



## DEPARTMENT OF TRANSPORTATION

The Department of Transportation (DOT) is responsible for ensuring that the United States has a safe, equitable, reliable, and modern transportation system. The President's 2024 Budget for DOT continues to complement and support the President's historic Bipartisan Infrastructure Law, which would strengthen the Nation's transportation system by: tackling large infrastructure projects; improving roadway and pedestrian safety; providing more resilient and sustainable transportation options; expanding the Nation's capacity to move goods quickly; and helping communities address critical transportation challenges.

The Budget requests \$27.8 billion in discretionary budget authority for 2024, a \$1.8 billion or 6.7-percent increase from the 2023 enacted level (excluding \$2.6 billion in one-time congressionally-directed spending items). The Budget also includes \$80.3 billion in contract authority and obligation limitations, and \$36.8 billion in emergency-designated advance budget authority, for transportation infrastructure investments in 2024.

### The President's 2024 Budget:

- **Continues Implementation of the President's Historic Bipartisan Infrastructure Law.** The Budget provides a total of \$76.1 billion for highway, highway safety, and transit formula programs, supporting the amounts authorized for year three of the Bipartisan Infrastructure Law. This includes \$60.1 billion for the Federal-Aid Highway program, an increase of \$1.3 billion compared to the 2023 enacted level, to continue repairing and upgrading the Nation's highways and bridges, which builds upon the 3,700 bridges and 69,000 miles of roadway improvement projects initiated in 2022. This funding would also support building out a national network of electric vehicle chargers, consistent with the approved plans of 50 States, the District of Columbia, and Puerto Rico to achieve the President's climate and Made in America goals. The Budget also includes \$14 billion for Transit Formula Grants, a \$356 million increase above the 2023 enacted level, to support core capital and planning programs for transit agencies across the Nation, as well as transit research, technical assistance, and data collection.
- **Ensures a Safe and Efficient Passenger and Freight Rail Network.** The Budget expands on the Bipartisan Infrastructure Law's already significant investments toward improving the safety and efficiency of the Nation's rail network. When combined, this includes \$1.5 billion for the Consolidated Rail Infrastructure and Safety Improvements program, the Federal Railroad Administration's (FRA) most flexible, and oversubscribed, competitive grant program, as well as \$850 million to fund projects that improve safety at critical railway crossings. The Budget continues the Administration's robust investment in safe and efficient intercity passenger rail through a combined \$7.5 billion in grants to Amtrak. In addition, the Safety & Operations account funds critical safety programs, such as the Confidential Close

Call Reporting System, which allows railroads and their employees to report unsafe events and conditions without fear of negative consequences from the FRA or reprisal from their employers.

- **Advances Long-Stalled Significant Transportation Projects.** The Administration is committed to advancing the Nation's most urgent and complex transportation infrastructure projects. To compliment the significant resources in the Bipartisan Infrastructure Law, the Budget provides \$1.2 billion for the National Infrastructure Project Assistance program (also known as the Mega grant program), \$560 million for Federal-State Partnership for Intercity Passenger Rail Grants, and \$2.9 billion for transit Capital Investment Grants. These funds would support transformational projects to increase safety, improve mobility for commuters and freight traffic, address climate change, and spur shared economic growth. This includes the President's commitment to provide significant Federal support for the Gateway Hudson Tunnel Project in the New York City region, which is an essential element of the Northeast Corridor, the busiest and most complex rail corridor in the Nation.
- **Supports the Nation's Transit Systems.** The Nation's transit systems play a critical role in ensuring riders can access jobs, school, healthcare, and opportunity, along with spurring sustainable economic development, reducing highway congestion, and lowering climate emissions. However, transit systems face an uncertain future as ridership and fare revenue have not fully rebounded from the COVID-19 pandemic, given significant shifts in work and commuting patterns. To ensure transit continues to be a vital and viable transportation option, the Budget includes language to temporarily allow larger transit systems to use existing formula funds for operating expenses. The Budget also encourages States to support their transit systems by transferring available Federal-Aid Highway funding for transit operating needs.
- **Addresses the Roadway and Pedestrian Safety Crisis.** Despite improvements in vehicle safety technologies, 42,915 people died on America's roads in 2021, the highest total in over a decade. The Budget provides over \$1.3 billion for the National Highway Traffic Safety Administration (NHTSA), an increase of \$116 million above the 2023 enacted level, which would allow NHTSA to conduct critical research to reduce roadway fatalities and injuries on the Nation's highways. These efforts include: better understanding of the crash impacts on pedestrians by vehicles of different sizes and weight; accelerating the development of a side impact female dummy to address gender equity in crash testing; and researching accessibility and inclusiveness in vehicle design. The Budget also builds on the essential work the Federal Motor Carrier Safety Administration is conducting with its Large Truck Crash Causal Factors Study by providing resources to begin a complementary Medium-Duty Truck Crash Causal Factors Study. The Budget also provides \$60 million for the Bipartisan Infrastructure Law-created Active Transportation Infrastructure Investment Program, an increase of \$15 million from the 2023 enacted level, to build safe walking and bicycling facilities that connect people with public transportation, businesses, workplaces, schools, and other communities, all while reducing greenhouse gas emissions.
- **Tackles 21<sup>st</sup> Century Aviation Challenges.** The Budget provides \$16.5 billion in discretionary budget authority for the Federal Aviation Administration (FAA). This funding would continue the hiring and training surge of air traffic controllers started in 2023 to rebuild the pipeline of new controllers needed to meet projected traffic demands. The Budget increases investment in the facilities and systems that comprise the National Airspace System (NAS) by over \$500 million to \$3.5 billion, to address maintenance and modernization and to ensure the NAS continues to safely accommodate the growth in traditional commercial aviation traffic alongside new entrants from the commercial space, unmanned aircraft, and advanced air

mobility industries. The Budget also includes continued investment in FAA's multiyear effort of reforming aircraft certification, as well as increasing its safety oversight capabilities. The resources provided through the Budget complement the \$5 billion already provided by the Bipartisan Infrastructure Law for 2024 to upgrade the FAA's air traffic control facilities and to improve the safety, capacity, accessibility, and efficiency of the Nation's airports. The Budget also requests a \$3 million increase to bolster aviation consumer protection activities by DOT. This includes hiring eight additional staff, building on an increase of eight staff starting in 2023, and information technology system enhancements to reduce the backlog of aviation consumer complaints, expedite rulemaking, and increase outreach and enforcement. The FAA's current authorization—FAA Reauthorization Act of 2018, Public Law 115-254—expires on September 30, 2023. The FAA's next authorization will need to: improve safety; enable access to the system by current and emerging users; make long-term investments to improve the safety and efficiency of the NAS, reduce emissions, deliver on climate action, and enhance resiliency; expand consumer protection; and improve the standards of service and access for air travelers and other stakeholders.

- **Moves Goods More Quickly through the Nation's Ports and Waterways.** The Budget continues support for modernizing America's port and waterway infrastructure initiated under the Bipartisan Infrastructure Law. The Budget includes \$230 million for the Port Infrastructure Development Program to strengthen maritime freight capacity on top of the \$450 million in the Bipartisan Infrastructure Law for 2024. In addition to keeping the Nation's supply chain moving by improving efficiency, DOT would prioritize projects that also lower emissions—reducing environmental impact in and around the Nation's ports.
- **Invests in Merchant Mariner Training.** The Budget provides \$196 million for the United States Merchant Marine Academy (USMMA) to support an exemplary standard of excellence in education and training opportunities for the next generation of diverse seagoing officers and maritime leaders to serve the Nation. Within this amount is more than \$2 million for sexual assault and sexual harassment prevention and response activities, newly created subject matter expert Advisory Council positions, and expanded measures to support survivors of sexual assault. Also within this amount, the Budget proposes \$92 million in priority maintenance and improvement projects at the USMMA campus.

