



DEPARTMENT OF TRANSPORTATION

Funding Highlights:

- Provides \$4 billion for a new National Infrastructure Innovation and Finance Fund, which will invest in high-value projects of regional or national significance.
- Establishes a new \$30 million Federal transit safety program to address critical needs.
- Invests in modernizing the air traffic control system by increasing funding for NextGen by more than 30 percent.
- Commits to developing long-run solutions for surface transportation finance and for improving program performance.
- Helps communities to become more livable and sustainable by allocating \$527 million for the Department's investments as part of the President's multi-agency Partnership for Sustainable Communities.
- Sustains large-scale, multi-year support for high-speed rail, with \$1 billion to fund promising and transformative projects.

The Department of Transportation (DOT) is focused on its core mission of promoting safety and increasing mobility, and supporting the development of infrastructure that will underpin job creation for years to come. For 2011, DOT has several major initiatives in these areas, in addition to plans to deliver transportation funds based on greater use of analysis and consideration of program performance.

Creates a National Infrastructure Innovation and Finance Fund. The Budget includes \$4 billion to create a National Infrastructure Innovation and Finance Fund to invest in projects of regional or national significance. This marks an important departure from the Federal Government's traditional way of spending on infrastructure through grants to specific States and

localities. Established as a new operational unit within DOT, the Fund will directly provide resources for projects through grants, loans, or a blend of both, and will effectively leverage non-Federal resources, including private capital. The Fund will allocate resources based on demonstrable merit and analytical measures of performance. The Fund will provide planning, feasibility, and analytical capacity to help sponsors identify projects from around the country and then carefully select the most worthwhile.

Establishes a New Federal Transit Safety Program. Unlike other modes of transportation, closed system rail transit services (generally, metro area subways and light rail systems) are not overseen by Federal safety regulators, but rather are subject to review by a patchwork

of State safety organizations. Recent deadly accidents in Washington D.C., Boston, and San Francisco underscore the need for common nationwide safety standards and for Federal enforcement of these standards. The Budget includes \$30 million for a new transit safety oversight program within the Federal Transit Administration (FTA). This will enable FTA to hire new staff and to implement a comprehensive safety oversight strategy, as proposed in legislation.

Invests in Modernizing the Air Traffic Control System. The Budget provides \$1.14 billion, more than a 30 percent increase from 2010 for the Next Generation Air Transportation System. NextGen is the Federal Aviation Administration's long-term effort to improve the efficiency, safety, and capacity of the aviation system. The 2011 Budget supports the transformation from a national ground-based radar surveillance system to a more accurate satellite-based surveillance system; the development of more efficient routes through the airspace; and the improvement of aviation weather information.

Commits to Developing Long-Run Solutions for Surface Transportation Finance and for Improving Program Performance. Surface transportation programs are at a crossroads. The current framework for financing and allocating surface transportation investments is not financially sustainable, nor does it effectively allocate resources to meet our critical national needs. The Administration recommends extending the current authorization through March 2011, during which time it will work with the Congress to reform surface transportation programs and put the system on a viable financing path. Careful consideration is needed to design a Federal surface transportation program that leads to higher performing investments, increases people's transportation options, promotes a sustainable environment, and makes our economy more productive. Further, the Federal program must generate the best investments to reduce congestion and improve safety. To do so, the Administration seeks to integrate economic analysis and performance measurement in transportation

planning to ensure that taxpayer dollars are better targeted and spent.

Helps Communities to Become More Livable and Sustainable. As part of the President's Partnership for Sustainable Communities initiative, the Budget includes \$527 million in DOT to help State and local governments invest smarter in transportation infrastructure and leverage that investment to advance sustainable development. The Federal Government will help stimulate comprehensive regional and community planning efforts that integrate transportation, housing, and other critical investments. This approach aims to reduce greenhouse gases, improve mobility and transportation access to economic opportunity, and improve housing choices. Combined with \$150 million in Department of Housing and Urban Development planning grants, and \$10 million in Environmental Protection Agency technical assistance, DOT will dedicate \$527 million, focused on capacity building and transportation projects, to this multi-agency effort. Because improving local quality of life is a universal challenge, this place-based interagency initiative will help communities across the Nation make better coordinated, higher-performing infrastructure investments.

Sustains Multi-Year Support for High-Speed Rail. Building on the historic \$8 billion down payment provided through the American Recovery and Reinvestment Act, the President's Budget includes \$1 billion for high-speed rail. The 2011 request supports the President's five-year, \$5 billion pledge in the 2010 Budget. High-speed rail promises to give the traveling public a practical alternative to flying or driving, particularly where there is congestion in the skies and on the roads. With trains efficiently connecting city and business centers, travelers would enjoy a new level of convenience not available in most parts of the country today. The Administration is dedicated to working with States and project sponsors to identify high-speed rail projects that will provide the greatest transportation, social, and environmental benefits, while maximizing the return on taxpayer dollars.

Department of Transportation
(In millions of dollars)

	Actual 2009	Estimate	
		2010	2011
Spending			
Discretionary Budgetary Resources:			
Federal Aviation Administration	11,959	12,477	12,953
Obligation Limitation	3,515	3,515	3,515
Federal Highway Administration	176	936	-263
Obligation Limitation	39,715	41,107	41,363
Federal Motor Carrier Safety Administration Obligation Limitation	541	550	570
National Highway Traffic Safety Administration	127	143	136
Obligation Limitation	729	730	743
Federal Railroad Administration	1,798	4,360	2,831
Federal Transit Administration	1,969	2,388	2,167
Obligation Limitation	9,247	8,343	8,632
Federal Maritime Administration	333	363	352
St. Lawrence Seaway Development Corporation	32	32	32
Pipeline and Hazardous Materials Safety Administration	144	164	174
Research and Innovative Technology Administration	13	13	17
National Infrastructure Innovation and Finance Fund:			
Legislative proposal	—	—	4,000
Office of the Secretary	207	890	352
All other	21	18	14
Total, Discretionary budgetary resources ¹	70,526	76,029	77,588
<i>Memorandum:</i>			
<i>Budget authority from American Recovery and Reinvestment Act</i>	<i>48,120</i>	<i>—</i>	<i>—</i>
<i>Budget authority from supplementals</i>	<i>3,013</i>	<i>—</i>	<i>—</i>
Total, Discretionary outlays	68,778	73,393	74,376
<i>Memorandum: Outlays from American Recovery and Reinvestment Act</i>	<i>3,652</i>	<i>16,363</i>	<i>11,359</i>
Mandatory Outlays:			
Federal Aviation Administration	-162	-159	-178
Federal Highway Administration	793	1,094	900
Federal Railroad Administration.....	10	15	-3
Federal Maritime Administration	265	254	176
Pipeline and Hazardous Materials Safety Administration	16	37	35
Office of the Secretary	38	53	50
All other	-384	-106	-50
Total, Mandatory outlays	576	1,188	930
Total, Outlays	69,354	74,581	75,306

Department of Transportation—Continued
(In millions of dollars)

	Actual 2009	Estimate	
		2010	2011
Credit activity			
Direct Loan Disbursements:			
Transportation Infrastructure Financing and Innovation Program	317	1,159	1,107
Railroad Rehabilitation and Improvement Program	96	600	600
National Infrastructure Innovation and Finance Fund	—	—	250
Total, Direct loan disbursements	413	1,759	1,957
Guaranteed Loan Commitments:			
Transportation Infrastructure Financing and Innovation Program	—	40	80
Railroad Rehabilitation and Improvement Program	—	100	100
Minority Business Resource Centers	3	18	18
Maritime Guaranteed Loans	269	350	450
Total, Guaranteed loan commitments	272	508	648

¹ Includes discretionary budget authority and obligation limitations.