



DEPARTMENT OF TRANSPORTATION

Funding Highlights:

- The mission of the Department of Transportation (DOT) is to ensure that the Nation has the safest, most efficient and modern transportation system in the world; the system improves the quality of life for all American people and communities, from rural to urban; and the system increases the productivity and competitiveness of American workers and businesses.
- The Budget request for DOT focuses on its critical transportation safety mission and provides targeted investments in competitive programs that effectively leverage Federal resources to spur larger, partnership-driven investment in infrastructure in key areas.
- The Budget requests \$21.4 billion in discretionary budget authority for 2020, a \$5.9 billion or 22-percent decrease from the 2019 discretionary estimate. The Budget also provides \$62.2 billion in mandatory funds and obligation limitations.

The President's 2020 Budget:

DOT is responsible for supporting and enabling a high functioning transportation system—to move both people and goods safely and efficiently in order to support jobs and economic growth. The Budget supports necessary investments that ensure the Nation's air, surface, and maritime transportation systems are safe.

The Budget also funds initiatives to improve the condition and performance of the Nation's transportation infrastructure. In 2018 and 2019, DOT received large discretionary increases for surface transportation and airport infrastructure investments, meeting the Administration's call for increased infrastructure investments. The 2020 Budget continues certain important transportation infrastructure investments, but in a way that also recognizes that the Federal Government is not—and should not be—the primary funder of the Nation's transportation systems. The Budget also proposes robust competitive funding for programs that fund projects of national- or regional-significance, or that would result in improved safety outcomes. In addition, DOT will be bolstering its capabilities necessary to improve the efficiency and effectiveness of policy, economic analysis, and regulatory reform.

Invests in America's Surface Transportation Infrastructure. The 2020 Budget fully funds Highway Trust Fund-supported programs at levels consistent with the fifth and final year of the FAST Act. The Administration looks forward to working with the Congress to enact a long-term surface transportation reauthorization to follow the FAST Act. A long-term bill is necessary to

Invests in Emerging Transportation Technologies

DOT must keep pace with emerging entrants and technologies such as Unmanned Aircraft Systems (UAS), commercial space transportation, and autonomous vehicles, to ensure that the transformative benefits of these emerging technologies are realized. The Budget supports key investments in the Federal Aviation Administration (FAA) to expand the integration of UAS into the National Airspace and develop tools to automate the launch and reentry of commercial space operations and improve the efficiency of the launch license process. For autonomous vehicles, which could revolutionize the Nation's surface transportation system, DOT has had a number of important accomplishments, including the release of the Department's multimodal *Preparing for the Future of Transportation: Automated Vehicles 3.0* guidance document, which will help the private sector, States, and localities continue research and deployment activities safely. The Department will continue efforts in 2020 to enable the safe testing and integration of autonomous vehicles within the Nation's transportation systems by reducing regulatory barriers and conducting research.

provide certainty to America's State, local, and private partners, so they can plan and invest in projects with confidence. In addition, the 2020 Budget includes \$200 billion for additional infrastructure investments. The Administration will work with the Congress on allocating this funding, to advance projects that provide the most benefit to Americans.

Prioritizes the Safety of the Nation's Transportation System. The Budget funds important investments to ensure the safety of the Nation's aviation, surface transportation, and maritime transportation networks. The Nation has made good progress in reducing overall transportation-related fatalities and injuries during the past two decades. Through its oversight of safety standards, outreach, and investments, DOT is committed to continuing this trend. The majority of transportation-related fatalities occur on the Nation's highways: 37,133 in 2017. To help address this issue, the Budget provides the Federal Highway Administration's Highway Safety Improvement Program with \$2.7 billion. The Budget also provides FAST Act authorized funding of \$929 million to the National Highway Traffic Safety Administration and \$676 million to the Federal Motor Carrier Safety Administration to reduce fatalities and improve the safety of the Nation's infrastructure.

Emphasizes Competitive Programs that Generate Large Returns on Investment. The Budget makes targeted investments emphasizing innovation, leveraging, and partnerships to improve the Nation's surface transportation infrastructure. The Budget provides \$1 billion to the Better Utilizing Investments to Leverage Development competitive grant program, which supports innovative projects that enhance quality of life and economic competitiveness in communities across the Nation, particularly in rural

areas. The Budget allocates \$2 billion to the Infrastructure for Rebuilding America (INFRA) competitive grant program, which is a \$1 billion increase above the FAST Act-authorized level. The INFRA program has been successful in providing the seed money necessary to spur non-Federal investment in large projects that relieve congestion on the Nation's strategic multimodal freight network. The Budget includes \$300 million in competitive highway bridge grants, which would reward States that use innovative and efficient procurement practices to repair or replace rural bridges that are in poor condition.

Modernizes FAA Infrastructure. The Budget invests \$3.3 billion in FAA infrastructure. Modernizing the Nation's air traffic control infrastructure would improve the safety of the Nation's airspace, while reducing flight delays. Specifically, FAA would invest \$136 million to further expand its Data Communication program, which would improve the communication between controllers and pilots across all phases of flight. The Budget would also invest \$127 million to support the

safe integration of unmanned aerial systems into the Nation's airspace, ensuring that the United States remains the world's aviation leader for decades to come.

Significantly Improves Amtrak and Rural Transportation Services. Amtrak's network has not been significantly modified since Amtrak's inception over 40 years ago, and long distance routes continually underperform, suffering from low ridership and large operating losses of roughly half a billion dollars annually. Simply put, Amtrak trains inadequately serve many rural markets while not serving many growing metropolitan areas at all. The Administration believes that restructuring the Amtrak system can result in better service (at a lower cost) by focusing trains on shorter distance (less than 750 miles) routes, while providing robust intercity bus service to currently underserved rural areas via a partnership between Amtrak and bus operators. To accomplish this transformation, the Budget provides \$550 million in transitional grants as States and Amtrak begin the process to restructure the network and States prepare to incrementally take financial responsibility for the newly created State-supported routes. The Budget also provides \$936 million in direct grants to Amtrak, to support investment on the Northeast Corridor and existing State-supported lines, and to assist Amtrak in this transition.

Leveraging Federal Investment for Critical Projects

The INFRA program, which makes awards to large projects that relieve congestion and reduce freight bottlenecks, is an example of how DOT effectively "leverages" Federal dollars to maximize overall investment in top priority infrastructure projects. For example, in 2018, DOT awarded a \$184 million grant (paired with \$70 million from other Federal sources) to an express lanes highway project in Georgia that has an estimated total cost of \$1.6 billion. In the second round of INFRA awards, each Federal dollar invested in an INFRA project was matched by \$1.65 in investment by State, local, and private partners.

Focuses the Capital Investment Grants (CIG) Program on the Most Impactful Projects. The CIG program supports the construction of new, or extensions of, fixed guideway transit, commuter rail, light rail, and bus rapid transit projects. The Administration believes that the program needs to be refocused on projects that have high non-Federal funding commitments and provide the greatest impact to improving mobility and access for riders who depend on public transit. The Budget includes \$1.5 billion for the CIG program, which includes \$500 million in funding for new projects.

Reforms the Essential Air Service (EAS) Program. EAS provides subsidized commercial air service to rural airports. Originally designed as a temporary program 40 years ago, today many EAS flights are left unfilled and obtain high per passenger subsidy costs. In addition, several EAS eligible communities are relatively close to major airports. The Budget proposes to reduce the discretionary funding for EAS and reform the program to target Federal funds for communities most in need of their services. The Budget would continue the mandatory resources for EAS at approximately \$145 million.

Invests in Information Technology (IT) Transformation. The Budget builds on the work started in 2018 to consolidate and transform the Department's IT efforts to better support the Department's mission, strengthen cyber security, and achieve greater efficiencies in IT across DOT's Operating Administrations. The Budget proposes \$502 million for DOT's Working Capital Fund, which would allow the Department to continue to consolidate IT investments into the Office of the Secretary of Transportation.