



## DEPARTMENT OF TRANSPORTATION

### Funding Highlights:

- Provides a total of \$91 billion in discretionary and mandatory budgetary resources for the Department of Transportation.
- Includes \$302 billion for a four-year, surface transportation reauthorization proposal to support critical infrastructure projects and create jobs while improving America's roads, bridges, transit systems, and railways. This includes:
  - Proposing new performance measures to prioritize Federal transportation funding for "Fix it First" projects that emphasize maintaining existing infrastructure in a state of good repair;
  - Providing \$1.25 billion per year for the competitive TIGER Grant program, which helps States and localities support innovative projects that deliver exceptional transportation benefits;
  - Implementing a new four-year, \$10 billion freight program designed to eliminate existing freight transportation bottlenecks and improve the efficiency of moving goods in support of the President's National Export Initiative; and
  - Increasing funding for transit and passenger rail programs from \$12.3 billion to \$22.3 billion in 2015, expanding transit capital investment grants, significantly improving existing and new intercity passenger rail service, and strengthening the economic competitiveness of the Nation's freight rail system.
- Provides \$14 billion in discretionary resources to fund air, maritime, rail safety, and pipeline and hazardous material transportation activities, including:
  - \$836 million for the Next Generation Air Transportation System, a revolutionary modernization of the Nation's aviation system;
  - \$370 million to support a National Airspace System Sustainment Strategy to reduce the Federal Aviation Administration's multi-billion dollar maintenance backlog;
  - \$40 million for a multi-modal fund to support safe shipping of crude oil via rail and truck by ramping up inspection resources, research and development and testing, and response capability; and

- \$158 million for a more robust, rigorous, and data-driven pipeline safety program to ensure the highest level of safety for America's pipeline system.

**Opportunity, Growth, and Security Initiative:**

- Through the Opportunity, Growth, and Security Initiative, supports:
  - An additional \$186 million investment in the Next Generation Air Transportation System, which makes the total request roughly \$1 billion. This funding provides the Federal Aviation Administration flexibility to aggressively develop and deploy more time and fuel saving capabilities while also addressing serious maintenance backlogs.

**Reforms:**

- Modernizes the permitting process for infrastructure projects by expanding a Permitting Dashboard to track the timeliness and outcomes of project permits and reviews, and by assigning responsibility for implementing reforms to a new Interagency Infrastructure Permitting Improvement Center, to be housed at the Department of Transportation.
- Focuses airport grants to support smaller airports, while giving larger commercial service airports additional flexibility to raise their own resources.
- Provides \$4 billion for a new competitive surface transportation program that would incentivize States and localities to pursue ambitious performance improvements.

A well-functioning transportation system is critical to America's economic future. Americans rely on the transportation system to move people and goods safely, facilitate commerce, attract and retain businesses, and support jobs. The Budget provides a total of \$91 billion in discretionary and mandatory funding in 2015 for the Department of Transportation (DOT) to support infrastructure projects critical for long-term growth; improve America's roads, bridges, transit systems, railways, and aviation system; enhance safety; spur job creation; and improve the way Federal dollars are spent.

***Invests in Infrastructure Critical for Job Creation and Long-Term Growth***

**Improves the Nation's Infrastructure While Creating Jobs and Ladders of Opportunity.** To spur economic growth and allow States to initiate sound multi-year investments, the Budget proposes a four-year, \$302 billion surface transportation reauthorization

package. This would support critical infrastructure projects and create jobs, while improving America's roads, bridges, transit systems, and railways. The reauthorization proposal will also include reforms to improve the review process and delivery of infrastructure projects; support American exports by improving movement within the Nation's freight networks; increase economic mobility by linking economically isolated communities to job opportunities; permanently authorize the TIGER grant program to help spur innovation by competitively awarding funding to projects around the Nation; improve regional coordination by Metropolitan Planning Organizations to stimulate economic development; and advance the Climate Action Plan by building more resilient infrastructure, reducing transportation emissions by shifting travel growth from roads to transit, and encouraging sounder transportation planning. The Administration is committed to supporting the ongoing bipartisan dialogue on surface transportation by providing a legislative proposal that reflects this critical blueprint.

### **Supports New Transit Investments.**

The Budget nearly doubles annual transit investments over the prior authorization, with resources supporting both existing capacity and expansion through projects involving bus rapid transit, subway, light rail, and commuter rail systems. These investments—driven by data showing that demand for public transit continues to climb—would represent an historic increase in transit funding. Additional funding would enable a major expansion of new transit projects in suburbs, fast-growing cities, small towns, and rural areas across the United States, while meeting the growing needs of established—and aging—transit systems, which will improve the quality of life in United States’ neighborhoods and communities by providing affordable transportation options. All of these efforts will help ensure that workers can access jobs, supporting economic mobility and opportunity.

**Emphasizes a “Fix it First” Approach for Highway and Transit Grants.** Too many elements of the U.S. surface transportation infrastructure—highways, bridges, and transit assets—fall short of a state of good repair. This can impact the capacity, performance, and safety of the Nation’s transportation system. At the same time, States and localities have incentives to emphasize new investments over improving the condition of the existing infrastructure. The Administration’s reauthorization proposal will underscore the importance of preserving and improving existing assets, encouraging government and industry partners to make optimal use of current capacity, and minimizing life-cycle costs through sound asset management principles. Accountability is a key element of the Administration’s approach, as the reauthorization proposal will improve transparency into States’ and localities’ use of funds by strengthening performance measures that track how the States’ choices of projects impact safety and overall highway conditions.

**Proposes Dedicated Funding for Multi-Modal Freight and High Performance Rail Investments.** The Budget provides \$10 billion over four years for a dedicated regional freight infrastructure investment program to support

multi-modal, corridor-based projects designed to eliminate existing freight transportation bottlenecks and improve the efficiency of moving goods in support of the President’s National Export Initiative. The Budget also provides \$19.1 billion over four years to fund the development of high-performance rail and other passenger rail programs as part of an integrated national transportation strategy. The proposal also benefits freight rail and significantly restructures Federal support for Amtrak to increase transparency, accountability, and performance.

### **Pays for Transportation Investment with Savings from Comprehensive Business Tax Reform.**

The President is committed to ensuring that critical transportation investments are fiscally sustainable. Because rebuilding the transportation infrastructure is an urgent need, the Budget reinvests the transition revenue from pro-growth business tax reform to fully offset the baseline Highway Trust Fund solvency needs and the out-year surface and rail transportation reauthorization proposal. The President will work with the Congress to develop fiscally responsible solutions to address funding needs beyond the reauthorization window.

### **Responds to Emerging Concerns with the Transport of Crude Oil by Rail and Truck.**

As the Nation’s ability to extract energy resources increases, one of DOT’s priorities is to ensure safe transportation of these materials. The Budget establishes a new fund to provide \$40 million in discretionary resources to support prevention and response activities associated with the safe transportation of energy resources. The funds would be available for multiple DOT modes to address risk through data-driven safety interventions, additional safety personnel, training and outreach, collaboration with other Federal stakeholders, and other strategies. Based on the activities supported by this fund, DOT will report on best practices and lessons learned to help with the implementation of safety measures going forward. Because this effort is a partnership with industry, the Budget proposes to give the Secretary additional authority to share costs associated with ensuring that these cargoes move safely.

**Enhances Pipeline Safety.** In order to ensure the highest safety standards for the U.S. pipeline system, the Budget proposes a Pipeline Safety Reform initiative to enhance the Department's Pipeline Safety program. The need for reform is acute—pipeline safety inspectors, who work in collaboration with State partners, are spread too thinly across the 2.6 million miles of pipeline, and the current staffing levels cannot ensure prompt investigations following incidents. The Budget increases funding for the State Pipeline Safety Grant program and funds the next phase of a multi-year effort to increase the number of Federal pipeline safety inspectors. In addition, the Budget modernizes pipeline data collection, mapping capabilities and analysis, improves Federal investigation of pipeline accidents of all sizes, and expands public education and outreach.

**Modernizes and Sustains the Nation's Air Traffic Control System.** The Budget provides over \$1 billion in 2015 for the Next Generation Air Transportation System (NextGen), the multi-year effort currently underway to improve the efficiency, safety, capacity, and environmental performance of the aviation system. The Budget includes \$836 million in the base request for NextGen and an additional \$186 million through the Opportunity, Growth, and Security Initiative. These funds will continue to support the transformation from a ground-based radar surveillance system to a more accurate satellite-based surveillance system; the development of a 21<sup>st</sup> Century data communications capability between air traffic control and aircraft to improve efficiency; and the improvement of aviation weather information. The Budget supports taking a coordinated and targeted approach to deploying readily-available NextGen capabilities, and to developing new operational procedures, systems, and infrastructure that benefit the traveling public and all aviation stakeholders. However, while NextGen is being deployed, the Federal Aviation Administration (FAA) has to balance investments in future capabilities with maintaining currently operational, but aging equipment. Therefore, the Budget also provides \$370 million for the National Airspace System Sustainment Strategy to reduce some of FAA's multi-billion dollar maintenance backlog.

### ***Improves the Way Federal Funds are Spent***

**Modernizes the Infrastructure Permitting Process.** In order to accelerate economic growth and improve the competitiveness of the American economy, the Administration is taking action to modernize and improve the efficiency of the Federal permitting process for major infrastructure projects. By cutting through red tape and getting more timely decisions on Federal permits and reviews, the Budget will ensure that projects that are approved lead to better outcomes for communities and the environment. In support of this effort, the Budget includes funding for a new Interagency Infrastructure Permitting Improvement Center and a Permitting Dashboard to be managed by DOT's Office of the Secretary. The Center will spearhead the Administration's reform efforts, including implementing over 80 actions laid out in the implementation plan for the Presidential Memorandum on Modernizing Infrastructure Permitting. Given the highly decentralized nature of the current permitting process, the Center will play an unprecedented role in driving change across nearly 20 Federal agencies and bureaus. The Permitting Dashboard, a publicly available website, will be expanded to track project schedules and metrics for all major infrastructure projects, further improving the transparency and accountability of the permitting process.

**Encourages Innovative Solutions Through a New Fixing and Accelerating Surface Transportation Competition.** The Administration's four-year reauthorization plan would dedicate approximately \$4 billion for a competitive grant program, Fixing and Accelerating Surface Transportation, designed to create incentives for State and local partners to adopt critical reforms in a variety of areas, including safety and peak traffic demand management. Federally-inspired safety reforms, such as seat belt and drunk-driving laws, have saved thousands of American lives and avoided billions in property losses. This initiative will seek to repeat past successes across the complete spectrum of transportation policy priorities. Specifically, the

Department will work with States and localities to set ambitious goals in different areas. For example, implementing distracted driving (safety) requirements or modifying transportation plans to include mass transit, bike, and pedestrian options, and tie resources to goal-achievement.

**Reduces Funding in Targeted Areas.**

The Budget lowers funding for the airport grants program to \$2.9 billion, offset in part by

eliminating guaranteed funding for large hub airports. The Budget focuses Federal grants on supporting smaller commercial and general aviation airports that do not have access to additional revenue or other outside sources of capital. At the same time, the Budget allows larger airports to increase non-Federal passenger facility charges, thereby giving larger airports greater flexibility to generate their own revenue.