, funding for pedestrian projects is available under FHWA's core safety program, the Highway Safety Improvement Program (HSIP), and several of FHWA's other programs, including the Surface Transportation Block Grant (STBG) Program and the National Highway Performance Program (NHPP). FHWA's Safe Transportation for Every Pedestrian program promotes the use of proven pedestrian safety countermeasures, such as road diets (reducing the number of lanes that pedestrians cross), pedestrian hybrid beacons, and pedestrian refuge islands to help reduce pedestrian fatalities.

- Safety must be engineered into our roadways, anticipating human mistakes by designing and managing road infrastructure to reduce risks and incorporate roadway designs for safe and comfortable multimodal travel by pedestrians, bicyclists, and transit users. By embracing the Safe System Approach and Complete Streets – which requires streets to be planned, designed, and maintained to enable safe and convenient travel that is accessible for users of all ages and abilities regardless of their mode of transport, FHWA will put human life at the forefront of road and bridge design considerations, focusing on safety and mobility for all users.

Ensuring Transportation Equity

- FHWA recognizes that our existing transportation system does not provide everyone with access to opportunity and that improvements are needed to our laws and public policies to make transportation more equitable. As shown by a recent letter to the Texas DOT requesting the agency to not take further action on contract solicitation efforts on the I-45 North Houston project until FHWA reviews civil rights complaints, FHWA is committed to advancing equity for all, embedding fairness in decision-making processes, and working to redress inequities in our policies and programs that serve as barriers to equal opportunity. FHWA's Budget request advances equitable investment that helps build a transportation system that works for everyone and every community.
- FHWA will continue to promote equity in transportation planning by working with States and Metropolitan Planning Organizations (MPO) to identify transportation improvement options to include improved access to alternative modes of transportation, increase transportation network connectivity, consider accessible land use development, and improve telecommunications and delivery services. For example, in March 2021, FHWA authorized California to use highway right-of-way, such as underutilized park-and-ride lots, to

build temporary homeless shelter sites to address the State’s homelessness crisis. The FHWA has also sent programmatic guidance to all States that would allow the safe use of highway right-of-way land for temporary homeless shelters, and outlines the process FHWA will follow to approve alternate uses of the right-of-way, including rest areas and park-and-ride lots.

Combating Climate Change

- FHWA is committed to reducing climate pollution; increasing resilience to the impacts of climate change; and conserving our lands and waters. The President’s Budget request for FHWA addresses the climate crisis and provides opportunities for investment in infrastructure that will help reduce harmful emissions and make infrastructure resilient to climate change.
- FHWA has published guidance that encourages States to utilize the highway right-of-way in innovative ways, such as for pressing public needs relating to climate change, equitable communications access, and energy reliability, while continuing to maintain the operations and safety of highway facilities. These uses of the highway right-of-way can better utilize the full value and productivity of an existing asset and reduce the ongoing maintenance expenses for States. Furthermore, the development of renewable energy projects and communications

access in the highway right-of-way enable breakthrough transportation technology related to electrification and connected and autonomous vehicles, while reducing harmful pollutants that cause climate change.

- Another source of funding that States and MPOs frequently use to pay for pedestrian and bicycling infrastructure, including safe routes to school, is the Transportation Alternatives set-aside. This set-aside helps States, local governments, and communities pursue transportation improvements that meet their priorities for safety, access, mobility, recreation, development, or economic objectives. Transportation Alternatives funds are used to create safe, accessible, and environmentally sensitive communities through projects that provide access to jobs, services, housing, and recreation, and enhance and preserve the human and natural environment.

Innovative Investment

- FHWA will continue to be a global leader in innovation through the Research, Technology, and Education (RT&E) Program, which focuses on highway research and development, and technology and innovation deployment. FHWA’s contributions to researching and implementing transformative innovations and technologies are changing the way roads, bridges, and other facilities are planned, designed, built, managed, and maintained across the country to be more responsive to current and future needs.

- FHWA will continue to pursue innovative ways to maximize the utilization of limited resources and better manage existing assets. For example, FHWA recently approved a Cooperative Agreement designating the New Jersey Infrastructure Bank (I-Bank) as a State Infrastructure Bank (SIB). I-Bank will be the first SIB to apply for Transportation Infrastructure Finance and Innovation Act (TIFIA) financing, which can fund infrastructure in rural areas in need of rehabilitation. In March 2021, the FHWA determined that the National Environmental Policy Act (NEPA) class of action for New York City’s Congestion Pricing Plan is an Environmental Assessment, which allowed this innovative program to proceed in the project development process.

Partnerships and reopening of local hire pilots using experimental authorities.

- FHWA’s Disadvantaged Business Enterprise (DBE) Program provides training, capacity building assistance, and services to firms certified in the DBE program. This training and support is intended to increase their activity within the program, and to facilitate the firms’ development into viable, self-sufficient organizations capable of competing for, and performing on, Federally assisted highway projects. Additionally, this program assists with creating a well-rounded highway construction industry that is prepared to address America’s future infrastructure needs.
- FHWA’s On-the-Job Training (OJT) program requires prime contractors participating on Federally assisted contracts to establish apprenticeship and training programs targeted to move minorities, women, and disadvantaged individuals into journey-level positions. The OJT Program provides funds for State DOTs to implement skills training programs to prepare individuals, focusing on underrepresented groups, to participate in the highway construction workforce as trainees and apprentices on Federally assisted construction contracts.

Job Creation Builds Economic Strength

- FHWA’s programs provide the necessary dollars for transportation projects that deliver a substantial economic return on investment through the creation of good paying jobs in the transportation sector. This investment also provides an opportunity to broaden access to well-paying jobs building and fixing roads and bridges so this Budget supports efforts by FHWA to encourage a diverse group of Americans to participate in road and bridge construction through programs such as the Highway Workforce

KEY COMPONENTS OF THE REQUEST

Within the baseline Federal-aid Highway Program, the President's FY 2022 Budget request includes the following key programs:

- **Highway Safety Improvement Program (HSIP): \$2.7 billion** is requested to improve safe and accessible travel for all users both inside and outside of vehicles. FHWA will work with States to ensure that safety-related investments are prioritized for communities that have been historically underserved and adversely affected by past infrastructure decisions, with a focus on disadvantaged communities, including high poverty and rural areas.
- **National Highway Performance Program (NHPP): \$24.2 billion** is requested to improve the National Highway System (NHS), a roughly 220,000-mile network of high-volume roads and over 145,000 bridges that includes the Interstate Highway System (itself around 49,000 miles), and carries approximately 55 percent of all highway traffic. The NHS is a vital, National network of roads. It binds the country together by making interstate and intrastate commerce possible, helping connect people to their communities, jobs, and other vital resources. By preserving and improving the NHS, the NHPP will help our Nation's economy recover and rebuild and address transportation equity by making investments in all regions of our Nation, both urban and rural.
- **Surface Transportation Block Grant Program (STBG): \$12.1 billion** is requested to provide flexible funding that States and localities can use to improve the condition and performance of their roads and bridges through a wide range of eligible projects. The STBG program has the greatest flexibility of FHWA's core highway programs. Funds are available for the roughly 1,000,000 miles of Federal-aid highways, for bridges on any public road, and for transit capital projects.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ): \$2.5 billion** is requested to make transportation investments that reduce highway congestion and harmful emissions. In alignment with Justice40, the CMAQ program supports transportation projects that reduce the mobile source emissions for which an area has been designated nonattainment or maintenance for ozone, carbon monoxide, and particulate matter. The CMAQ program enhances quality of life in historically disadvantaged communities by contributing to the attainment and maintenance of the National Ambient Air Quality Standards that act as a public health benchmark for many of the densely-populated areas of the country.
- **National Highway Freight Program (NHFP): \$1.5 billion** is requested to invest in infrastructure and operational improvements on the National Highway Freight Network that reduce congestion, improve safety and productivity, and strengthen our Nation's economy. Investments in freight

infrastructure have a profoundly positive effect on the National economy, create jobs, and support economic growth and competitiveness in both rural and urban areas.

- **Nationally Significant Freight and Highway Projects Program: \$1 billion** is requested for this discretionary grant program, which supports highway and freight projects of National or regional significance. This program—also referred to as the “Infrastructure for Rebuilding America (INFRA)” program—allows States, MPOs, local governments and other eligible entities to apply for funding to complete projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- **Federal Lands and Tribal Programs: \$1.2 billion** is requested to improve access to and within Federal and Tribal lands.
 - **Federal Lands Transportation and Access Programs: \$645 million** is requested to support projects in and around Federal Lands. Over 900 million people visit National parks, forests, and wildlife refuges annually. Federal Lands are often in rural communities and are significant economic generators and job creators for these areas.
 - **Tribal Transportation Program: \$505 million** is requested to provide better access to housing, emergency services, schools, stores, jobs, and medical services. This program supports

Justice40 efforts and will help to address the inequities suffered by Tribal communities, evidenced by the poor condition of a significant portion of roads and bridges on Tribal lands.

- **Research, Technology and Education Program: \$420 million** is requested to address current and emerging transportation issues through highway research and development, and technology innovation and deployment. FHWA’s contributions to researching and implementing transformative innovations and technologies are changing the way roads, bridges, and other facilities are planned, designed, built, managed, and maintained across the country to be more responsive to current and future needs such as resiliency to climate change, longer-lasting bridges and roads, and safety improvements.
- **Metropolitan Planning Program: \$357.9 million** is requested to support MPOs in conducting multimodal transportation planning and programming in metropolitan areas. Through this program, FHWA will promote equity in transportation planning by working with States and MPOs to identify transportation improvement options that include: improved access to alternative modes; increased transportation network connectivity; consideration of accessible land use development; and, improved telecommunications and delivery services.

- **Emergency Relief Program: \$100 million** to restore and repair roads and bridges following disasters, or catastrophic failures. Through this program, FHWA helps communities safely return to their jobs, schools, and vital community services.

- **Territorial and Puerto Rico Highway Programs: \$200 million** is requested to increase safety, improve transportation equity, and generate economic benefits by funding the construction of critical transportation infrastructure in Puerto Rico and the territories of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the United States Virgin Islands.

- **Ferry Boats Program: \$80 million** is requested for ferry boat programs that provide vital connections on the network of Federal-aid highways. This program supports communities that often have limited transportation access and mobility.

- **On-the-Job Training Supportive Services (OJT) and Disadvantaged Business Enterprise (DBE) Supportive Services: \$20 million** is requested, in support of the Justice40 initiative, to help disadvantaged people find good-paying jobs in the transportation sector and help DBE firms compete for and perform on Federally assisted highway projects.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
MOTOR CARRIER SAFETY OPERATIONS & PROGRAMS (Oblim) (TF)	288.0	0.2	328.1	0.0	0.0	288.0
MOTOR CARRIER SAFETY GRANTS (Oblim) (TF)	391.1	0.0	419.8	0.0	0.0	387.8
TOTAL	679.1	0.2	747.9	0.0	0.0	675.8
Full Time Equivalent Employment	1,128	N/A	1,156	N/A	N/A	1,186

OVERVIEW

FMCSA's mission is to promote safe commercial motor vehicle operations, and reduce the number of large truck and bus crashes that occur on the Nation's highways. The Agency accomplishes this mission through education, regulation, enforcement, research, and innovative technology, thereby achieving a safer and more secure transportation environment.

In carrying out its safety mandate, FMCSA: (1) develops and implements data-driven regulations that balance motor carrier safety with operational efficiency; (2) enforces safety regulations focusing on high-risk carriers; (3) targets educational messages to carriers, commercial drivers, and the traveling public; and (4) works in partnership with other Federal, State, Territorial, and local government agencies, the motor carrier industry, and safety groups to identify and implement strategies to reduce bus- and truck-related crashes.

FMCSA employs approximately 1,186 safety professionals, with 30 percent providing operational support in headquarters and 70 percent in field offices in each of the 50 States, the District of Columbia, and all U.S. territories. FMCSA also awards grants to State and local partners to train and equip more than 12,000 enforcement officers to increase commercial motor vehicle safety oversight Nationwide. FMCSA is responsible for enforcing Federal motor carrier safety and hazardous materials regulations for all commercial vehicles entering the United States along its southern and northern borders.

FMCSA's FY 2022 Budget, in concert with the passage of the American Jobs Plan and a surface transportation reauthorization, will set the stage for investments to address both the current realities and the future commercial motor vehicle landscape. The FY 2022 Budget request prioritizes safety as the foundation of everything we do, while also helping the economy recover and rebuild from the COVID-19 pandemic, rising to the climate challenge, and ensuring transportation is an engine for equity. This request assumes continuation of the programs authorized by the Fixing America's Surface Transportation (FAST) Act, as well as the complementary and transformational initiatives proposed under the separate American Jobs Plan. Together, these investments and their underlying policies will provide the resources to strengthen the safety focus needed to end fatalities on the Nation's roads.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The President's FY 2022 Budget requests **\$675.8 million** from the Highway Trust Fund for regulating and providing safety oversight of commercial motor vehicles (CMVs).

Safety Matters

- FMCSA will continue to develop, maintain, and execute the Agency's enforcement and compliance programs, including programs such as hazardous materials, commercial enforcement, and passenger carrier safety, as well as supporting innovative technologies (e.g., electronic remote inspections of vehicles and identification of CMV drivers enabling inspectors to remotely identify unqualified drivers, vehicles, and their

respective motor carriers and pull them over for inspection and appropriate action). Moreover, the Office of Safety will oversee the delivery of programs through the Agency's field offices and coordination with State partners, especially in establishing localized crash reduction strategies.

- FMCSA will:
 - Work with State partners to implement Model Minimum Uniform Crash Criteria, vastly improving consistency, quality, and quantity of reported CMV crash data;
 - Update, for the expeditious exchange of critical roadside inspection data, the technology used by FMCSA and State partners for roadside inspections on large trucks, buses, and drivers; and
 - Enhance the current Safety Measurement System for more comprehensive identification of at risk carriers and, in relevant part, for public release.
- Using crash data analysis and driver demographics, FMCSA will work with State partners to develop targeted safety and education campaigns focused on topics such as distracted driving, work zone safety, use of seat belts, driving under the influence, and the safety benefits of Advanced Driver Assistance System (ADAS) tools.
- FMCSA will continue to focus on implementing the Training Provider Registry, in support of the Entry Level Driver Training Final Rule, which will be fully implemented in FY 2022. This important

rule requires individuals pursuing a commercial driver's license to complete training that complies with Federal curriculum requirements. This rule will improve the quality and safety of drivers, and should reduce the number of crashes. Commercial Driver License Program Implementation (CDLPI) grants to States will support the implementation and enforcement of this rule.

Ensuring Transportation Equity

- FMCSA remains positioned to work with stakeholders to identify regulatory inequities and explore alternatives to support the adoption of short- and long-term solutions.
- FMCSA has the authority to provide limited temporary relief from safety requirements while the Agency considers long-term changes through the notice-and-comment rulemaking process required by the Administrative Procedure Act. A typical rulemaking can take about two years to complete for cases in which the Agency identifies regulatory requirements that have a disproportionate impact on small businesses and socially or economically disadvantaged communities.

Mitigating Climate Change

- FMCSA is preparing for the next generation of electric vehicles (EVs), including electric commercial motor vehicles, which have the potential to significantly reduce greenhouse gas emissions. FMCSA plans to conduct research to support development of future regulations, procedures, and guidance to roadside inspectors regarding inspecting EV trucks and responding to EV crashes. Future work may build on planned research for autonomous driving system truck inspections and post-crash emergency response.
- FMCSA continues to conduct environmental assessments as required by the National Environmental Policy Act for planned regulatory activities, to ensure that only the most environmentally compliant and effective CMV regulations and guidance are promulgated.

Transformational Investment

- FMCSA will continue to pursue the adoption of Level 2 and 3 Advanced Driver Assistance Systems (ADAS) safety tools, which introduce some automated safety features to assist the human driver on board, and will conduct research into the effectiveness of ADAS tools in preventing CMV-involved crashes, technology mandating seat belt usage, CMV truck cab crashworthiness, and data accountability standards.

- FMCSA research and analysis in the automated driving system (ADS) technology space examines efficiency gains from ADS design and deployment within the trucking sector, including productivity, fuel savings, and route planning efficiencies.
- FMCSA has developed the Automated Commercial Motor Vehicle Evaluation (ACE) Program, a multi-million-dollar research and technology deployment program in collaboration with other DOT modes, using DOT's open source automation software known as Cooperative Automation Research Mobility Applications (CARMA). FMCSA will continue by developing National uniform standards for interacting with ADS Level 4 and 5 automated CMVs during roadside truck inspections, in work zone areas, in situations involving emergency response personnel, and with deploying required hazard triangles with disabled automated CMVs.
- Constructing modern CMV inspection facilities at the U.S. land ports of entry will help to reduce border crossing times and therefore the truck emissions associated with border crossing activities. This ongoing project accelerates economic growth in the surrounding communities by creating jobs in construction and maintenance, while supporting international transportation and trade between the U.S. and Mexico. It creates safer, more efficient operations for FMCSA border inspectors and ensures that CMVs can operate safely on the roadways.

Job Creation Builds Economic Strength

- FMCSA proudly supports America’s Armed Forces and is committed to assisting service members and veterans in transitioning to civilian transportation careers. Several FMCSA programs make it easier, quicker, and less expensive for experienced military drivers to obtain Commercial Driver’s Licenses (CDLs), including:
 - Military Skills Test Waiver Program: This program allows drivers with two years of experience safely operating heavy military vehicles to obtain a CDL without taking the driving test (skills test). To date, more than 40,000 service members and veterans have taken advantage of this waiver program.
 - Even Exchange Program (Knowledge Test Waiver): This program allows qualified military drivers to be exempt from the knowledge test for obtaining a CDL. When used with the Military Skills Test Waiver, this effectively allows a driver to exchange a military license for a CDL.
- FMCSA will work within existing flexibilities of the Commercial Motor Vehicle Operator Safety Training (CMVOST) Grant Program to include apprenticeship opportunities, focusing particularly on recruiting socially and economically disadvantaged communities to seek employment as CMV drivers.

KEY COMPONENTS OF THE REQUEST

Within the baseline Federal Motor Carrier Safety program, the President’s FY 2022 budget request includes the following key programs:

Motor Carrier Safety Operations and Programs: \$288 million is requested for administrative expenses; information technology; and research, including innovation around advanced driver systems.

- **General Operating Expenses: \$244 million** is requested to carry out FMCSA’s safety mission and required support functions. This includes: personnel salaries and benefits, contracts, rent, Working Capital Fund costs, training, and other mission critical supplies and services. The request increases operational efficiencies, provides greater transparency, and ensures full accountability.
- **Information Technology: \$35 million** is requested to continue implementation of FMCSA’s multi-year information technology modernization plan to streamline its functional platforms for internal and external users. A key IT priority in FY 2022 will be the development of an inspection system that will consolidate all inspection and investigation capabilities into a single platform, which will significantly increase effectiveness and efficiency for all inspections and investigations.

■ **Research & Technology: \$9 million** is requested to perform research, development, and technology transfer activities to support safe driving behaviors, ultimately reducing the number and severity of crashes, injuries, and fatalities. With the aim of promoting safe driving behaviors, FMCSA will continue initiatives such as improving truck driver fitness through the North American Fatigue Management Program; evaluating commercial motor vehicle technologies and crash countermeasures; and conducting automated commercial motor vehicle evaluation programs.

Motor Carrier Safety Grants: \$388 million

is requested for the FMCSA grants programs.

FMCSA grants represent an ongoing investment into commercial motor vehicle safety through the consistent Nationwide application and enforcement of commercial motor vehicle and commercial driver's license laws. FMCSA will continue to oversee the safety of 600,000 motor carriers and 6.8 million commercial motor vehicles by prioritizing safety, equitable economic strength, improvement of core assets, racial equity and economic inclusion, climate and resilience, and transformational investments.

■ **Motor Carrier Safety Assistance Program (MCSAP): \$309 million** is requested to fund this formula grant program providing a reliable source of funding to State and Territorial MCSAP lead agencies to establish and maintain their commercial motor vehicle safety activities. This

grant program supports approximately 3.5 million commercial motor vehicle inspections annually, which allow States to identify serious safety deficiencies and stop unsafe drivers and vehicles from operating on the roadways, with a focus on high-crash corridors.

■ **Commercial Motor Vehicle Operator Safety Training Grants (CMVOST): \$1 million** is requested for these discretionary grants, which are awarded to State or local governments, as well as to accredited post-secondary educational institutions, including truck-driver training schools, to establish training for individuals to transition to the CMV industry, with priority given to regional or multi-State educational or not-for-profit associations that recruit and train current and former members of the Armed Forces and their spouses.

■ **High Priority Activities Program (HP): \$45 million** is requested for the High Priority discretionary grant program, which provides financial assistance to States, local governments, Federally recognized Indian tribes, and other political jurisdictions to carry out high-priority Commercial Motor Vehicle safety data activities and Innovative Technology Deployment (ITD) projects that advance the technological capability and promote the deployment of intelligent transportation system applications for commercial motor vehicle operations.

■ **Commercial Driver License Program**

Implementation Grants (CDLPI): \$33 million is requested. These discretionary grants are awarded to the States' primary driver licensing agency responsible for the development, implementation, and maintenance of the commercial driver license program for the implementation of the Entry Level Driver Training – Training Provider Registry. This Registry will provide for a vital electronic exchange of commercial driver license violation information, across State lines to nonprofits, local governments, and other entities dedicating programs to combat human trafficking and other emerging issues.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
OPERATIONS AND RESEARCH (GF)	194.0	0.0	194.2	0.0	0.0	245.6
OPS AND RESEARCH: IMPAIRED DRIVING/GRADE CROSSING (GF)	17.0	0.0	17.0	0.0	0.0	0.0
OPERATIONS AND RESEARCH (Oblim) (TF)	155.3	0.0	155.3	0.0	0.0	155.3
HIGHWAY TRAFFIC SAFETY GRANTS (Oblim) (TF)	623.0	0.0	623.0	0.0	0.0	623.0
TOTAL	989.3	0.0	989.5	0.0	0.0	1,023.9
Full Time Equivalent Employment	599	N/A	620	N/A	N/A	638

OVERVIEW

The National Highway Traffic Safety Administration (NHTSA) works every day to advance the safety of motor vehicles and safe behavior of the traveling public. NHTSA accomplishes this by setting safety standards for cars and trucks, promoting innovations that make vehicles safer, and encouraging Americans to make safer choices when they drive, ride, and walk. Through these efforts, the agency has made significant, long-term progress in combating drunk driving, increasing seat belt use, and encouraging vehicle safety innovations that make crashes more survivable and avoidable.

NHTSA's reach is expansive, and includes forming partnerships with State and local safety agencies; developing standards to ensure the safety of all road users and protect our environment; investigating the

root cause of crashes and issuing recalls for unsafe equipment; supporting emergency medical services and the national 911 system; and making our vehicles more environmentally sustainable through the establishment of maximum feasible Corporate Average Fuel Economy (CAFE) and medium- and heavy-duty fuel efficiency standards. NHTSA is committed to examining equity in every activity the agency undertakes, including the equitable development and implementation of safe vehicle technologies such as test dummies for crash simulation to ensure vehicles are safe and accessible for everyone. NHTSA has a significant responsibility to ensure the safety of all people in this country by alleviating the climate impact of our transportation systems. Under NHTSA's authority, we are pursuing vehicle safety priorities to rapidly address the climate crisis, and taking immediate action to strengthen fuel economy standards for new vehicles to ensure that new vehicles maximize fuel economy.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The FY 2022 President's Budget requests **\$1.02 billion** for NHTSA to invest in programs that reduce traffic crashes and fatalities, and improve safety for the traveling public. This request supports NHTSA's safety mission by strengthening ongoing programs and safety efforts, addressing emerging roadway trends, and investing in technological innovations. For example, research of lithium ion battery safety should speed fleet electrification and NHTSA's

research into cutting-edge technologies, such as automated driving systems and vehicle-to-vehicle communications, has the potential to dramatically reduce serious crashes, the vast majority of which are caused by human factors.

KEY COMPONENTS OF THE REQUEST

GENERAL FUND

OPERATIONS AND RESEARCH: The FY 2022 President's Budget requests **\$245.6 million** for Operations and Research activities that include NHTSA's rulemaking program, enforcement initiatives, and the vehicle safety research portfolio. NHTSA conducts research on how vehicle

improvements and other technological advances can better protect people in a crash (crashworthiness) and reduce the likelihood of crashes (crash avoidance). This funding supports the general administration of the agency and the salaries and benefits of 375 FTE, an 18 FTE increase from FY 2021, which are key to implementing the expanded programs outlined below:

- **Vehicle Safety Research: \$51.6 million** is requested for Vehicle Safety Research activities that include the safe development and deployment of automated vehicle technologies:
 - **Advanced Driver Assistance Systems (ADAS) and Heavy Vehicle Safety Technologies programs** support the safe testing and deployment of technologies including safety countermeasures for passenger vehicles, large trucks, and buses that assist drivers in preventing crashes. Advanced Safety Technologies research focuses on the safe development, evaluation, and deployment of technologies and systems that enable partial driving automation but still require a fully attentive, engaged driver. Advanced Safety Technologies have the potential to provide an additional safety margin that can help drivers avoid or significantly mitigate crash severity.
 - **Automated Driving Systems (ADS)** research addresses testing and regulatory issues associated with new vehicle designs enabled by ADS technologies. This research will enable

innovation and development of new tests, tools, and procedures to properly evaluate the safety of new vehicle technologies surrounding highly and fully automated vehicles.

- **Rulemaking: \$33.1 million** is requested for NHTSA's Rulemaking program, including funding for the CAFE program and the New Car Assessment Program (NCAP). The CAFE and medium- and heavy-duty fuel efficiency programs play a key role in advancing the President's Agenda on climate and energy policy and has significant equity, job creation, and economic benefits.
- **Enforcement: \$45.6 million** is requested for NHTSA's Enforcement activities, including the Office of Defects Investigation (ODI). Funding supports identification of safety defects, overseeing manufacturers' efforts to promptly implement remedies, and quickly informing the public of critical information. NHTSA monitors fatality, injury, and property damage reports and investigates consumer complaints.
- **Communication and Consumer Information: \$5.1 million** is requested to support NHTSA's Communication and Consumer Information efforts to develop and execute communication activities to support the successful execution of NHTSA's mission. These efforts include the Safe Cars Save Lives Paid Media Campaign, the 5 Star Safety Rating Program, and the Vehicle Safety Hotline.

HIGHWAY TRUST FUND

Within the baseline trust funded programs for NHTSA, the FY 2022 Budget request includes the following key programs:

OPERATIONS AND RESEARCH:

The FY 2022 President's Budget requests **\$155.3 million** for Operations and Research activities, focused on highway safety and behavioral research. This funding support the salaries and benefits of 175 FTE, general administration of the agency, and the following programs:

- **Highway Safety Programs: \$49.1 million** is requested for NHTSA's Highway Safety Programs to support safety efforts through behavioral research, program development, demonstrations, and technical assistance to States. NHTSA provides national leadership on alcohol and drug countermeasures, occupant protection, distracted driving behavior traffic law enforcement, motorcycle rider driving behavior, pedestrian and bicycle safety, and teen and older driver safety programs. NHTSA coordinates these efforts with numerous Federal partners, States, local governments, safety associations, and other organizations.
- **National Center for Statistics and Analysis: \$40.9 million** is requested for the National Center for Statistics and Analysis (NCSA) to operate NHTSA's data systems (Fatality Analysis Reporting System, State Data System, Not-

in-Traffic Surveillance System, Special Crash Investigations system, Crash Report Sampling System, and the Crash Investigation Sampling System), collect critical crash data, and fund a new crash causation study. These systems are critical for collecting and analyzing Nationwide crash data, which NHTSA uses to identify National trends and interventions. NHTSA will also analyze data and take steps to improve its quality and reliability and inform safety actions that can improve transportation equity.

- **National Driver Register: \$4.8 million** is requested to support the National Driver Register, the Nationwide computerized database which contains information on individuals whose privilege to operate a motor vehicle has been revoked, suspended, canceled, denied, or who have been convicted of serious traffic-related offenses.
- **Communication and Consumer Information: \$10.2 million** is requested to support NHTSA's Communication and Consumer Information efforts to develop and execute communication activities to support the successful execution of NHTSA's mission. These efforts include communications; marketing; media relations; education, awareness, and media campaigns; and communication support.

HIGHWAY TRAFFIC SAFETY GRANTS:

The FY 2022 President’s Budget requests **\$623.0 million** for Highway Traffic Safety Grants. The grants that NHTSA provides to States and localities help improve safety on our roads through efforts to promote the use of seat belts and car seats, and to prevent impaired, distracted or aggressive driving. Additionally, funding States receive through these grants may be used to address equitable traffic enforcement practices through monitoring and training. This funding support the salaries and benefits of 88 FTE, the general administration of the agency, and the following programs:

- **State and Community Highway Safety Grants: \$279.8 million** is requested for the State and Community Highway Safety Grants (Section 402) program. These formula grants provide flexibility to States to address pervasive and emerging highway safety problems, with at least 40 percent of these funds benefitting local sub-divisions of the State.
- **National Priority Safety Programs: \$285.9 million** is requested (Section 405) program to address alcohol- and drug-impaired driving, occupant protection, distracted driving, data system improvements, motorcyclist safety, non-motorized safety and graduated driver licensing through innovative grant programs.
- **High Visibility Enforcement: \$30.5 million** is requested to promote and administer the highly successful annual “Click It or Ticket” mobilizations to increase seatbelt use, “Phone in One Hand – Ticket in the Other” as well as the “Drive Sober or Get Pulled Over”, and “If You Feel Different, You Drive Different: Drive High, Get a DUI” impaired-driving initiatives.

FEDERAL TRANSIT ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
TRANSIT FORMULA GRANTS (Oblim) (TF)	10,150.3	0.0	10,150.3	0.0	0.0	10,150.3
CAPITAL INVESTMENT GRANTS (GF)	1,978.0	0.0	2,014.0	0.0	0.0	2,473.0
WASHINGTON METRO (GF)	150.0	0.0	150.0	0.0	0.0	150.0
ADMINISTRATIVE EXPENSES (GF)	117.0	0.0	121.1	0.0	0.0	131.5
TRANSIT RESEARCH (GF)	0.0	0.0	0.0	0.0	0.0	30.0
TECHNICAL ASSISTANCE & TRAINING (GF)	5.0	0.0	7.5	0.0	0.0	7.5
TRANSIT INFRASTRUCTURE GRANTS (GF)	510.0	25,000.0	516.2	14,000.0	30,461.4	550.0
<i>CANCELLATIONS (non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-2.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>
TOTAL	12,910.3	25,000.0	12,959.1	14,000.0	30,461.4	13,492.3
Full Time Equivalent Employment	561	N/A	612	N/A	N/A	663

OVERVIEW

The President's Fiscal Year 2022 Budget request for the Federal Transit Administration (FTA) will provide funding to improve public transportation in America's communities. Public transportation systems typically provide 10 billion trips per year, connecting people to jobs, family, education, medical care, and recreation. As the country continues to recover from the impacts of COVID-19, this Budget will provide funding and technical assistance to State, local, and Tribal governments, public and private transit operators, and other recipients to support the development and modernization of public transit infrastructure and operations. The requested funding will also support FTA's oversight of transit safety and program compliance as well as innovative technology research and demonstrations focused on improving mobility.

The FY 2022 Budget supports the Administration’s priorities by ensuring the safety of public transit, creating equitable economic recovery from COVID-19, improving core assets, focusing investments to meet racial equity and economic inclusion goals, mitigating the climate crisis, improving the resilience of our transportation networks, and preparing to transform our transportation system to address future technologies and opportunities for partnerships.

The Budget request will provide a foundation for the investments proposed under the American Jobs Plan by leveraging investments to bring core assets toward a state of good repair, improving transportation access and affordability, reducing vehicle miles traveled, accelerating the transition of the Nation’s 136,000 transit buses and vans to zero emission technologies, creating and sustaining jobs in communities across the country, and developing and advancing transformative projects that will provide mobility to the American people well into the future.

The proposed funding will support programs that invest in transit infrastructure, ensure continued safety and compliance oversight, and provide technical assistance to the nearly 4,000 local public transit systems that operate buses, subways, light rail, commuter rail, ferries, and on-demand rides for seniors and individuals with disabilities. Through these investments, FTA will continue to support safe, equitable, and reliable transportation options across the country.

HIGHLIGHTS OF THE FY 2022

PRESIDENT’S BUDGET

The President’s FY 2022 Budget request includes **\$13.5 billion** for FTA. This Budget request will improve public transportation for America’s

communities while serving as a foundation for the historic investments proposed in the American Jobs Plan. In addition to the funding proposed in this Budget, the American Jobs Plan will provide an additional \$85 billion to modernize existing public transit systems, significantly improve the condition of transit infrastructure across the country, and help agencies expand their systems to meet rider demand.

Decades of underinvestment in public transportation have led to an over \$105 billion backlog in transit

state-of-good-repair needs with more than 24,000 buses, 5,000 rail cars, 200 transit and rail stations, and thousands of miles of track, signals, and power systems in need of replacement. These conditions result in service delays and disruptions that leave riders stranded and discourage transit use. The American Jobs Plan will repair hundreds of stations along with track, signals, and other infrastructure and fund vehicle replacement. It will also expand transit and rail into new communities across the country. The American Jobs Plan also provides \$25 billion to replace 50,000 diesel transit vehicles with zero emission technologies.

The Budget request will continue to support the implementation of the President’s Executive Orders through programs that will support the Nation’s long-term recovery from COVID-19, improve racial equity, reduce greenhouse gas emissions to mitigate the climate crisis, and support equitable economic growth in urban, suburban, and rural communities across the country.

KEY COMPONENTS OF THE REQUEST

Capital Investment Grants (CIG): \$2.473 billion will supplement State, local, and private investment in the construction of major capital projects that provide new and expanded transit service. The request includes support for projects with existing Full Funding Grant Agreements. The request

also supports funding for two New Starts projects and six Small Starts projects that are approaching construction grant agreements, and other projects that may become ready for CIG funding during FY 2022, as well as projects eligible for the Expedited Project Delivery Pilot Program. These project investments support economic growth, affordable transportation choices, and create and sustain jobs in local communities.

The \$2.473 billion will be invested as follows:

- \$1.56 billion for 17 existing construction grant agreements, including 13 New Starts and 4 Core Capacity projects;
- \$158.12 million for two New Starts projects not yet under construction grants;
- \$303.00 million for six Small Starts projects not yet under construction grants;
- \$427.22 million in funding for other projects that may become ready for CIG or Expedited Project Delivery Pilot Program funding during FY 2022; and
- \$24.73 million for FTA oversight of these projects.

Washington Metropolitan Area Transit Authority (WMATA): \$150 million will fund capital projects to help return the existing system to a state of good repair and to improve the safety and reliability of service throughout the WMATA system. This funding will support WMATA in addressing ongoing safety deficiencies and improve the reliability of service throughout the Metrorail system. In

addition, WMATA will continue to receive funding under FTA's core formula programs for capital and preventive maintenance to address state-of-good-repair needs.

Administrative Expenses: \$131.5 million

will support FTA's grant management, project development, technical assistance, program and safety oversight, and core operations. These funds will support a highly capable workforce of 541 full-time equivalents located in 10 regional offices throughout the country and Washington, DC. These employees manage a portfolio of active grants totaling more than \$100 billion and provide technical assistance and guidance to 4,000 transit providers.

Transit Infrastructure Grants: \$550 million will support transformative projects under four new programs, including the Zero Emission Bus Grant Program, Transit Modernization Sprint Grants, Climate Resilience and Adaptation Grants, and Integrated Smart Mobility Pilot Grants. The Budget request includes:

- **Zero Emission System Transformation Grants: \$250 million** will fund competitive grants for the purchase of approximately 265 new zero emission buses and associated infrastructure to help transition the Nation's bus fleets to zero emission technologies.
- **Transit Modernization Sprint Program: \$200**

million will fund competitive grants to reduce the over \$105 billion transit state-of-good-repair backlog and accelerate equitable economic growth and competitiveness.

- **Climate Resilience and Adaptation Program: \$50 million** will fund competitive grants to improve the resilience of transit assets to climate-related hazards by protecting transit stations, tunnels, tracks, and other infrastructure from flooding, extreme temperatures, and other climate-related hazards.
- **Integrated Smart Mobility (ISM) Program: \$50 million** will fund up to five pilot projects that will support transit agencies in adopting innovative approaches to mobility that will improve safety, accessibility, and equity in access to community services and economic opportunities, including first- and last-mile operations.

Transit Research: \$30 million will support research, demonstration, and deployment projects that will leverage new mobility trends in a post-COVID world; accelerate the adoption of zero emission buses in public transit; and advance transit safety innovation research.

- **New Mobility Trends Research: \$15 million** will support new mobility trends research in a post-COVID world. The research will undertake demonstration projects to study route optimization strategies to better match demand and supply; integration of public transportation with other non-

transit mobility options such as shared bicycles and scooters; and first and last mile innovations to improve access and safety for all transit users, including underserved communities.

- **Research to Accelerate Adoption of Zero Emission Buses: \$10 million** will support research to accelerate the adoption of zero emission buses, including the analysis of vehicle specifications and development of operational, charging, and related infrastructure requirements, to provide transit agencies with the information necessary to make informed decisions.
- **Safety Innovations Research: \$5 million** will support safety innovations research and demonstration projects to identify, develop, demonstrate, and deploy the systems, processes, and technologies necessary for public transportation to remain the safest mode of transportation per passenger.

Technical Assistance and Training: \$7.5 million will fund technical assistance and training activities to increase the capacity and capabilities of States and transit agencies to attract and retain the next generation of the transit workforce; effectively implement transit programs and meet Federal requirements; and transform transit to meet the mobility, equity, climate, and safety challenges facing communities and the Nation.

HIGHWAY TRUST FUND

Within FTA's baseline trust funded program, the FY 2022 Budget request includes the following:

- **Transit Formula Grants: \$10.15 billion** will support existing core transit programs, including Planning Grant Programs, Urbanized Area Formula Grants, Rural Area Formula Grants, State of Good Repair Formula Grants, Grants for Buses and Bus Facilities, Enhanced Mobility of Seniors and Individuals with Disabilities, State Safety Oversight, Public Transportation Innovation, Technical Assistance and Workforce Development, Bus Testing, and the National Transit Database. These programs provide critical funding to support public transportation systems in communities across the United States.

PROPOSED FY 2022 FUNDING FOR THE CAPITAL INVESTMENT GRANTS AND EXPEDITED PROJECT DELIVERY PILOT PROGRAM

Existing New Starts Full Funding Grant Agreements		
South Central/Downtown Hub	Phoenix, AZ	\$100.0
Westside Subway Section 1	Los Angeles, CA	\$100.0
Westside Subway Section 2	Los Angeles, CA	\$100.0
Westside Subway Section 3	Los Angeles, CA	\$100.0
Mid-Coast Corridor Transit Project	San Diego, CA	\$100.0
Double Track	Northern Indiana	\$50.0
West Lake	Northern Indiana	\$100.0
Green Line Extension	Boston, MA	\$48.4
National Capital Purple Line	Maryland	\$94.8
Southwest Light Rail	Minneapolis, MN	\$100.0
Streetcar Main Street Extension	Kansas City, MO	\$24.4
Federal Way Link Extension	Seattle, WA	\$100.0
Lynwood Link Extension	Seattle, WA	\$100.0
Subtotal Existing New Starts Full Funding Grant Agreements		\$1,117.6
Existing Core Capacity Full Funding Grant Agreements		
Peninsula Corridor Electrification Project	San Carlos, CA	\$74.0
BART Transbay Core Capacity Project	San Francisco, CA	\$143.3
Portal North Bridge	Seacaucus, NJ	\$125.0
Red and Purple Line Modernization Project Phase 1	Chicago, IL	\$100.0
Subtotal Existing Core Capacity Full Funding Grant Agreements		\$442.3
Recommended New Starts Projects		
Northwest Extension Phase 2	Phoenix, AZ	\$58.1
METRO Gold Line Bus Rapid Transit	St. Paul, MN	\$100.0
Subtotal Recommend New Starts Projects		\$158.1
Recommended Small Starts Projects		
Rapid Transit	Rochester, MN	\$56.1
Expo Center Bus Rapid Transit	Austin, TX	\$17.8
Pleasant Valley Bus Rapid Transit	Austin, TX	\$18.3
RapidRide I Line	Seattle, WA	\$55.6
Pacific Avenue/SR 7 Bus Rapid Transit	Tacoma, WA	\$75.2
East-West Bus Rapid Transit	Madison, WI	\$80.0
Subtotal Recommended Small Starts Projects		\$303.0
Projects That May Become Ready for Capital Investment Grants or Expedited Project Delivery Pilot Program Funds (projects listed are illustrative)		
BART Silicon Valley Phase II Extension	San Jose, CA	
Hudson Tunnels	New York-New Jersey	
Second Avenue Subway Phase 2	New York, NY	
RapidRide Roosevelt Project	Seattle, WA	
Oversight Activities		\$24.7
Grand Total		\$2,473.0

FEDERAL RAILROAD ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
NORTHEAST CORRIDOR GRANTS TO AMTRAK (GF)	700.0	492.0	700.0	655.4	970.4	1,300.0
NATIONAL NETWORK GRANTS TO AMTRAK (GF)	1,300.0	526.0	1,300.0	344.6	729.6	1,400.0
Subtotal, Amtrak	2,000.0	1,018.0	2,000.0	1,000.0	1,700.0	2,700.0
SAFETY & OPERATIONS (GF)	224.2	0.3	234.9	0.0	0.0	247.7
RAILROAD RESEARCH & DEVELOPMENT (GF)	40.6	0.0	41.0	0.0	0.0	58.8
CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (GF)	325.0	0.0	375.0	0.0	0.0	375.0
PRIME GRANTS (GF)	0.0	0.0	0.0	0.0	0.0	625.0
STATE OF GOOD REPAIR (GF)	200.0	0.0	200.0	0.0	0.0	0.0
RESTORATION AND ENHANCEMENT GRANTS (GF)	2.0	0.0	4.7	0.0	0.0	0.0
MAGNETIC LEVITATION TECHNOLOGY DEPLOYMENT PROGRAM (GF)	2.0	0.0	2.0	0.0	0.0	0.0
<i>CANCELLATIONS (Non-add)</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[-36.9]</i>	<i>[0.0]</i>	<i>[0.0]</i>	<i>[0.0]</i>
TOTAL	2,793.8	1,018.3	2,857.6	1,000.0	1,700.0	4,006.5
Full Time Equivalent Employment	890	N/A	906	N/A	N/A	944

OVERVIEW

The Federal Railroad Administration's (FRA) mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA oversees the safety of the U.S. rail industry by carrying out a robust regulatory enforcement and technical assistance program that combines rigorous data analysis, continuous stakeholder engagement, and the expertise of a highly skilled and dedicated workforce. FRA also administers a broad portfolio of grants aimed at improving safety and the condition of the Nation's rail infrastructure, while enhancing the operating performance of both intercity passenger and freight rail service. These investments enable the introduction of new and upgraded intercity passenger rail corridors that help to connect communities, combat climate change, and grow America's economy and job opportunities. FRA's railroad safety and investment programs are supported by cutting-edge research and development, through which FRA advances technology innovations and new practices to improve rail safety and efficiency.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The FY 2022 President's Budget requests \$4.0 billion for FRA, including **\$3.7 billion** for Amtrak and competitive grant programs. The requested grant funding combines with the sweeping \$80 billion rail investment proposed in the American Jobs Plan, which proposes to:

- Eliminate the backlog of state-of-good-repair needs along the Northeast Corridor that require frequent and costly maintenance and reduce performance, as well as modernize the corridor to significantly increase capacity and ridership;
- Address Amtrak's backlog of deferred maintenance on the National Network, including track upgrades, station rehabilitation, and replacing Amtrak's aging passenger railcar and locomotive fleet;
- Jump-start the construction of new and upgraded world-class intercity passenger rail corridors; and

- Fund major congestion relief and safety projects for both passenger and freight rail, such as grade separations, and advance the development and adoption of clean energy rail propulsion systems, such as near-zero emission diesel locomotives, battery technology, and electrification.

Where the American Jobs Plan is in part necessary due to decades of underinvestment in rail, the FY 2022 President’s Budget will provide the steady-state of ongoing funding to adequately maintain and incrementally improve the rail network. Together, these investments and their underlying policies will provide the resources needed to position rail as a safe and environmentally sound transportation option to combat the climate crisis, transform our aging rail infrastructure, and create new opportunities for families to achieve economic security through well-paying rail industry jobs.

KEY COMPONENTS OF THE REQUEST

- **Amtrak: \$2.7 billion** is requested for Amtrak’s basic operating, capital, and legacy debt service requirements. This funding includes \$1.3 billion for Northeast Corridor Grants and \$1.4 billion for National Network Grants. This 35 percent increase over FY 2021 Enacted levels will be used to accelerate track renewal and improvement projects to increase reliability, renovate additional stations, increase overhauls and refreshes of the

existing passenger rail fleet to sustain performance and continue to drive ridership growth, and ensure Amtrak’s critical maintenance facilities and rail yards are equipped to handle the increase in rail funding and services proposed in the American Jobs Plan.

- **Consolidated Rail Infrastructure and Safety Improvements (CRISI): \$375 million** is requested to invest in the world-class U.S. freight rail network – with a particular emphasis on the capital needs of resource-constrained short line railroads – along with safety and congestion relief projects for both freight and intercity passenger rail. CRISI is particularly well suited to support two of the Biden-Harris Administration’s primary transportation priorities – addressing racial equity and the climate crisis. In alignment with Justice40, at least \$50 million in CRISI funds are proposed for grade separations, rail line relocation projects, and other countermeasures to mitigate the safety risks and detrimental quality of life effects that rail lines can have on communities, particularly low-income areas and communities of color. Funding will also assist short line railroads in retiring their aging locomotive fleets and replacing them with greener technologies that will reduce harmful emissions. Finally, the FY 2022 President’s Budget will emphasize opportunities to address the two leading causes of fatalities in the rail industry – trespassing on railroad property and incidents at highway-rail grade crossings.

■ **Passenger Rail Improvement, Modernization, and Expansion (PRIME): \$625 million** is requested for a new dedicated program for intercity passenger rail development. Funding requested for PRIME in the FY 2022 President’s Budget will complement the corridor-wide investments and mega projects proposed for funding through the American Jobs Plan by advancing projects to improve reliability, reduce trip times, enhance service, and advance planning, engineering, and environmental analysis to maintain the pipeline of projects ready for funding.

■ **Safety and Operations (S&O): \$247.7 million** is requested to support the foundational components of FRA’s rail safety and development mission, which includes critical safety oversight, stakeholder partnerships, and data analysis programs. This funding also includes FRA’s organization infrastructure – such as payroll, information technology, and training – and the agency’s comprehensive response to the COVID-19 public health emergency. The S&O request includes:

- **Automated Track Inspection Program (ATIP): \$16.5 million** to operate FRA’s fleet of 10 ATIP vehicles that identify track defects across the U.S. rail network.
- **Confidential Close Call Reporting System (C3RS): \$3.8 million** to enable railroad employees to report close calls and unsafe events, identify safety hazards, and mitigate or eliminate threats.

■ **Research and Development (R&D): \$58.8 million** is requested towards transformative, next-generation safety technology, human factors, and climate-related research initiatives. Funding requested for FY 2022 will help to expand FRA’s R&D activities and industry collaboration in several areas, including:

- **Energy and Emissions Research: \$5 million** in additional funding to advance research, development, and testing of alternative fuels and clean energy solutions that will build on rail’s already superior energy efficiency and contribute to reductions in the transportation sector’s greenhouse gas emissions.
- **Workforce Development: \$5 million** in additional funding to strengthen institutional and workforce capacity to (1) ensure current railroad employees possess the skillsets and tools to succeed in the industry’s rapidly evolving technological landscape, (2) identify and prepare the next generation of workers that will be called upon to plan, build, and operate the rail network of the future, and (3) foster greater diversity, equity, and inclusion in the rail industry workforce.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
OPERATIONAL EXPENSES (GF)	24.2	0.0	28.7	0.0	0.0	29.1
HAZARDOUS MATERIALS SAFETY (GF)	61.0	0.0	62.0	0.0	0.0	69.0
EMERGENCY PREPAREDNESS GRANTS (SF)	28.3	0.0	28.3	0.0	0.0	28.3
EMERGENCY PREPAREDNESS GRANTS (GF)	0.0	0.0	1.0	0.0	0.0	1.0
PIPELINE SAFETY (SF)	145.0	0.0	145.0	0.0	0.0	155.0
PIPELINE SAFETY (TF)	23.0	0.0	23.0	0.0	0.0	27.7
TOTAL	281.5	0.0	288.0	0.0	0.0	310.1
Full Time Equivalent Employment	552	N/A	589	N/A	N/A	610

OVERVIEW

The mission of the Pipeline and Hazardous Materials Safety Administration (PHMSA) is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. PHMSA's request for FY 2022 supports safe movement and a clean environment with enhanced safety standards, improvements, and a continued commitment to innovation. Safe delivery leads to preserving our most valuable, sensitive environmental areas, economic growth including underserved areas, and the massive rise in e-commerce of products that require care in packaging and transport to arrive safely to our homes and businesses.

PHMSA registers and inspects more than 40,000 companies involved in the packaging and shipment of 2.7 billion tons of regulated hazardous materials (e.g., crude oil, explosives, fireworks, lithium batteries) valued at more than \$3.1 trillion annually. PHMSA's oversight includes a growing domestic pipeline network of more than 2.8 million miles, moving 16 billion barrels of crude oil, hazardous liquids, and natural gas safely. This network of pipelines transports 65 percent of the energy consumed in the United States, helping to power nearly every facet of our daily lives.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The FY 2022 President's Budget request for PHMSA is **\$310.1 million**. These funds will be used to invest in the safe transportation of hazardous materials, including energy products through pipelines and across roadways, rail, and water. As America builds out its capacity to market energy products and products that contain hazardous materials to the rest of the world, PHMSA works to make sure these products reach their destination safely. In FY 2022, PHMSA will lead the call for the safe shipment of vaccines, vaccine test kits, chemical hand sanitizers, lithium batteries by air, liquefied natural gas, and support the safe operation of storage of natural gas in underground facilities.

The Budget request includes funding for critical mandates from the Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2020. This Act directs PHMSA to increase protection for our Nation's most sensitive high-consequence environments, to set standards for safe and reliable delivery of energy to our homes and businesses, and the safe development of natural gas for export, including mandates to hire new regulatory staff and to increase inspection staff.

Our Hazardous Materials safety program supports and finances State inspections of hazardous materials packagers and shippers, lifesaving distribution of medical supplies and test kits, the safe movement of renewable energy stored in lithium batteries, and the overall safe packaging and movement of hazardous materials we rely on every day. Our Emergency Preparedness Grants program provides support for firefighters and other first responders that are often on the front line of managing hazardous materials incidents. The request fully funds Pipeline

Safety, Hazardous Materials Safety, Emergency Preparedness Grants, and Operational Expenses to enable PHMSA to execute its essential safety mission.

KEY COMPONENTS OF THE REQUEST

- **Pipeline Safety: \$182.7 million** is requested to develop National pipeline safety standards, promote safety management systems, conduct inspections to validate the safe operation of pipeline systems, investigate pipeline incidents, and conduct research to inform safety regulation and policy. PHMSA is responsible for executing 36 new directives in the PIPES Act of 2020. The request funds 17 additional inspection and enforcement staff and 8 regulatory experts called for in the Act as the Nation moves toward more renewable sources of energy.
- **Hazardous Materials Safety: \$69.0 million** is requested to manage the safe packaging and shipping of hazardous materials in the United States, with a commitment to support underserved communities that bear a disproportionate share of hazardous material routes, and training their first responders for when incidents occur. PHMSA will invest in promising research and development that solves complex and emergent packaging and shipping challenges.

- **Emergency Preparedness Grants: \$29.3 million** is requested to finance underserved communities in their development of hazardous materials emergency response plans and training their first responders to safely manage and remediate hazardous material shipping incidents and accidents.
- **Operational Expenses: \$29.1 million** is requested for operational expenses to support the safety management organization, including \$4.5 million for grants to those communities most impacted by pipelines and pipeline facilities.

MARITIME ADMINISTRATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
OPERATIONS AND TRAINING (GF)	152.6	3.1	155.6	0.0	0.0	172.2
STATE MARITIME ACADEMY OPERATIONS (GF)	342.3	1.0	432.7	0.0	0.0	358.3
SHIP DISPOSAL (GF)	5.0	0.0	4.2	0.0	0.0	10.0
ASSISTANCE TO SMALL SHIPYARDS (GF)	20.0	0.0	20.0	0.0	0.0	20.0
MARITIME SECURITY PROGRAM (GF) [Defense]	300.0	0.0	314.0	0.0	0.0	318.0
MARITIME GUARANTEED LOANS (TITLE XI) (GF)	3.0	0.0	3.0	0.0	0.0	3.0
PORT INFRASTRUCTURE DEVELOPMENT PROGRAM (GF)	225.0	0.0	230.0	0.0	0.0	230.0
CABLE SECURITY FLEET (GF) [Defense]	0.0	0.0	10.0	0.0	0.0	0.0
TANKER SECURITY PROGRAM (GF) [Defense]	0.0	0.0	0.0	0.0	0.0	60.0
<i>CANCELLATION [Defense]</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>[-42.0]</i>
TOTAL	1,047.9	4.1	1,169.5	0.0	0.0	1,171.5
Full Time Equivalent Employment	756	N/A	780	N/A	N/A	787

OVERVIEW

A strong, resilient marine transportation system is essential to keep the United States competitive in the global economy and to provide essential sealift capacity to support our military. The Maritime Administration (MARAD) helps to foster, promote, and develop the maritime industry of the United States to meet our Nation's economic and security needs. MARAD remains focused on implementation of policies that address our Nation's maritime infrastructure gaps while fostering and sustaining American job opportunities in the maritime industry, increasing global competitiveness, leveraging technology to meet the

needs and challenges of the marine transportation system, supporting improvements in safety and security, and in alignment with Justice40, mitigating and minimizing the environmental impacts of our ports to reduce negative impacts on neighboring communities and port workers.

MARAD programs support U.S. shipyards, ports, waterways, ships and shipping, vessel operations, strategic mobility for National security, ship disposal, and maritime education and training. MARAD works to maintain a strong U.S. Merchant Marine, which is essential to crew our Ready Reserve fleet and U.S.-flagged vessels. MARAD educates and trains future mariners by operating the Federal U.S. Merchant Marine Academy (USMMA). In addition, MARAD partners with the Department of Defense (DoD) to maintain the National Defense Reserve Fleet of vessels to provide sealift to transport military equipment and supplies during war and National emergencies.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The President's FY 2022 Budget requests \$1.2 billion for MARAD.

KEY COMPONENTS OF THE REQUEST

- **Operations and Training: \$172.2 million** is requested to support the USMMA and MARAD Operations and Programs. Within this amount:

- **United States Merchant Marine Academy: \$90.5 million** is requested for the USMMA to educate and train the next generation of diverse seagoing officers and maritime leaders, while providing opportunities for a world-class education, regardless of economic, social, or racial background. Funding will provide \$85 million for academic operating expenses including continued support for health and safety protocols in response to COVID-19, and \$5.5 million for facility maintenance and repair needs of the Academy's aging buildings and infrastructure.
- **Operations and Programs: \$81.7 million** is requested for MARAD Operations and Programs to provide the resources to support core agency infrastructure, including professional staff for

its operating mission and support program initiatives, and for continued implementation of COVID-19 safety and protection measures on DOT/MARAD-owned assets. Within this request, \$10 million will support the Maritime Environmental and Technical Assistance (META) program that advances alternative energies and technologies, while also supporting job growth in clean energy and maritime transportation fields. Funding also provides \$10.8 million for Marine Highway Transportation grants to support the increased use, development, and expansion of America's navigable waterways and landside infrastructure to enable the movement of freight by water, reducing highway congestion and associated emissions.

■ **State Maritime Academy (SMA) Operations: \$358.3 million** is requested to provide Federal assistance to support the six SMAs that educate and train mariners who will become future leaders in the U.S. maritime transportation industry, and will be needed to meet future job requirements in the U.S. maritime workforce.

● **National Security Multi-Mission Vessel (NSMV): \$315.6 million** is requested as a transformational investment to complete the replacement of aging training school ships on loan to the SMAs. The new NSMVs also provide significant new capabilities to support National humanitarian and disaster relief needs.

● **School Ship Maintenance and Repair: \$30.5 million** is requested to maintain the six existing SMA training ships in compliance with U.S. Coast Guard and American Bureau of Shipping requirements while the NSMVs are constructed, and to enable continued implementation of training ship capacity-sharing measures to ensure uninterrupted availability of mandatory at-sea training time for SMA cadets. The training ships are the single most important assets provided by the Federal Government to enable these schools to operate as maritime academies, and are essential to each school's ability to provide a training program that prepares students to pass the U.S. Coast Guard licensing examination.

● **Direct Support of SMAs: \$12.2 million** is requested to support the SMAs, which includes \$6 million in direct payments to the schools, \$2.4 million for student tuition assistance, and \$3.8 million for training ship fuel assistance.

■ **Port Infrastructure Development Program: \$230 million** is requested for the Port Infrastructure Development Program for grants to improve port infrastructure and facilities, and to stimulate economic growth in and around ports, while also addressing climate and equity and strengthening resiliency. Investing in the repair and modernization of ports creates good paying union jobs for American workers, and helps transform our deteriorating infrastructure into a 21st century system that supports efficiency in our

freight supply chains, creates more communities of opportunity in disadvantaged areas, accelerates equitable long-term economic growth, and increases global competitiveness.

- **Assistance to Small Shipyards: \$20 million** is requested to provide grant funding for infrastructure improvements at qualified small U.S. shipyards to help improve their efficiency and ability to compete for domestic and international commercial ship construction and maintenance opportunities. Small shipyard grants support the acquisition of equipment by small shipyards that reduces climate impacts, including engines with lower emissions, improved climate control technologies for buildings, and technologies that reduce shipyard power consumption. Additionally, investing in shipbuilding supports job creation in a vital domestic industrial base.
- **Ship Disposal: \$10 million** is requested for the Ship Disposal Program, with priority emphasis on the removal of the worst conditioned non-retention vessels to mitigate environmental risks. Funding will also help to sustain the unique infrastructure of the U.S. ship recycling industry base, including supporting American jobs in economically depressed areas. This funding also includes \$3 million to maintain the Nuclear Ship SAVANNAH (NSS) in protective storage per Nuclear Regulatory Commission license requirements, while decommissioning of the vessel's defueled nuclear reactor, components, and equipment is in progress.

- **Maritime Guaranteed Loan (TITLE XI) Program: \$3 million** is requested to support administrative costs necessary to manage the current loan guarantee portfolio of the TITLE XI program, as well as new loan agreements. The TITLE XI program helps to promote the growth and modernization of the U.S. shipyard industry by providing additional opportunities for vessel construction and modernization, to include repowering, that may otherwise be unavailable to ship owners.

- **Maritime Security Program: \$318 million** is requested for the Maritime Security Program (MSP) to maintain a viable commercial fleet of vessels that can support a U.S. presence in foreign commerce, while also meeting the Nation's need for sustained military sealift capacity. Funding requested in FY 2022 will enable MSP operators and vessels to remain competitive in the global marketplace. MSP provides the United States the ability to transfer critical military equipment and supplies by sea during times of conflict, National emergencies, or other contingency situations. This funding also provides a global network of critical capabilities, including intermodal facilities to unload and transport the cargo on the ground to final destinations.

The MSP supports and contributes to the expansion of the merchant mariner base, providing employment for approximately 2,400

U.S. merchant mariners who crew the U.S. Government-owned surge sealift fleet, as well as up to 5,000 additional shore-side workers. Additionally, vessels operating in the MSP support climate resiliency as they are required to have a recapitalization cycle for replacing vessels participating in the program with newer, more efficient ships, that consume less fuel per ton/mile while emitting fewer greenhouse gas emissions.

- **Tanker Security Program: \$60 million** is requested for a new Tanker Security Program to address the urgent and critical National security requirements for U.S.-flag product tankers to support our deployed Armed Forces in contingency operations and provide a global network of distribution capabilities. Funding will support militarily useful, commercially viable, product tankers engaged in international trade and provide assured access to these vessels and global networks in times of crisis. The new Tanker Security Program will create and sustain U.S. mariner jobs, and support economic security and global competitiveness by lowering reliance on foreign-flag tankers.

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
Operations and Maintenance (HMTF)	38.0	0.0	38.0	0.0	0.0	37.7
Full Time Equivalent Employment	129	N/A	143	N/A	N/A	143

O V E R V I E W

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) (formerly the Saint Lawrence Seaway Development Corporation), a wholly owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This includes maintaining and operating the two U.S. Seaway locks (Eisenhower and Snell) located in Massena, N.Y., and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

The GLS, through international agreements, coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation, particularly with respect to rules and regulations, overall day-to-day waterway and lock operations, traffic management, and trade and economic development programs. The GLS also has an ownership interest with Canada in the binational Seaway International Bridge.

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Commercial trade transiting the GLS's locks and channels in 2020 (approximately 38 million metric tons) produced nearly \$125 in U.S. economic benefits for each dollar appropriated to the GLS.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The FY 2022 President's Budget requests **\$37.7 million** from the Harbor Maintenance Trust Fund (HMTF) to support the GLS's priority areas of safety, waterway and lock operations, and Seaway infrastructure.

KEY COMPONENTS OF THE REQUEST

■ **Seaway Operations and Maintenance: \$23.2 million** is requested for the operations and maintenance of the U.S. portion of the binational St. Lawrence Seaway. This request will provide the GLS with the financial and personnel resources (143 full-time equivalents) necessary to perform

the operational, maintenance, and administrative functions of the organization, including lock operations, marine services, vessel traffic control, engineering and maintenance, safety and environmental inspections, and trade and economic development activities.

- **Within this request is \$1.5 Million** for the U.S. portion of operations and maintenance expenses for the Seaway International Bridge, which the GLS co-owns with the Canadian Government.
- **Seaway Infrastructure: \$14.5 million** is requested to fund 11 infrastructure-related capital projects, which include:
 - **\$6.5 million** for rehabilitation of the diffusers at Snell Lock used to dampen the flow of water when the lock is emptied;
 - **\$3 million** to replace deteriorated and damaged concrete at Eisenhower Lock and Snell Lock;
 - **\$1.5 million** to upgrade electrical distribution equipment at the GLS locks and maintenance facility; and
 - **\$1 million** to upgrade the GLS's machine shop facility for hands-free mooring maintenance.

OFFICE OF THE SECRETARY

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
SALARIES AND EXPENSES (GF)	115.5	1.8	126.2	0.0	0.0	143.0
NAT'L SURFACE TRANSP. AND INNOVATIVE FINANCE BUREAU (GF)	5.0	0.0	5.0	0.0	0.0	3.8
TRANSPORTATION PLANNING, RESEARCH & DEVELOPMENT (GF)	10.9	0.0	9.4	0.0	0.0	12.8
OFFICE OF CIVIL RIGHTS (GF)	9.5	0.0	9.6	0.0	0.0	12.6
FINANCIAL MANAGEMENT CAPITAL (GF)	2.0	0.0	2.0	0.0	0.0	5.0
ESSENTIAL AIR SERVICE (SF)	112.1	56.0	106.2	0.0	0.0	116.4
PAYMENTS TO AIR CARRIERS (TF)	162.0	0.0	141.7	0.0	0.0	247.7
NATIONAL INFRASTRUCTURE INVEST. (GF)	1,000.0	0.0	1,000.0	0.0	0.0	1,000.0
RESEARCH AND TECHNOLOGY (GF)	21.0	0.0	22.8	0.0	0.0	43.4
CYBER SECURITY INITIATIVES (GF)	15.0	0.0	22.0	0.0	0.0	39.4
SMALL AND DISADVANTAGED BUSINESS UTILIZ. & OUTREACH/MBRC (GF)	4.6	0.0	4.7	0.0	0.0	5.0
THRIVING COMMUNITIES (GF)	0.0	0.0	0.0	0.0	0.0	110.0
ELECTRIC VEHICLE FLEET (GF)	0.0	0.0	0.0	0.0	0.0	11.0
TRANSPORTATION DEMONSTRATION PROGRAM (GF)	0.0	0.0	100.0	0.0	0.0	0.0
AIRCRAFT MANUFACTURING PAYROLL SECURITY PROGRAM (GF)	0.0	0.0	0.0	0.0	3,000.0	0.0
TOTAL	1,457.6	57.8	1,549.6	0.0	3,000.0	1,750.1
Full Time Equivalent Employment	1,437	N/A	1,644	N/A	N/A	1,712

O V E R V I E W

The Office of the Secretary (OST) is responsible for program and policy development and oversight within the Department of Transportation. OST also manages grant, research, credit, and other programs that support essential infrastructure, advancements in safety and technology, and economic viability.

OST is responsible for the selection, award, and oversight of billions of dollars of multimodal infrastructure funding for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants – formerly known as TIGER/BUILD Grants – and the Infrastructure for Rebuilding America (INFRA) discretionary grant program. In addition, OST works to broaden the availability of funding for infrastructure through the management of the Department’s innovative finance programs.

OST plays a crucial role coordinating the development of National transportation policy to promote the Secretary’s priorities and facilitating the Department’s robust regulatory response to the urgent challenges facing the Nation, including the coronavirus pandemic, economic recovery, racial justice, and climate change. More specifically, OST assists in identifying regulations that impedes the Department’s ability to confront these problems and, in their place, assists in developing appropriate and effective regulatory solutions. Other critical OST activities include supporting commercial flight access for rural communities and ensuring fairness to airline travelers.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The President's FY 2022 Budget request includes **\$1.75 billion** for OST to sustain its ongoing oversight responsibilities and implement the Department's key priorities of safety; creating good-paying jobs; improving transportation equity; increasing resilience and addressing climate change; and investing in transformative infrastructure.

KEY COMPONENTS OF THE REQUEST

The President's FY 2022 Budget includes the following provisions for the Office of the Secretary:

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants: \$1 billion** is requested to fund critical transportation projects that benefit a local community or region through a merit-based, competitive program. This program, formerly known as the TIGER/BUILD program, provides an equitable geographic distribution of funds as well as an appropriate balance in addressing rural and urban communities' needs with infrastructure investments across a variety of transportation modes.
- **Salaries and Expenses: \$143 million** is requested for salaries and expenses for the Secretarial offices. The OST Offices serve as advisors to the Secretary on a wide range of areas while also maintaining oversight controls on the Department's programs, initiatives, and policies. These Offices contribute to the advancement of the Administration's goals, with a focus on safety, creating good-paying jobs, improving transportation equity, transformative infrastructure, and addressing climate change. This request includes a proposal to create a new Office of Public Engagement as well as funding for expanded oversight of the Department's progress in implementing the goals of the President's Executive Orders and policies.
- **Financial Management Capital: \$5 million** is requested to continue the execution of the Digital Accountability and Transparency Act of 2014 (DATA Act) compliance requirements and full implementation of G-Invoicing. This funding will support inclusion of all data standardization initiatives. In addition, DOT currently has limited financial data analytics capacity and this funding will strengthen capabilities to provide oversight over DOT's potential risk areas and internal controls.

- **Departmental Office of Civil Rights (DOCR): \$13 million** is requested to support and advance internal and external civil rights initiatives, administer Federal civil rights statutes, and investigate Equal Employment Opportunity (EEO) complaints. The FY 2022 Request represents a more than 30 percent increase from FY 2021 enacted levels, and will support additional positions needed to more effectively implement the Department’s existing Civil Rights and EEO Programs, including the Disadvantaged Business Enterprise program, as well as the Administration’s Executive Order on advancing racial equity.
- **Small and Disadvantaged Business Utilization and Outreach (SDBUO): \$5 million** is requested to assist small, disadvantaged, and women-owned businesses in participating in DOT and DOT-assisted contracts and grants. These funds will also fully fund existing Small Business Transportation Resource Centers.
- **Transportation Planning, Research and Development Program: \$13 million** is requested for research activities and studies to support the Secretary’s formulation of National transportation policies and advance emerging transportation technologies. Of this funding, the Interagency Infrastructure Permitting Improvement Center will receive \$2 million to continue delivery of an efficient and effective permitting review processes.
- **Cybersecurity Initiatives: \$39 million** is requested to continue to improve the compliance of DOT’s cybersecurity program, including modernizing the DOT cyber resiliency program and enterprise authentication and authorization capabilities. These funds will also enhance DOT’s cybersecurity program and capabilities in response to weaknesses identified during the response to the Solar Winds cybersecurity compromise.
- **National Surface Transportation and Innovative Finance Bureau: \$4 million** is requested to facilitate targeted Federal investments in infrastructure by streamlining the Department’s innovative finance programs. The Budget request will also allow OST to support the INFRA program, build upon its initial progress of consolidating credit programs, and continue to develop and promote best practices for innovative financing and public-private partnerships.
- **Essential Air Service (EAS) program: \$364 million** is requested to ensure that eligible small communities retain a link to the National air transportation system, funded from \$116 million of overflight fees collected by the Federal Aviation Administration coupled with a separate \$248 million discretionary appropriation.
- **Research and Technology \$43 million** will ensure coordination across the Department for transportation research, development, and technology activities, and funds several specific

efforts to address climate change, transportation equity, and the safety and resiliency of the transportation network. These efforts include three discrete initiatives to improve the resilience and reliability of civil sector Position, Navigation and Timing (PNT) services; the development of an Equity Data and Analysis Sharing Platform which will allow comprehensive transportation analysis with a new emphasis on equity, climate, safety, and economic impact; the reestablishment and expansion of the Climate Change Center, co-hosted with OST Policy, to support the research, data and analysis, and evidence-building efforts required to respond to the Climate Crisis; and for the first time provides consistent funding for the Highly Automated Systems Safety Center of Excellence (HASS COE) which was established by Congress in FY 2020.

- **Thriving Communities: \$110 million** is requested for a new “Thriving Communities” program that will establish a new office to support communities with eliminating persistent transportation barriers and increasing access to jobs, school, and businesses. In concert with the American Jobs Plan, these funds will support technical assistance and planning grants that would encourage State, regional and local governments, residents, philanthropy, and private sector collaboration and identify community-identified project and programs that address needs and improve access to destinations. These efforts

will serve as a complement to the \$5 billion included for this effort in the American Jobs Plan, and the President’s commitment to increased access to housing and commercial opportunities that are affordable, safe, healthy, and accessible by public transportation.

- **Electric Fleet Vehicles: \$11 million** is requested to purchase electric vehicles (EV) for the Department’s-owned vehicle fleet or as part of a transition to GSA’s currently leased fleet.
- **Working Capital Fund (WCF):** In FY 2022, the WCF will obligate an estimated **\$726 million**, including \$90 million to continue the Department’s implementation of a Shared Services environment for commodity information technology (IT) investments that reflect the standard purchases needed to support system capability across the Department. This builds on prior successes to consolidate resources, improve delivery of services, and reduce future maintenance costs.

OFFICE OF THE INSPECTOR GENERAL

BUDGETARY RESOURCES

in millions of dollars

ACCOUNT	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
Salaries and Expenses (GF)	94.6	5.0	98.2	0.0	0.0	103.2
Full Time Equivalent Employment	400	N/A	408	N/A	N/A	414

O V E R V I E W

The Department of Transportation's (DOT) Office of Inspector General (OIG) is committed to providing relevant and timely information about transportation issues to Congress, the Department, and the American public. OIG accomplishes this by fulfilling its statutory responsibilities under the Inspector General Act of 1978, as amended, while supporting DOT's mission and strategic goals, particularly its focus on safety. OIG works closely with Members of Congress, the Secretary, and senior Department officials to enhance the effectiveness and integrity of DOT programs through cost savings, recoveries, and efficiency gains.

OIG's mission is to improve the performance and integrity of DOT's programs to ensure a safe, efficient, and effective National transportation system, and to detect and prevent fraud, waste, and abuse. Its audit recommendations lead to substantial financial, programmatic, and safety improvements. Its investigations enhance safety by thwarting criminal activities that put lives at risk and protecting taxpayer investments through court-ordered fines, restitutions, recoveries, and forfeitures.

During FY 2020, OIG issued 51 audit reports containing 215 recommendations, and our investigative work resulted in 73 indictments and 47 convictions. From FY 2016 through FY 2020, OIG achieved an average return on investment of \$33 for every appropriated dollar.

HIGHLIGHTS OF THE FY 2022

PRESIDENT'S BUDGET

The FY 2022 President's Budget requests **\$103.2 million** to support OIG. These funds will be used to support independent and objective oversight of the Department's programs and activities to provide the Secretary, Congress, and the American public with analyses necessary to improve the efficiency and effectiveness of the Department's operations.

Budgetary Resources

in millions of dollars

OPERATING ADMINISTRATION	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
Federal Aviation Administration	17,617.7	10,000.0	17,964.5	2,000.0	8,009.0	18,452.6
Federal Highway Administration	49,226.6	0.0	49,061.9	10,000.0	0.0	47,062.0
Federal Motor Carrier Safety Administration	679.1	0.2	747.9	0.0	0.0	675.8
National Highway Traffic Safety Administration	989.3	0.0	989.5	0.0	0.0	1,023.9
Federal Transit Administration	12,910.3	25,000.0	12,959.1	14,000.0	30,461.4	13,492.3
Federal Railroad Administration	2,793.8	1,018.3	2,857.6	1,000.0	1,700.0	4,006.5
Pipeline and Hazardous Materials Safety Administration	281.5	0.0	288.0	0.0	0.0	310.1
Maritime Administration	1,047.9	4.1	1,169.5	0.0	0.0	1,171.5
Great Lakes St. Lawrence Seaway Development Corporation	38.0	0.0	38.0	0.0	0.0	37.7
Office of the Secretary	1,457.6	57.8	1,549.6	0.0	3,000.0	1,750.1
Office of Inspector General	94.6	5.0	98.2	0.0	0.0	103.2
Total DOT Budgetary Resources	87,136.5	36,085.3	87,723.9	27,000.0	43,170.4	88,085.7

Budget Authority

in millions of dollars

OPERATING ADMINISTRATION	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
Federal Aviation Administration	17,617.7	10,000.0	17,964.5	2,000.0	8,009.0	18,452.6
Federal Highway Administration	49,226.6	0.0	49,061.9	10,000.0	0.0	47,061.9
Federal Motor Carrier Safety Administration	675.8	0.0	675.8	0.0	0.0	675.8
National Highway Traffic Safety Administration	989.3	0.0	989.5	0.0	0.0	1,023.9
Federal Transit Administration	12,910.3	25,000.0	12,959.1	14,000.0	30,461.4	13,492.3
Federal Railroad Administration	2,793.8	1,018.3	2,857.6	1,000.0	1,700.0	4,006.5
Pipeline and Hazardous Materials Safety Administration	281.5	0.0	288.0	0.0	0.0	310.1
Maritime Administration	1,047.9	4.1	1,169.5	0.0	0.0	1,171.5
Great Lakes St. Lawrence Seaway Development Corporation	38.0	0.0	38.0	0.0	0.0	37.7
Office of the Secretary	1,457.6	57.8	1,549.6	0.0	3,000.0	1,750.1
Office of Inspector General	94.6	5.0	98.2	0.0	0.0	103.2
Offsetting Receipts	(1,981.0)	-	(1,209.0)	-	-	(449.0)
Total DOT Budget Authority	85,152.1	36,085.2	86,442.7	27,000.0	43,170.4	87,636.6

Outlays

in millions of dollars

OPERATING ADMINISTRATION	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
Federal Aviation Administration	20,363	25,842	26,149
Federal Highway Administration	48,743	50,007	53,439
Federal Motor Carrier Safety Administration	617	786	699
National Highway Traffic Safety Administration	970	1,234	1,289
Federal Transit Administration	25,375	38,247	30,411
Federal Railroad Administration	3,344	5,299	3,443
Pipeline and Hazardous Materials Safety Administration	272	325	363
Maritime Administration	664	1,106	1,230
Great Lakes St. Lawrence Seaway Development Corporation	35	48	36
Office of the Secretary	1,265	3,753	3,577
Office of Inspector General	93	100	103
Offsetting Receipts	(1,981)	(1,209)	(449)
Total DOT Outlays	99,760	125,538	120,290

Full Time Equivalent Employment – TOTAL

in millions of dollars

OPERATING ADMINISTRATION	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
Federal Aviation Administration	44,375	44,739	44,915
Federal Highway Administration	2,658	2,654	2,672
Federal Motor Carrier Safety Administration	1,128	1,156	1,186
National Highway Traffic Safety Administration	599	620	638
Federal Transit Administration	561	612	663
Federal Railroad Administration	890	906	944
Pipeline and Hazardous Materials Safety Administration	552	589	610
Maritime Administration	756	780	787
Great Lakes St. Lawrence Seaway Development Corporation	129	143	143
Office of the Secretary	1,437	1,644	1,712
Office of Inspector General	400	408	414
Total DOT Full Time Equivalent Employment	53,485	54,251	54,684



U.S. Department
of Transportation

1200 NEW JERSEY AVENUE, SE
WASHINGTON DC 20590