Budget In Brief

United States Department of Transportation Fiscal Year 2004

Norman Y. Mineta
Secretary of Transportation

U.S. Department of Transportation
2004 Budget in Brief
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Message from the Secretary

I am honored to present the President's fiscal year 2004 budget request for the United States Department of Transportation (DOT). This budget request reflects the Administration's continued commitment to ensuring that we all enjoy a safe and efficient transportation system that keeps America moving. President Bush is requesting $54.3 billion in mandatory and discretionary funding for our Department - more than 6 percent above his request in 2003. I am very pleased to note that the 2004 budget request includes more than $14 billion targeted toward my top priority - safety.

Over the past year, we at DOT have reflected on ways to create a safer, simpler and smarter transportation system for all Americans. We are working to achieve systems that are safer because we will place a greater emphasis on saving lives and reducing accidents than ever before; simpler because we envision consolidating and streamlining programs and improving project delivery; and smarter because we are focusing on system performance and enhancing program accountability. These goals will form the blueprint for our efforts at DOT over the coming year, and I have every confidence that we will make steady progress.

The President's fiscal year 2004 budget request sets the stage for two key reauthorization proposals. Current laws authorizing surface and air transportation programs will expire at the end of fiscal year 2003. In anticipation of this, a major component of the 2004 budget request includes the financial foundation for proposed new legislation that will authorize these programs for the next several years. We look forward to working with the Congress on swift enactment of these reauthorization bills that will continue to keep our programs strong and responsive to the Nation's transportation needs.

Two major DOT operating administrations - the United States Coast Guard and the Transportation Security Administration (TSA) - are moving from DOT to the new Department of Homeland Security next month. DOT is proud to have provided guidance and support to the Coast Guard for more than 35 years. We are also honored to have shepherded the TSA from its inception through its first full year of operation. We send the Coast Guard and TSA to the Department of Homeland Security with our best wishes as they address their expanded missions in homeland security.

I want to express my appreciation to the President for his continued support of transportation programs in his 2004 budget request. We at DOT are solidly behind the President who is trying to balance the current economic climate with our security needs. These challenges place us in a constrained budget environment. Yet I believe that the budget request for DOT is fair and I look forward to continuing to work with the President, my colleagues in the Administration, and the Congress as we strive together to achieve the safer, simpler and smarter transportation system that America deserves.

Norman Y. Mineta
Secretary

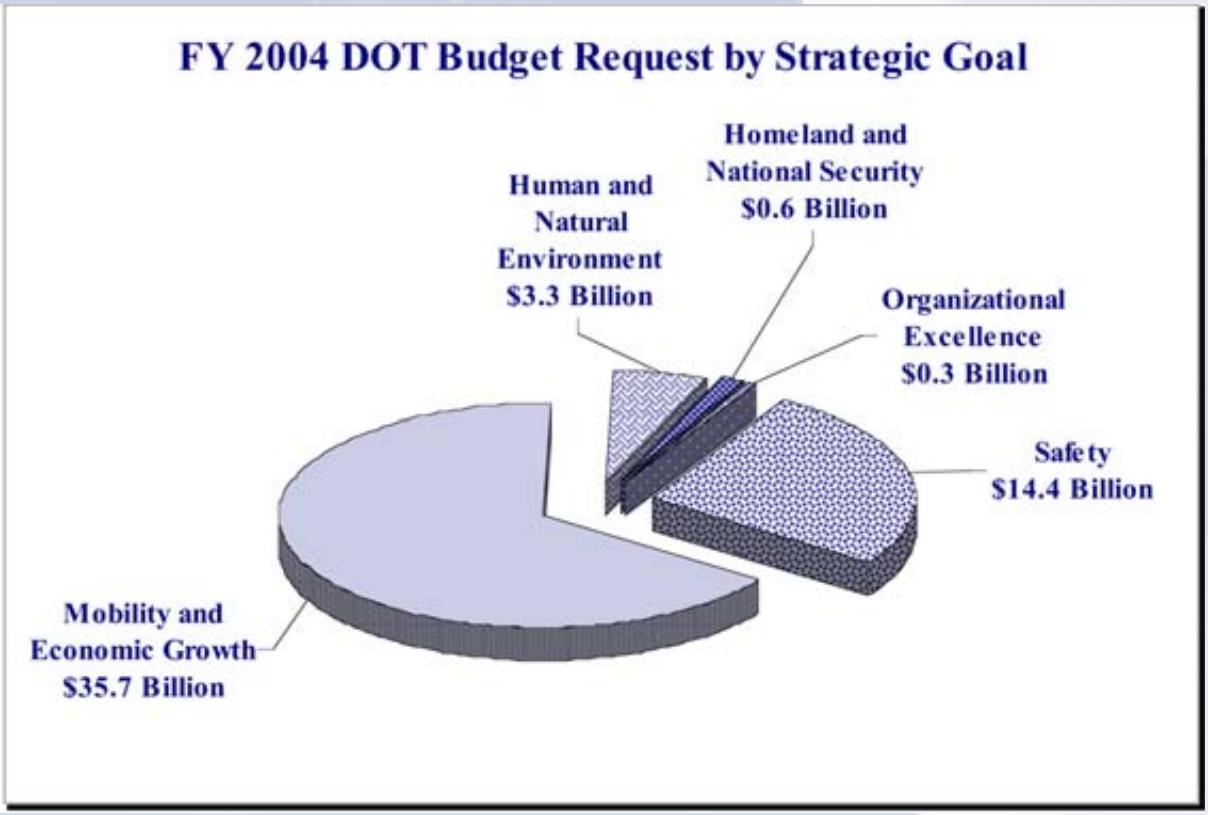
Overview

Introduction

The American people deserve the safest, most secure, and most efficient transportation system possible. The quality of our lives, the shape of our communities, and the productivity of our Nation's economy depend on the U.S. Department of Transportation's (DOT) success in meeting these goals. Established in 1967, DOT sets Federal transportation policy and works with state, local, and private sector partners to promote a safe, secure, efficient, and interconnected national transportation system of roads, railways, pipelines, airways, and seaways. DOT's goal of creating a safer, simpler, and smarter transportation program is important for us to keep in mind as we move forward to achieve our goals.

On November 25, 2002, President Bush signed the Homeland Security Act of 2002 (Public Law 107-296), which among other things transferred the U.S. Coast Guard and the Transportation Security Administration (TSA) to the newly established Department of Homeland Security. The President's budget proposals for FY 2004 concerning these two organizations are now included in the Department of Homeland Security's budget. For comparison purposes, therefore, the funds requested by the President for the U.S. Coast Guard and TSA have been excluded from the DOT totals.

The Department's FY 2004 budget request totals $54.3 billion in mandatory and discretionary funding. This represents an overall increase of $2.9 billion or 6 percent when compared to the President's FY 2003 request. The Department's five key performance goals - improve safety, increase mobility in support of the Nation's economy, protect the human and natural environment, achieve organizational excellence, and support homeland and national security - form the basis for the FY 2004 budget request. The contribution of the DOT operating administrations to each of these goals is discussed below.



Safety

Transportation safety continues to be the Department's top priority. The FY 2004 budget request proposes overall transportation safety funding of $14.4 billion. Because the human toll and economic cost of transportation accidents are massive, promoting public health and transportation safety is the first objective of all DOT agencies. To support this effort, the budget request provides funding increases in FY 2004 for the Federal Motor Carrier Safety Administration (FMCSA) and the National Highway Traffic Safety Administration (NHTSA) whose primary mission is safety. In addition, the Federal Aviation Administration (FAA), Federal Railroad Administration (FRA), and the Federal Highway Administration (FHWA) will increase their focus on safety goals.

Surface Transportation Safety

In 2001, 42,116 lives were lost in fatal traffic accidents. The economic cost of motor vehicle crashes is estimated to be more than $230 billion annually. Within DOT, FHWA supports highway safety through its infrastructure programs, although FMCSA and NHTSA are the two primary operating administrations focused on regulating highway safety.

- Highway Safety. The FHWA budget includes efforts to improve infrastructure safety through improvements in roadway design and features, as well as through research focused on reducing fatalities from vehicles that leave the roadway, crashes at or near intersections, and collisions involving pedestrians. In addition, FHWA proposes increased flexibility in safety grants to allow states to target resources to address their unique problems.

- Motor Carrier Safety. Motor carriers represent about 4 percent of registered vehicles; however, they account for 7 percent of vehicle-miles traveled on our Nation's highways and are involved in 12 percent of all crashes resulting in a fatality. FMCSA is committed to reducing the large truck-related fatality rate from 2.8 per 100 million truck-miles in 1996 to 1.65 in 2008. FMCSA has increased its enforcement presence at the roadside and at the carrier's place of business—gaining ground in the face of a growing industry and increasing truck-miles traveled. FMCSA will concentrate on increasing the number of inspections at roadsides and other locations, improving the Commercial Driver's License program, and implementing a hazardous materials (HAZMAT) security program.

  The Department will also continue to concentrate on truck safety at the southern border as the Nation fulfills its commitment under the North American Free Trade Agreement to allow Mexican trucks to travel on U. S. highways. In addition, the Department will begin to implement a "New Entrant" Program, in which every new commercial motor carrier company - Canadian, Mexican, or U.S. - that applies to operate within the United States will be subject to a safety audit in the first 18 months of operation before it receives a permanent safety decal. For motor carrier safety, the budget request calls for a total of $447 million, 22 percent above the FY 2003 request. In FY 2004, $223 million is requested to increase aggressive state enforcement of interstate commercial truck and bus regulations, and $224 million will support oversight of HAZMAT transportation, Federal safety enforcement programs, and border safety inspections.

- Motor Vehicle Safety. In 2001, the fatality rate per 100 million vehicle-miles traveled reached a historic low of 1.51; however, that same year over 6.3 million police-reported motor vehicle crashes occurred on our Nation's highways – one every five seconds. To help reduce highway fatalities and injuries, NHTSA is striving to increase safety belt usage from 69 percent in 1997 to 79 percent in 2004, and to lower the alcohol-related highway fatality rate from .65 per 100 million vehicle-miles traveled in 1997 to .53 per 100 million vehicle-miles traveled in 2004. In support of these goals, the budget request provides $218 million for NHTSA's safety operations and research programs, including $10 million for a crash causation study. It provides another $447 million for grants to states for targeted highway safety programs to counter drugged and drunk driving and to enforce safety belt use. Most of NHTSA's increase of $240 million, from the FY 2003 request, is attributed to the transfer of the safety belt use and impaired-driving law incentive programs from FHWA to NHTSA ($222 million).

- Rail Safety. FRA focuses on safety and security of the national rail system, primarily through inspectors who check the condition of the rail infrastructure. Accidents have declined nearly 70 percent since the late 1970s, and over the last three years, the Nation has had the lowest number of rail-related deaths and employee fatalities on record. Despite more than 2 million movements of HAZMAT cars, last year marked the lowest number of train accidents involving a HAZMAT release in five years. Intercity and commuter rail service has also had a remarkable safety record. Intercity and commuter trains moved more than 2.3 billion passengers during the past five years with only two fatalities resulting from derailments. FRA's 2004 budget request includes $131 million, an 11 percent increase over the FY 2003 request, to continue and improve the strong railroad safety record. Specifically, these funds support FRA's goals of reducing rail accidents and incidents, reducing grade crossing accidents, and contributing to the avoidance of serious HAZMAT incidents in transportation. New initiatives for FY 2004 include funding for a new track geometry vehicle that will allow FRA to inspect an additional 30,000 track miles each year; funding for new safety inspectors to respond to the rapidly increasing number of spent nuclear fuel and high-level nuclear waste shipments over rail; and funds for additional expertise in the areas of bridge safety and engineering.

- Transit Safety. FTA shares the Administration's emphasis on safety and security as the top priority of the Nation's transportation system. Due in part to FTA's commitment to safety, public transportation is the safest mode of surface transportation. According to the National Safety Council, riding a bus is 47 times safer than car travel. The FY 2004 budget requests almost $12 million for safety oversight and research projects and associated administrative costs. These funds will contribute to reducing the rate of transit-related fatalities, injuries and incidents.

- Pipeline Safety. Currently, a network of two million miles of pipelines transports natural gas to nearly 60 million residential and commercial customers in the United States. The Research and Special Programs Administration (RSPA) oversees the Department's national regulatory program to assure the safe transportation of natural gas, petroleum, and other hazardous materials by pipeline. RSPA's total request of $132 million in FY 2004 will focus on reducing the amount of oil or other hazardous liquids spilled from pipelines; reducing hazardous incidents; coordinating and advancing transportation research technology and education

activities to promote innovative transportation solutions; managing the Department's transportation-related emergency response and recovery responsibilities; and promoting the development of a safe hydrogen fuel infrastructure.

Aviation Safety

The proposed budget includes $8.7 billion for FAA to keep American aviation safe. The Nation's airspace system includes over 15,000 air traffic controllers, more than 3,000 significant airports, and over 300 air traffic control facilities. The FY 2004 budget request supports FAA's efforts to provide the safest possible system through additional investments in personnel and airspace safety technology, including systems to prevent runway incursions. The budget request provides funding for inspecting aircraft, certifying new equipment, and ensuring the safety of flight procedures and the competence of airmen and women. A total of $17 million in discretionary increases is requested in FY 2004 to hire an additional 302 air traffic controllers in anticipation of a surge in retirements, to expand selected safety programs, such as Safer Skies, and to hire an additional 20 aviation safety staff to monitor safety performance of the airlines. The President also requests funds to cover the operation and maintenance of new air traffic control equipment and to develop a replacement air traffic data and telecommunications system. In addition, the President's budget requests that the funding for HAZMAT program, a safety program, be transferred back to the FAA; in the FY 2003 budget, funding for the HAZMAT program was transferred to the Transportation Security Administration (TSA).

Mobility

Transportation is essential to America's security, economic prosperity, and quality of life. In light of today's global economy, it is more important than ever to have seamless transitions between modes of transportation, so that people and cargo can move effectively and efficiently.

The search for new technological and innovative solutions to our mobility challenges is well supported in the FY 2004 budget request, with investment in technology, research, and development proposed at $1 billion Development and increased use of technologies, such as Intelligent Transportation Systems (ITS), are proposed in the FY 2004 budget. A total of $121 million is requested for ITS research, operational tests, and deployment to further increase the number of integrated ITS locations.

Over the last 20 years, congestion has increased for all modes of transportation. To address this problem, as well as enhance infrastructure conditions, the Department is focusing on smart technology and system improvements. Initiatives supported by the FY 2004 budget request include expanding "intelligent" highway system technology and modernization of the airspace control system. The 2004 budget requests $35.7 billion to improve transportation mobility and economic growth.

Surface Mobility

- Highway Mobility. Improving the condition of highways and bridges is critical to transportation mobility. The federally supported National Highway System (NHS) comprises the most important national routes for trade and commerce. The system includes all Interstates and over 84 percent of other principal arterials. While the NHS accounts for only 4.1 percent of total road mileage in the United States, it handles 44.3 percent of total vehicle-miles traveled. Consequently, the condition of the NHS significantly impacts congestion, wear-and-tear on vehicles, and fuel consumption. In the past decade, highway and bridge conditions have steadily

improved. Of all vehicle-miles traveled on the NHS, 91.6 percent in 2002 were on pavements with acceptable ride quality.

The President's FY 2004 budget request reflects the first year of the Administration's proposal for the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21). The reauthorization builds on the successes of TEA-21, and links highway spending to incoming receipts into the Highway Trust Fund. The highway reauthorization proposal maintains the core programs under TEA-21 and proposes to streamline the delivery of the Federal-Aid Highways program, as well as furthering state flexibility. Also, the proposal directs all revenue from gasohol taxes to be deposited into the Highway Trust Fund, increasing available receipts by over $600 million per year.

The FY 2004 budget request includes an obligation limitation of $29.3 billion for the Federal-Aid Highways Program, an increase of $1 billion above estimated incoming receipts. This additional $1 billion funds a new infrastructure performance and maintenance initiative, which targets "ready-to-go" highway projects that address traffic bottlenecks and improve infrastructure conditions.

- Transit Mobility. Transit systems safely and efficiently move millions of people every day, reducing congestion, facilitating economic development and connecting people to their jobs and communities. Total capital investment in public transportation, including state, local and Federal funds, has increased by nearly 80 percent between 1991 and 2000, and now totals $9.1 billion annually. Transit ridership has increased every year since 1995, with 9.5 billion passenger trips in 2001.

  In FY 2004, FTA's Formula Grants and Major Capital Investment Grants programs will provide $7.0 billion in capital resources for infrastructure investment. This $7.0 billion request for infrastructure investment is expected to leverage another $7.8 billion in state and local support for transit. The FY 2004 budget request also leverages recent technological developments in transit, such as Bus Rapid Transit (BRT). Combining exclusive transit-ways, modern stations, high-tech vehicles, and frequent service, BRT provides – at a fraction of the cost – the high level of service that people want and expect from more expensive transit systems.

- Passenger Rail Mobility. Congress created the National Rail Passenger Corporation (Amtrak) in 1971 as a for-profit corporation providing a national passenger rail system. In 1997, Congress reaffirmed its intent that Amtrak become self-supporting by enacting the Amtrak Reform and Accountability Act. Nevertheless, the railroad has never earned a profit and has grown increasingly dependent on Federal financial assistance.

  In order for intercity passenger rail service to remain a viable component of the Nation's transportation system, fundamental changes are needed in Amtrak's structure and business practices. To facilitate change, the budget request proposes $900 million to support operations, undertake capital and infrastructure maintenance programs, to begin to address structural reforms that will improve Amtrak's future viability. In an effort to ensure that states play a major role in determining the route structure of a national passenger rail system, the Administration will encourage states to contribute to those routes they believe are critical to their transportation needs.

Aviation Mobility

The aviation industry is responsible for moving people and products, and it contributes approximately a trillion dollars to our economy. Nearly two million people a day travel on our Nation's airlines and more than one-third of the value of all goods are transported move by air.

Because travel demand for air service is returning to pre-September 11, 2001 levels, we cannot afford to reduce our commitment to investing in the Nation's air traffic control system and our airports, if we hope to meet our goals for on-time air travel. Maintaining our commitment to aviation mobility is a continuous challenge. The President's FY 2004 budget request maintains current levels of aviation infrastructure investment and expands the number of air traffic controllers, in part, by using some of the balances that have accumulated in the Airport and Airway Trust Fund.

The President's FY 2004 budget request provides $254 million to improve aviation efficiency, including $5 million to improve the flow of air traffic through such efforts as airspace redesign. In addition, $2.3 billion is requested to reduce aircraft delays by replacing old radars, automating terminal control facilities, and funding Free Flight and oceanic automation to improve flight route flexibility. FAA also looks to speed aircraft takeoff and landings by building additional runways with funding from the Grants-in-Aid for Airports program. The aim is to increase daily arrival capacity at the Nation's airports to more that 49,000 arrivals per day by the end of 2004, compared to an average of 47,000 arrivals per day in 2002.

Maritime Mobility

Current studies indicate that international trade is projected to reach two billion tons per year within the next twenty years – twice today's level. Globalization of trade is a significant consideration when looking forward toward our goals of a safer, simpler and smarter transportation program, and intermodal transportation will be a big part of our future success. This dramatic increase in international trade will place a significant stress on America's transportation system. Thus, we must investigate alternatives that can be used more effectively to manage freight growth and ease congestion throughout out system.

Human and Natural Environment

Transportation emissions contribute ozone, carbon monoxide, and particulate matter into the atmosphere. Approximately two-thirds of transportation-related emissions of those pollutants originate from on-road motor vehicles. However, total on-road mobile source emissions declined from 87 million tons in 1988 to 64 million tons in 1999, which marks a 26 percent improvement in a little more than a decade. The FY 2004 budget proposes $3.5 billion for environmental initiatives. FHWA will improve its stewardship of environmentally responsible transportation improvements. This will require further streamlining of the environmental review process and greater emphasis on program level and major project oversight activities in conjunction with the Federal, state and local agencies involved. The budget also requests funding to continue the success of the Congestion Mitigation and Air Quality program, which funds projects that will reduce emissions.

FTA continues to provide for a better human and natural environment by sponsoring research and tests of innovative technologies such as fuel cells (which emit no pollution) and alternative fuels that are less polluting than diesel fuel. In addition, the FY 2004 budget request includes $50 million for research and clean fuel bus procurement, which will help reduce particulate and carbon monoxide emissions.

FAA will further its environmental responsibilities by investing almost $500 million to address the environmental impacts of airport projects, primarily aircraft noise. FAA will provide expertise and funding to assist in abating the impacts of aircraft noise in neighborhoods surrounding airports by purchasing land, relocating persons and businesses, sound proofing residential homes or buildings used for educational and medical purposes, purchasing noise barriers and monitors, and researching new technologies.

The Maritime Administration (MARAD) continues to work diligently to help protect the environment through the disposal of obsolete vessels in the National Defense Reserve Fleet (NDRF). MARAD is required to dispose of the obsolete ships in the NDRF, which still has an inventory of over 130 vessels. The FY 2004 budget request includes $11 million to remove obsolete vessels, with MARAD continuing to pursue alternative disposal methods.

Homeland and National Security

The FY 2004 budget request provides $632.2million for the Department's homeland and national security activities, including $365 million for the FAA. The FAA funds will be used to hire 26 controllers to work with the Department of Defense to better manage and secure the national airspace. In addition, the FY 2004 budget proposes that internal FAA security funds be transferred back to the FAA from TSA, since the functions have remained at FAA. The request also includes $88 million for FAA information and facility security improvements, as well as funding for security-related airport grants.

The FY 2004 budget request includes $98.7 million for the Maritime Security Program, which together with the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, ensures DOD access to ships and crews during DOD mobilizations, and helps ensure the efficient flow of military cargo through commercial ports. The FY 2004 budget request also includes $62.4 million to support MARAD's Education and Training Programs, through the U. S. Merchant Marine Academy and six state maritime schools, to help provide skilled U. S. merchant marine officers, capable of serving both defense and commercial transportation needs.

The FY 2004 budget request includes $40 million for transit system security, which will remain a high priority in FY 2004. Emphasis will be given to improving the state of security knowledge among transit professionals through training and through the FTA's technical assistance efforts. FTA will also focus on testing and validating technology that can be used in a transit environment and rapidly deployed.

President's Management Agenda-Organizational Excellence

With approximately 60,000 employees and hundreds of programs, DOT faces significant challenges regarding customer satisfaction, employee effectiveness, and organizational performance and productivity. The FY 2004 budget request includes $95 million for the Office of the Secretary, including almost $25 million to strengthen the management of the Department's large information technology investment portfolio, and to improve the American public's access to information and services through electronic government. In addition, $45 million is requested to finance the 2004 costs for the new Department building that will consolidate headquarters operating functions into efficient, leased office space.

Conclusion

DOT's goal is to provide the resources necessary to support our Nation's transportation system. The funding requested in 2004 will help improve transportation safety, enhance homeland and national security, maintain and expand our transportation infrastructure and increase its capacity, reduce envi-

ronmental degradation, and improve the quality of life for all citizens. The following pages provide highlights of the Department's budget request by operating administration.

Technical Notes:

1) The President's 2003 budget request corrected a long-standing understatement of the true cost of literally thousands of Government programs. It distributed to each Department and Agency accruals related to Federal retirement that had previously been centrally funded. While the President's FY 2004 budget request still proposes to distribute the cost of accruals to each Department and Agency, the proposal is presented separate from the main body of the budget. Therefore, for comparison purposes, we have excluded accrual amounts from the FY 2003 and the FY 2004 requests.

2) Tables in this document may include detail that does not add due to rounding.

FY 2004 Performance Outlook

> Over time, agencies will be expected to identify high quality outcome measures, accurately monitor the performance of programs, and begin integrating this presentation with associated cost. Using this information, high performing programs will be reinforced and non-performing activities reformed or terminated.
>
> President George W. Bush
> *The President's Management Agenda*
> August 2001

The U.S. Department of Transportation (DOT) strongly supports the President's management agenda that encourages agencies to closely integrate budget and performance information. As the President has stated, doing so will improve both program management and investment decision-making processes, and ultimately create a citizen-centered, results-oriented government for the American people.

The FY 2004 budget request builds on DOT's successful implementation of the Government Performance and Results Act by strengthening the linkages between budgetary resources and programmatic outcomes that benefit the nation. The resources we are requesting will help DOT to achieve a transportation system that is safe, efficient, and secure.

Several DOT operating administrations' budget documents reflect the successful application of performance integration that the Federal Aviation Administration accomplished last year in its capital and research accounts. For example, the Federal Motor Carrier Safety Administration's (FMCSA) FY 2004 budget request consolidates its two operating accounts for general motor carrier safety operations and border enforcement operations, ensuring that funding for Federal operations in one budget account affords operational flexibility to FMCSA, while grant funding for state motor carrier safety programs remains separate and distinct. Also, the Federal Transit Administration's budget request consolidates several accounts to better align funding with outcomes sought.

DOT has also improved the linkages between the Department's Performance Plan and budget request, across the board, focusing more closely on the ties between program outputs, performance outcomes, and individual and organizational accountability for performance. The Department's performance goals and measures focus on core transportation missions, and fully reflect the Secretary's transportation priorities of safety, efficiency, and security. DOT's financial performance will be a key element of overall program performance. DOT will focus on its stewardship of taxpayer dollars along with increasing the beneficial effects created by the combined efforts of DOT's safety, security, mobility, environmental, economic growth, and organizational excellence programs.

The following tables summarize the President's FY 2004 budget request for DOT by strategic and organizational goals, key performance targets we will strive to achieve, and the Department's present status and progress in implementing the President's management agenda.

Budgetary Resources by Strategic and Organizational Goals
(Dollars in Millions)

Administration	Total	FY 2004 Request: Safety	Mobility & Economic Growth	Human and Natural Environment	Homeland & National Security	Organizational Excellence
Federal Aviation Administration	14,007	8,725	4,353	521	365	42
Federal Highway Administration	30,194	4,305	23,159	2,689	26	14
National Highway Traffic Safety Administration	665	663	0	2	0	0
Federal Motor Carrier Safety Administration	447	406	2	0	10	29
Federal Transit Administration	7,226	12	7,135	4	40	36
Federal Railroad Administration	1,089	177	909	1	1	2
Research and Special Programs Administration	132	100	3	21	2	7
St. Lawrence Seaway Development Corporation	14	0	14	0	0	0
Surface Transportation Board	20	0	10	0	0	10
Maritime Administration	219	0	21	16	175	7
Bureau of Transportation Statistics	36	1	25	0	1	9
Office of the Inspector General	55	0	0	0	0	55
Office of the Secretary	210	1	58	0	12	139
TOTAL, DEPARTMENT OF TRANSPORTATION:	54,314	14,390	35,689	3,253	632	349
Share of Total DOT Budgetary Resources:	100%	26.5%	65.7%	6.0%	1.2%	0.6%

1. Includes appropriations, obligation limitations, exempt obligations, and user fees.
2. Program-related administrative costs and general overhead are distributed proportionately.

PERFORMANCE PROGRESS REPORT

	...IN 2000	...IN 2002 1/	...2004 TARGET
SAFETY			
• Highway fatalities per 100 million vehicle miles	1.53	*1.50*	1.38
• Large truck-related fatality rate per 100 million truck miles	2.6	*2.4*	2.07
• Fatal accident rate for U.S. commercial air carriers per 100,000 flight hours	0.037	*0.026*	0.028
• Train accidents and highway-rail incidents per million train-miles	8.97	*7.93*	7.62
• Number of incidents for natural gas and hazardous liquid pipelines	381	*293*	310
• Number of serious hazmat incidents in transportation	565	*189*	509
MOBILITY AND ECONOMIC GROWTH			
• Percent of travel on the National Highway System (NHS) meeting pavement performance standards for acceptable ride	90.9	*91.6*	93.1
• Percent of total annual urban-area travel time occurring in congested conditions	29.3	*31.1*	32.3
• Percent of flights arriving on time	74.9	*82.3*	79.2
• Percent of key rail stations compliant with the Americans with Disabilities Act (ADA)	52	*77*	89
• Passengers (in millions) in international markets with open skies aviation agreements	56.8	*57*	62.7
HUMAN AND NATURAL ENVIRONMENT			
• Tons of hazardous liquids spilled from pipelines per millions of tons shipped	0.0131	*0.0109*	0.0126
• Number of people (in thousands) in the U.S. exposed to significant aircraft noise levels	440	*379*	436
• Ratio of wetlands taken to wetlands replaced per acre affected by highway infrastructure projects	3.8	2.7	1.5
HOMELAND AND NATIONAL SECURITY			
• Percent of DOD-required shipping capacity, complete with crews, available for mobilization requirements	92	94	94

1/ Italicized numbers represent preliminary estimates.

Government Management Priorities

Initiative	2002 Status	2002 Progress
Human Capital-DOT has not yet achieved the majority of its measurable results-driven outcomes. DOT's progress score reflects completion of a detailed Department-wide human capital strategy with timelines and specific deliverables, such as the establishment of a Departmental Human Capital Planning Council.	**Red**	**Green**
Competitive Sourcing-DOT did not meet the President's annual competitive sourcing goal for 2002 but did develop a comprehensive plan that identifies the positions to be evaluated for outsourcing. DOT will begin subjecting positions to competition with the private sector by late 2003.	**Red**	**Green**
Improved Financial Management-DOT's current financial management systems do not meet Federal financial system requirements. DOT is in the process of implementing a new accounting system - Delphi - which will be set up by the Spring of 2003. DOT received a clean audit opinion in February 2002. In addition, DOT is implementing a recovery auditing program to collect and reduce erroneous contract payments.	**Red**	**Green**
E-Government-DOT developed an IT security program to decrease cyber vulnerabilities by 75%. However, DOT remains red in status because major DOT IT projects remain over-budget and behind schedule, and it has yet to complete a department-wide IT enterprise architecture.	**Red**	**Green**
Budget/Performance Integration-DOT issued performance-based 2004 budget justifications for a number of agencies, and senior management has started using performance data in allocating resources. DOT is continuing to refine its measures to better connect spending to outcomes. Its mission will change significantly with the migration of components to the Department of Homeland Security.	**Yellow**	**Green**

Red=Unsatisfactory
Yellow=Good Progress
Green=Satisfactory

Federal Aviation Administration

Overview: The Federal Aviation Administration's (FAA) mission is to promote aviation safety and mobility by: building, maintaining, and operating the Nation's air traffic control system; overseeing commercial and general aviation safety through regulation and inspection; and providing assistance to improve the capacity and safety of our airports. The 2004 budget request for the FAA reflects the Administration's strong commitment to increase the performance and capacity of our aviation system. The total FAA FY 2004 request of $14 billion is approximately 3 percent higher than FAA's budget resources in FY 2003.

FEDERAL AVIATION ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 1/ Actual	2003 2/ Request	2004 2/ Request
Operations	6,877	7,077	7,591
Emergency Supplemental	200	0	0
Facilities & Equipment	2,912	2,981	2,916
Emergency Supplemental	108	0	0
Research, Engineering, and Development	195	124	100
Emergency Supplemental	50	0	0
Airport Grants (Ob Lim)	3,300	3,400	3,400
Emergency Supplemental	175	0	0
TOTAL	**13,818**	**13,582**	**14,007**

1/ Includes emergency supplementals, but not FY 2001 balances from the Emergency Response Fund ($393 million for Operations, $87.5 million for F&E, and $50 million for the Aviation Insurance Revolving Fund).

2/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

Operations: The President's FY 2004 budget requests $7.6 billion for FAA Operations, a 7.3 percent increase over FY 2003.

Most of the funds requested for FAA Operations in FY 2004 support the goal of maintaining and increasing aviation safety, reflecting the President's commitment in this area. Other significant amounts support mobility and homeland and national security.

FAA OPERATIONS
(Dollars in Millions)

	Safety	Mobility	Homeland and National Security	Other	Total
FY 2003 Request	6,690	241	93	53	7,077
FY 2004 Request	7,137	254	145	54	7,591

- Safety - The President's FY 2004 budget requests $7.1 billion to keep American aviation safe. This includes all funding for inspecting aircraft and ensuring the safety of flight procedures. It also includes funding for operating and maintaining the air traffic control system (including most of the salary and benefits cost for an estimated 18,287 air traffic control workforce and 9,267 system maintenance technician staff), funding for Commercial Space Transportation, and a share of agency overhead support costs. For FY 2004, the President proposes to enhance safety with $17 million in discretionary increases to hire an additional 302 air traffic controllers in anticipation of a surge in retirements, expand selected safety programs such as Safer Skies, and hire an additional 20 aviation safety staff to monitor safety performance of airlines.

  The President also requests funds to cover the operation and maintenance of new air traffic control equipment and to develop a replacement air traffic data and telecommunications system. In addition, the President's budget requests that the funds for the Hazardous Materials program, a safety program, be transferred back to the FAA instead of remaining in the Transportation Security Administration (TSA) budget, where it was transferred in the FY 2003 budget request.

- Mobility - The President's FY 2004 budget request provides $254 million to improve aviation efficiency. In addition to mandatory pay and non-pay increases, this includes $5 million in additional funds to improve the flow of air traffic through such efforts as airspace redesign.

- Homeland and National Security - The President's FY 2004 budget request provides $145 million for homeland and national security. This includes funds to hire 26 controllers to work with the Department of Defense to better manage and secure the national airspace.

- Other - The President's FY 2004 budget request provides $54 million to promote other goals, most notably organizational excellence and reductions in aviation noise.

Facilities and Equipment: The 2004 budget requests $2.9 billion to continue to improve and modernize the equipment central to the National Airspace System (NAS). The request includes:

- Safety - $538 million for projects that support safety performance goals to reduce aviation fatalities, such as improvements to weather sensing and reporting systems, safety information databases and computer systems to assist safety inspections, improvements to flight services for general aviation, and runway incursion research and new technology.

- Homeland and National Security - $88 million for projects to support security goals, including $42 million for security of NAS facilities and $12 million for information security.

- Mobility - $2.3 billion for projects to support mobility goals to reduce aircraft delays, such as replacement of older radars, new automation for terminal control facilities, Free Flight and oceanic automation to improve flight route flexibility, and significant infrastructure improvements to reduce outages caused by older, less capable facilities and equipment.

- Environment - $32 million for projects to support environmental performance goals, such as replacing fuel tanks at FAA facilities, removing environmental hazards, and cleaning up hazardous materials at identified sites.

Research, Engineering, and Development: $100 million, which includes $95 million for continued research on aviation safety issues. The remaining research funding is for environmental issues and support of the FAA laboratories.

Grants-in-Aid for Airports: $3.4 billion for planning and development of the Nation's airports, including grants for security, safety, capacity, and noise-reduction projects. Funding includes $70 million for administrative expenses and $17 million for airport-related technology research.

FEDERAL AVIATION ADMINISTRATION FACILITIES AND EQUIPMENT (Dollars in Millions)	
Safety	
New & Improved Weather System	17.1
Terminal Business Unit	137.6
Safety Database and Computer Systems	30.5
Safe Flight 21	30.3
Advanced Technology	13.6
Communication Systems	111.5
Lighting Systems	14.2
Flight Service Station Automation Systems	25.5
Other (including mission support)	75.5
Personnel compensation, benefits, and travel	82.8
Security	
Facility Risk Management	41.6
NAS Recovery Communications	12.0
Information Security	11.5
Other (including mission support)	9.1
Personnel compensation, benefits, and travel	13.5
Mobility	
Free Flight Phase 1	37.4
Free Flight Phase 2	113.1
Oceanic Automation	69.0
Navigation and Landing Aids	201.5
En Route Automation	347.7
Terminal Business Unit	458.1
Improve Communications Systems	166.2
Advanced Technology	13.2
Other (including mission support)	504.1
Personnel compensation, benefits, and travel	347.2
Environment	
Replace Fuel Tanks	5.6
Hazardous Materials Clean-Up	19.0
Other (including mission support)	2.7
Personnel compensation, benefits, and travel	5.0
Total	**2,916.0**

Federal Highway Administration

Overview: The mission of the Federal Highway Administration (FHWA) is to improve the quality and performance of our Nation's highway system and its intermodal connectors. Highways are the critical link in our Nation's transportation system, as virtually every trip we take and every good consumed passes over a road. Our challenge is to preserve and improve the 160,000 mile National Highway System, which includes the Interstate System and other roads of importance for homeland and national defense and mobility, while also improving highway safety and security, minimizing traffic congestion, and protecting the environment on these and other key facilities. The President's FY 2004 budget request of $30.2 billion will allow the FHWA to address these challenges.

FEDERAL HIGHWAY ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 1/ Actual	2003 2/ Request	2004 2/ Request
Federal-Aid Highways Obligation Limitation	30,622	27,574	29,294
Revenue Aligned Budget Authority (RABA) [non-add]	[4,519]	0	0
Other	448	0	0
Emergency Supplemental	242	0	0
Exempt Mandatory Federal-Aid Highways Obligations	1,007	884	931
Limitation on Admin Expenses [non-add]	[310]	[318]	[339]
TOTAL 3/	**32,319**	**28,458**	**30,225**
TOTAL, excluding RABA	**27,800**	**28,458**	**30,225**

1/ Amount in FY 2002 is net of $1.2 billion transferred from highways to transit.
2/ Excludes estimated accrual payments for civil service retirements and health benefits.
3/ Includes Revenue Aligned Budget Authority (RABA) in FY 2002. RABA is zero in FY 2003 and FY 2004.

FY 2004 Budget

Federal-Aid Highways Program - FHWA works with its partners in state and local government and in Federal land management agencies to ensure that our Nation's highways remain the backbone of an effective intermodal transportation network. FHWA's programs help safeguard the Nation's tremendous highway infrastructure investment, improve safety, protect the environment, reduce congestion, and improve the efficiency and operation of our highways.

The FY 2004 budget request includes an obligation limitation of $29.3 billion for the Federal-Aid Highways Program. The budget request links highway spending (including motor carrier safety and highway safety) to incoming receipts into the Highway Account of the Highway Trust Fund. The budget request also directs all revenue from gasohol taxes to the Highway Trust Fund, increasing available receipts by over $600 million per year. (Currently, 2.5 cents per gallon of the gasohol tax is deposited in the General Fund of the Treasury.) Ultimately, the request reflects a program level that is $1 billion over and above estimated receipts.

- Improving Mobility - The budget request creates a $1 billion program to fund a new highway infrastructure performance and maintenance initiative, which targets "ready-to-go" highway projects that address traffic bottlenecks and improve infrastructure conditions. This will help to continue the progress made on infrastructure conditions during the years covered by the Transportation Equity Act for the 21st Century (TEA-21). The program will also address chokepoints on major highways, thereby saving lives, time, fuel, money, and improving economic productivity.

  The proposal continues FHWA's major programs, including the National Highway System, Interstate Maintenance, Highway Bridge, Surface Transportation, and Congestion Mitigation and Air Quality Improvement Programs.

- Improving Safety - Improving transportation safety remains the Department's top priority as it seeks to reduce the loss of life in motor vehicle crashes. The budget proposal reflects efforts to improve infrastructure safety through improvements in roadway design and features, as well as through research focused on reducing fatalities from vehicles that leave the road, crashes at or near intersections, and collisions involving pedestrians. FHWA proposes increased flexibility in its safety grants to allow states to target their unique problems.

- Stewardship - FHWA will improve its stewardship of environmentally responsible transportation improvements, delivered on time and within budget. This will require further streamlining of the environmental process and greater emphasis on program level and major project oversight activities in conjunction with the Federal, state and local agencies involved. Additional administrative resources, including staffing, are requested for this purpose.

Federal Motor Carrier Safety Administration

Overview: The Federal Motor Carrier Safety Administration's (FMCSA) primary mission is to prevent commercial motor vehicle-related fatalities and injuries. The 2004 budget request for FMCSA -- totaling $447 million, 22 percent above the 2003 request -- will help meet this challenge. Large trucks represent about 4 percent of registered vehicles; however, they account for 7 percent of the vehicle-miles traveled on our Nation's highways. In 2002, 4,984 people died in crashes involving a large truck, compared to 5,082 in 2001 and 5,282 in 2000. While significant progress is being made toward meeting the agency's goal of saving lives by preventing truck and bus crashes, much more needs to be done.

FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Motor Carrier Safety Operations & Programs 2/	[163]	[169]	224
Motor Carrier Safety Grants 2/	[198]	[198]	223
Motor Carrier Safety	110	117	-
National Motor Carrier Safety Program	206	190	-
Border Enforcement Program	45	60	-
TOTAL	**361**	**367**	**447**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.
2/ New accounts for FY 2004. (FY 2002 and FY 2003 levels are shown as non-add for comparison purposes.)

FY 2004 Budget

Motor Carrier Safety Operations & Programs: $224 million, 33 percent above FY 2003, is requested to support critical motor carrier program activities that will reduce crashes, save lives, and prevent injuries on our Nation's highways. The FY 2004 budget proposes the following funding requests aimed at meeting DOT's strategic goals and performance targets:

- Highway Safety - $174 million is dedicated to reducing the incidence and severity of commercial truck and bus crashes by: advancing truck and bus standards and oversight; increasing compliance and enforcement with Federal Motor Carrier Safety Regulations (including safety audits on new commercial trucking firms); extend commercial truck and bus safety education and outreach; and improving commercial truck and bus safety information. Funds are also included for maintaining a comprehensive safety inspection program at the southern border to ensure that Mexican trucks entering the United States are meeting Federal safety regulations (the border was opened to Mexican commercial truck and bus traffic in November 2002).

- Hazardous Materials Safety
  mercial truck and bus incidents involving hazardous materials (HAZMAT) by: increasing compliance and enforcement with Federal Hazardous Materials Regulations; implementing a new national HAZMAT permit program; and improving HAZMAT safety information.

- Hazardous Materials Security - $10 million is requested to improve the security of trucks transporting hazardous materials by: examining HAZMAT driver identities for security risks; continuing HAZMAT security education and outreach; and improving commercial truck security risk assessment information.

- Mobility and Economic Growth - $2 million is requested to improve the efficiency and integrity of commercial truck and bus transportation by: ensuring compliance with Federal Motor Carrier Safety Regulations through increased household goods carrier enforcement efforts, and maintaining a nationwide safety violation and consumer complaints telephone hotline.

- Organizational Excellence - $29 million is requested to increase accountability and program performance through the maintenance and completion of an improved headquarters and field administrative and information technology infrastructure.

Motor Carrier Safety Grants: $223 million, 13 percent above FY 2003, is requested to increase aggressive state enforcement of interstate commercial truck and bus regulations as part of the Federal/state partnership aimed at meeting DOT's strategic goals and performance targets:

- Highway Safety - $214 million is requested to support state enforcement, regulatory compatibility, and safety information capabilities. This includes $165 million dedicated to Motor Carrier Safety Assistance Program (MCSAP) state grants. Grants will be used to support state motor carrier compliance reviews; roadside inspections; enforcement of violations noted in roadside inspections; and a new safety program requirement that new commercial trucking firms pass a safety audit within the first 18 months of operations in order to receive permanent registration. State safety enforcement efforts at the southern border are funded at $23 million to ensure the safety of Mexican trucks and buses entering the United States. In addition, $22 million is included to improve state commercial driver's license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and $4 million is provided for the Performance Registration Information Systems and Management (PRISM) program, which links state motor vehicle registration systems with carrier safety data in order to identify unsafe commercial trucks and buses.

- Hazardous Materials Safety - $9 million is requested to initiate a grant program in support of State HAZMAT enforcement and regulatory compatibility at the northern border to ensure that all points of entry to the U.S. transportation system are fortified with comprehensive safety measures.

National Highway Traffic Safety Administration

Overview: The National Highway Traffic Safety Administration (NHTSA) conducts critical behavioral and vehicle programs, and provides grants to the states for the administration of highway traffic safety programs. In 2001, traffic crashes were the leading cause of death for persons ages 4 through 33, claiming more than 42,000 lives and accounting for over 95 percent of transportation-related deaths. The economic cost of motor vehicle crashes is estimated to be more than $230 billion annually. Emerging demographic trends, such as a continuing increase in the number of drivers and a significant growth in both elderly and teenage drivers, pose increased traffic safety challenges that must be addressed. The President's FY 2004 budget request includes $665 million for NHTSA to carry out its mission. The request reflects an increase of $18 million (4 percent) above the FY 2003 program level, plus the transfer of the safety belt use and impaired-driving law incentive programs from the Federal Highway Administration to NHTSA.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/2/ Request
Operations & Research	201	200	218
Highway Traffic Safety Grants	223	225	447
TOTAL	**424**	**425**	**665**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

2/ Includes $222 million of TEA-21 resources for the Sections 157 and 163 grant programs formerly appropriated to the Federal Highway Administration. NHTSA has always administered these funds; therefore, the budget proposes that the funding be appropriated directly to NHTSA.

FY 2004 Budget

Operations and Research: The FY 2004 budget request includes $218 million for Operations and Research activities to reduce highway fatalities, prevent injuries, and significantly reduce their associated overwhelming economic toll. The request includes:

- Research and Analysis - $68 million is dedicated to reducing highway fatalities and injuries by providing leadership in the area of crash causation and crash prevention research, including developing studies and programs to determine the effects that crashes have on the human body. The following initiatives are funded: crashworthiness research for occupant protection and studies on the causes of human injury in highway crashes; crash avoidance research; national crash data systems; a new Motor Vehicle Crash Causation Study; and driver distraction testing.

- Highway Safety Programs - $40 million is dedicated to reducing highway fatalities and injuries by funding programs committed to change driver behavior, a critical factor in reducing the number of highway fatalities and injuries. NHTSA will develop and disseminate programs that address impaired driving deterrence, increased safety belt usage, and correct placement of child safety restraints. Funds will provide for emergency medical system development and education, and strategies for strengthening motorcycle safety, pedestrian, bicycle, and pupil transportation safety, as well as occupant protection usage surveys.

- Safety Assurance - $17 million is dedicated to reducing highway fatalities and injuries by removing unsafe vehicles from the roadways. Activities include testing of vehicles to ensure compliance with Federal Motor Vehicle Safety Standards and adequately maintaining a legislatively required database to track vehicle defects.

- Safety Performance Standards - $11 million is dedicated to reducing highway fatalities and injuries by providing for the following: crash avoidance and crashworthiness testing; initiatives to evaluate child safety seats; braking performance ratings development; and studies to improve seating systems and headlight glare reduction. Through the New Car Assessment Program, consumers will be provided with information on frontal and side impact protection, and rollover resistance of light vehicles.

- Salaries and Expenses - $82 million is provided to maintain the existing workforce and to hire, train, and develop safety professionals; maintain critical information systems; design, print and distribute safety-related literature; and cover other operational costs and services.

Highway Traffic Safety Grants: NHTSA's highway traffic safety grant program will help reduce highway fatalities and injuries through many unique and innovative new grant programs. The FY 2004 budget request of $447 million includes: $287 million to support a full range of highway safety programs in every state, territory, and Indian nation, including an impaired driving initiative in which grants are awarded strategically to states where the greatest gains in reducing alcohol-related fatalities can be made; $100 million for Safety Incentive Grants for Primary Safety Belt Laws; $50 million for State Traffic Safety Information Systems Improvement programs to support improvements in highway safety data systems; and $10 million for a new Emergency Medical Services Initiative to assist states in adopting comprehensive wireless emergency and response systems.

Federal Transit Administration

Overview: The Federal Transit Administration (FTA) provides leadership, technical assistance and financial resources for safe, technologically advanced public transportation that enhances mobility and accessibility, improves America's communities, preserves the natural environment, and strengthens the National economy. Transit systems safely and efficiently move millions of people every day, reducing congestion, facilitating economic development, and connecting people to their jobs and communities. The proposed FY 2004 budget is $7.2 billion, the same as the FY 2003 President's budget request. The FY 2004 budget request maintains the Federal commitment to transit and, when combined with state and local funding, will promote mobility and accessibility, address critical safety and security vulnerabilities, and further the President's management agenda.

FEDERAL TRANSIT ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 1/ Actual	2003 2/ Request	2004 2/ Request
Formula Grants and Research	--	--	5,615
Formula Grants	4,681	3,839	--
Major Capital Investment Grants	--	--	1,534
Capital Investment Grants	4,791 3/	3,036	--
Job Access & Reverse Commute	125	150	--
Research & Planning	176	122	--
Other	73	79	77
TOTAL	**9,845**	**7,226**	**7,226**

1/ Includes a net of $1,115 million in FHWA Flex Funding for Formula Grants and $60 million in FHWA Flex Funding for Research & Planning.

2/ Excludes estimated accrual payments for civil service retirement and health benefits.

3/ Includes $1,900 million in emergency supplemental resources for the Lower Manhattan recovery effort.

FY 2004 Budget

Program Restructuring and Consolidation: The FY 2004 budget request reflects program streamlining and consolidation, and supports the President's goal of creating a customer-focused, outcome-based Federal Government. In FY 2004, FTA proposes to consolidate a number of transit programs to give states and localities additional flexibility to meet the mobility needs in their communities without the constraints and administrative burdens that the current budget structure imposes.

Formula Grants and Research: The President's budget requests $5.6 billion for transit purposes, including security, planning, bus and railcar purchases and maintenance, facility repair and construction, and where eligible, operating expenses. The program includes grants specifically targeted to urbanized areas and, through states, to non-urbanized areas and to transportation providers that address the special transportation needs of the elderly, low-income, and persons with disabilities. In addition, funds proposed for the Formula Grants and Research program will contribute approximately $7 million to improve the accessibility of over-the-road buses, nearly $5 million for the Alaska Railroad, and $3.5 million for the National Transit Database that will support important research and training activities. The following highlights major programs within this account:

- Urbanized Area Programs - $4,739 million is requested for the Urbanized Area Formula program and the Fixed Guideway Modernization program, which help meet the rehabilitation and refurbishment needs of existing fixed guideway systems. FTA is fully committed to the President's mandate that the Federal Government become customer-focused and outcome-based. Creating an outcome-based performance incentive program to promote increased transit ridership in every community is a key feature of this budget request. This proposal represents an important and effective means to focus attention on better meeting the needs of current and potential transit riders.

- State Administered Programs - $741 million is requested for programs to be administered directly by the states, including the Non-Urbanized Area Formula Program, the Elderly and Persons with Disabilities Program, and the Job Access and Reverse Commute Program. The Administration is also seeking legislation to provide $145 million for the New Freedom Initiative. This initiative supports the President's goal of reducing barriers to work for persons with disabilities by providing funding to states to implement innovative transportation solutions. This program will increase access and opportunities for Americans with disabilities, and strengthen the communities in which they live and work.

- National Research - Nearly $50 million is requested for National Research. This program includes $31.5 million for the National Research Program, $8.3 million for the Transit Cooperative Research Program, $4 million for the National Transit Institute training programs, and $6 million for the University Transportation Research Program.

- Planning - $70 million is requested to support the activities of regional planning agencies and states, helping them to plan for transit investments that best meet the needs of the urban and rural communities they serve. This includes funding for Metropolitan Planning and Statewide Planning.

Major Capital Investment Grants: $1.5 billion is proposed in FY 2004 for the construction of new fixed guideway and non-fixed guideway corridor systems and extensions to existing systems.

- New Starts - $1,515 million is requested for New Starts projects. The budget request reflects a proposed expansion of the New Starts program to make new non-fixed guideway transportation corridor projects eligible for funding, and to encourage project sponsors to consider more cost-effective transit options that may not require a fixed guideway. The FY 2004 budget request includes funding for 26 existing, pending or proposed Full Funding Grant Agreements (FFGAs), which are multi-year contractual agreements between FTA and the grantees. Located in every geographic area of the country and in cities of all sizes, these projects include commuter rail, light rail, heavy rail, and bus rapid transit. When completed, they will carry over 190 million riders annually, save over 61 million hours in travel time annually, and significantly improve mobility in America. The table on page 29 lists the New Starts projects recommended for funding in 2004.

- Planning - $19 million is requested to support the activities of regional planning agencies and states, and to facilitate planning for transit investments that best meet the needs of the communities they serve. This includes funding for metropolitan and statewide planning.

Transit Security: $40 million is requested to support transit security, which will remain a high priority in FY 2004. This funding includes the one percent of Urbanized Formula Grant funding that is statutorily required to be spent on security initiatives. Emphasis will be given on improving the state of security knowledge among transit professionals through training and through the FTA's technical assistance efforts. FTA will also focus on testing and validating technology that could be used in a transit environment and rapidly deployed into transit systems nationwide.

Project and Financial Management Oversight: To provide oversight of FTA grants, $66 million is requested in FY 2004. Project management and financial management oversight are core management responsibilities of FTA, and essential to good stewardship of Federal taxpayers' dollars.

FEDERAL TRANSIT ADMINISTRATION

FY 2004 Proposed Section 5309 New Starts
(Dollars in Millions)

Existing Full Funding Grant Agreements (FFGAs)		
California	San Diego – Mission Valley East LRT Extension	65.0
California	San Francisco – BART Extension to San Francisco Airport	169.9
Colorado	Denver – Southeast Corridor LRT	80.0
District of Columbia	Washington – Largo Metrorail Extension	65.0
Florida	Fort Lauderdale – Tri-County Commuter Rail Upgrades	18.4
Illinois	Chicago – Douglas Branch Reconstruction	85.0
Illinois	Chicago – North Central Corridor Commuter Rail	20.0
Illinois	Chicago – Southwest Corridor Commuter Rail	20.0
Illinois	Chicago – Union-Pacific West Line Extension	12.0
Maryland	Baltimore – Central LRT Double-Track	40.0
Minnesota	Minneapolis – Hiawatha Corridor LRT	75.0
New Jersey	Northern New Jersey – Hudson-Bergen MOS-2	100.0
New Jersey	Northern New Jersey – Newark Rail Link MOS-1	22.6
Oregon	Portland - Interstate MAX LRT Extension	77.5
Pennsylvania	Pittsburgh – Stage II LRT Reconstruction	30.2
Puerto Rico	San Juan – Tren Urbano	43.5
Tennessee	Memphis – Medical Center Extension	9.2
Texas	Dallas – North Central LRT Extension	30.2
Utah	Salt Lake City – Medical Center Extension	30.7
Pending FFGAs		
California	Los Angeles – Eastside Corridor LRT	55.0
California	San Diego – Oceanside Escondido Rail Corridor	48.0
Louisiana	New Orleans – Canal Street	36.0
Proposed FY 2004 FFGAs		
Illinois	Chicago – Ravenswood Line Extension	45.0
Nevada	Las Vegas – Resort Corridor Fixed Guideway	40.0
New York	New York – Long Island Rail Road Eastside Access	75.0
Washington	Seattle – Central Link Initial Segment	75.0
Proposed Project Funding		
	Projects in Preliminary Engineering and Final Design	121.2
	Ferry Capital Projects [Alaska/Hawaii]	10.3
	Oversight Set Aside [1%]	15.2
Total		**1,515.0**

Federal Railroad Administration

Overview: The Federal Railroad Administration's (FRA) mission is to ensure that our Nation has safe, secure, and efficient rail transportation that enhances the quality of life for all. FRA's FY 2004 budget request represents, first and foremost, a commitment to both continue and improve the Nation's strong railroad safety record. It also addresses the changing paradigm of the national intercity rail passenger service, and advances research projects that directly support the safety of the Nation's transportation system. The total request of $1.089 billion reflects an increase of 53 percent over the FY 2003 request for FRA. The majority of this increase is due to a significant change in the request for grants to the National Passenger Rail Corporation (Amtrak).

FEDERAL RAILROAD ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Amtrak	826	521	900
Safety & Operations	116	118	131
Research & Development	29	28	35
Next Generation High-Speed Rail	32	23	23
Pennsylvania Station	20	20	--
Other	20	--	--
TOTAL	**1,044**	**711**	**1,089**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

Grants to the National Passenger Rail Corporation (Amtrak): FRA's role in the future of intercity passenger rail transportation makes mobility and economic growth a major performance segment for the agency. The FY 2004 budget request includes $900 million in grants to Amtrak. Of this amount, $671 million is for operating costs, with the remaining $229 million for maintenance and for capital and infrastructure improvements. In an effort to ensure that states play a major role in determining the route structure of a national passenger rail system, the Administration will work with the Congress and the states as part of the reauthorization of intercity passenger rail, to better define the Federal/state partnership in support of that service. As part of this proposal, states will be encouraged to contribute funding to those routes they believe are critical to their transportation needs.

Safety & Operations: Safety remains FRA's most important performance segment. The FY 2004 budget request includes $131 million to support the Department's goal of reducing transportation-related deaths and injuries. Specifically, the funds requested in FY 2004 support FRA's goals of reducing rail accidents and incidents, reducing grade crossing accidents, and contributing to the avoidance of serious hazardous materials incidents. The FY 2004 budget request reflects an increase of 11 percent over the FY 2003 request for this account. New initiatives include funding for a new track geometry vehicle that will allow FRA to inspect an additional 30,000 track miles each year; funding for new safety inspectors to respond to the rapidly increasing number of hazardous material shipments over rail; and funds for additional expertise in the areas of bridge safety and engineering.

Railroad Research and Development: In FY 2004, $35 million is requested to support research efforts in the areas of rail systems safety, track structures, train occupant protection, human factors in train operations, rolling stock and components, track and train interaction, track control, grade crossings, and hazardous materials. The budget request includes an increase of $7 million over last year's level. This increase will continue the installation of the Nationwide Differential Global Positioning System, which will provide precise positioning and navigation information to ensure the safety and security of lives and property throughout the United States. The increase also enables FRA to continue other research projects in support of the Department's safety mission.

Next-Generation High-Speed Rail: The President's FY 2004 budget requests $23 million to support high-speed train control systems, track and structures technology, corridor planning, grade crossing hazard mitigation, and high-speed non-electric locomotives. Funds in this account support the Department's mobility and economic growth goals of reducing transportation time by supporting and demonstrating high-speed train control systems, corridor planning, and high-speed non-electric locomotives.

Pennsylvania Station: No funds are requested in FY 2004, as FY 2003 was the last year of the FY 2000 advance appropriation for the Pennsylvania Station project.

Research and Special Programs Administration

Overview: The Research and Special Programs Administration (RSPA) serves as a Departmental resource for multimodal research, and efforts to improve the safe transportation of hazardous material and cargo by all modes. In FY 2004, RSPA's focus is on reducing the amount of oil or other hazardous liquids spilled from pipelines; reducing hazardous materials incidents; coordinating and advancing transportation research technology and education activities to promote innovative transportation solutions; managing the Department's transportation-related emergency response and recovery responsibilities; and promoting the development of a hydrogen fuel infrastructure and standards for hydrogen vehicle fuel systems. RSPA also provides planning and training grants to states and Indian tribes to improve hazardous materials emergency preparedness. The total RSPA request of $132 million in 2004 represents an increase of $9.6 million, or 8 percent, from 2003.

RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Research and Special Programs	40	44	51
Emergency Preparedness Grants	14	14	14
Pipeline Safety	58	64	67
TOTAL	**112**	**123**	**132**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

Hazardous Materials Safety Program: The FY 2004 budget requests $25 million, 8 percent ($1.9 million) above FY 2003, to reduce serious hazardous materials (HAZMAT) incidents, with a target of no more than 509 in 2004. This additional funding will enhance RSPA's ability to ensure that HAZMAT regulations are followed by the thousands of new HAZMAT shippers and carriers that came under RSPA's regulations in 1998, and also provides for early, pro-active participation in the safety oversight of containment systems that will be used to ship spent nuclear fuel and high-level radioactive waste to Yucca Mountain, Nevada, and Skull Valley, Utah.

Emergency Preparedness Grants: The FY 2004 request provides $14 million, the same level of funding as FY 2003, for states to train hazardous materials responders and improve response plans.

Research and Technology: For RSPA's research programs, the budget requests a total of $3 million, the same level as FY 2003, to improve DOT's Research and Development program and to promote development of a safe hydrogen fuels infrastructure so that alternative fuel vehicles can be deployed commercially.

Emergency Transportation Program: The FY 2004 budget requests $4 million, a 75 percent increase ($1.6 million) over FY 2003. This increase is key to preparing the Nation's transportation system to aid people and property harmed by natural disasters or weapons of mass destruction through rigorous training and advance preparation, and through the operation of a central Crisis Management Center so the Department can make timely and informed decisions to respond to any transportation disaster. As a result of September 11, 2001, the FY 2004 budget proposes additional funding to ensure that the Department can timely communicate and immediately respond not only to transportation disasters caused by nature, but also to disasters caused intentionally, such as terrorist acts.

Pipeline Safety: The budget requests $67 million, 5 percent ($3.2 million) above 2003, to hold serious pipeline incidents to no more than 310 in 2004 and to reduce hazardous liquids spilled in pipelines to a level that equates to no more than 2.2 teaspoons for every 100 gallons shipped 3,000 miles coast-to-coast.

Maritime Administration

Overview: The Maritime Administration's (MARAD) mission is to promote the development and maintenance of an adequate, well-balanced U.S. merchant marine that is sufficient to carry the Nation's domestic waterborne commerce and a substantial portion of its waterborne foreign commerce, and to serve as a naval and military auxiliary in time of war or national emergency. Through the management of the Maritime Security Program, the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, MARAD helps support national security and strategic mobility by assuring access to ships and crews for Department of Defense mobilizations. MARAD's Education and Training Programs, through the U. S. Merchant Marine Academy and six State Maritime Schools, help provide skilled U. S. merchant marine officers, capable of serving both defense and commercial transportation needs. Through its ship disposal program, MARAD also continues to address the environmental risks posed by over 130 obsolete ships in the National Defense Reserve Fleet. The FY 2004 budget request of $219 million is an increase of $11.9 million (6 percent) above the 2003 President's budget request. Of this increase, $8.7 million is for MARAD programs and $3.2 million is for salary and mandatory expenses.

MARITIME ADMINISTRATION BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Maritime Security Program	99	99	99
Operations & Training	89	93	104
Ship Disposal	0	11	11
Maritime Guaranteed Loans	37	4	4
TOTAL	**225**	**207**	**219**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

Operations and Training: The FY 2004 budget request includes $104 million to support the U.S. Merchant Marine Academy, State Maritime Schools, and MARAD operations. All three programs support homeland and national security, mobility and economic growth. The budget request includes $52.9 million for the Merchant Marine Academy, including a continuation of $13 million for critical capital improvement projects, $9.5 million for the State Maritime Schools, and $42 million for MARAD Operations. The request reflects a program increase of $2.2 million for the Academy to address staffing needs, improve the academic program to meet accreditation requirements, and support the increased cost of food and health service contracts critical to the basic needs of the cadets. An increase of $1.9 million is requested for State Maritime Schoolship maintenance and repair. This will support the maintenance of an additional schoolship acquired for the Great Lakes Maritime Academy and a capital preservation program to prolong the life of the six vessels in the schoolship program. The FY 2004 request proposes to extend the availability of schoolship maintenance and repair funds to two years. The program increase of $4.6 million in MARAD Operations will provide information technology resources to meet statutory computer security requirements and implement information technology business and management processes.

Maritime Security Program: The FY 2004 budget request includes $98.7 million for the Maritime Security Program, as authorized. This fleet consists of 47 active, militarily useful, privately-owned vessels to meet national defense and other security requirements, and to maintain a U.S. presence in international commercial shipping. The Maritime Security Program, together with the Voluntary Intermodal Sealift Agreement Program and the Ready Reserve Force, assures DOD access to ships and crews during DOD mobilizations, and helps ensure the efficient flow of military cargo through commercial ports.

Ship Disposal: The FY 2004 budget request includes $11 million to remove obsolete ships from the National Defense Reserve Fleet (NDRF). MARAD is required to dispose of the obsolete ships in the NDRF by 2006, and still has an inventory of over 130 vessels. MARAD continues to pursue alternative disposal methods, such as export and artificial reefing initiatives with other Federal agencies to minimize any impact on the human and natural environment.

Maritime Guaranteed Loan Program: Consistent with the Administration's intent to eliminate corporate subsidies, no funds are requested for loan guarantees. The budget request of $4.5 million is for the administration of the existing loan guarantee portfolio.

Ready Reserve Force: The Ready Reserve Force (RRF) is funded in the Department of Defense (DOD) budget, but managed by MARAD. MARAD will meet priority DOD sealift requirements and readiness levels for the RRF with the current estimate of $227.2 million for FY 2004 activities.

Saint Lawrence Seaway Development Corporation

Overview: The U.S. Saint Lawrence Seaway Development Corporation (SLSDC), a wholly owned government corporation and an operating administration of DOT, is responsible for the operations and maintenance of the U.S. portion of the Saint Lawrence Seaway between Montreal and Lake Erie. This responsibility includes maintaining and operating the two U.S. Seaway locks located in Massena, NY, and vessel traffic control in areas of the Saint Lawrence River and Lake Ontario. In addition, the SLSDC performs trade development functions designed to enhance utilization of the Great Lakes Saint Lawrence Seaway System.

The SLSDC coordinates its activities with its Canadian counterpart, the Saint Lawrence Seaway Management Corporation (SLSMC), particularly with respect to rules and regulations, overall day-to-day operations, traffic management, navigation aids, safety, environmental programs, operating dates, and trade development functions. The unique binational nature of the Seaway System requires 24-hour, year-round coordination between the two Seaway entities.

The SLSDC's 2004 performance goal is to ensure that the locks are available 99 percent of the time for passage. In 2002, SLSDC achieved 99.1 percent system availability through periodic inspections of lock equipment and a thorough winter maintenance program.

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION BUDGET
(Dollars in Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Operations and Maintenance (HMTF)	13	14	14
TOTAL	13	14	14

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

The FY 2004 budget request totals $14.4 million from the Harbor Maintenance Trust Fund, which together with miscellaneous other non-federal revenues, will finance SLSDC's 2004 activities.

Office of the Inspector General

Overview: The Inspector General Act of 1978, as amended, established the Office of the Inspector General (OIG) as an independent and objective organization within DOT. The Inspector General is committed to fulfilling this statutory mission and assisting the Secretary, Members of Congress and senior Department officials in achieving a safe, efficient, and effective transportation system that furthers our vital national interests and enhances the quality of life of the American people.

OFFICE OF THE INSPECTOR GENERAL BUDGET
(Dollars in Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Salaries and Expenses	51	57	55
Emergency Supplemental	1	0	0
TOTAL 1/	52	57	55

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

Salaries and Expenses: The FY 2004 budget request for the OIG totals $62.9 million to support a staff of 430 full-time equivalent employment. This budget request includes a $55 million appropriation and $7.9 million in reimbursable funding as follows: $2.25 million from FAA, $2 million from FTA, $3.5 million from FHWA, and $100,000 from the National Transportation Safety Board. For comparability purposes, the President's FY 2004 budget submission includes $11 million in FY 2002 and $12 million in FY 2003 under the Department of Homeland Security to reflect the shift of some OIG responsibilities to the new Department.

Office of the Secretary

Overview: The Office of the Secretary provides policy development, oversight and coordination for the overall planning and direction of the Department. The total request in FY 2004 of $210 million is $39 million, or 23 percent, more than FY 2003.

OFFICE OF THE SECRETARY BUDGET
(Dollars In Millions)

	2002 1/ Actual	2003 2/ 3/ Request	2004 3/4/ Request
Salaries and Expenses	67	92	109
Planning, R & D	15	11	11
Civil Rights and MBRC	13	13	12
New HQs Building	0	25	45
Essential Air Service	63	30	33
TOTAL	**157**	**171**	**210**

1/ An additional $50 million for the Essential Air Service program was financed from balances in the FAA Facilities & Equipment account.

2/ An additional $83 million for the Essential Air Service program is to be financed from FAA Airport Grants.

3/ Excludes estimated accrual payments for civil service retirement and health benefits.

4/ An additional $17 million for the Essential Air Service program is to be financed from prior year fees.

FY 2004 Budget

Salaries and Expenses: $108.9 million is requested for FY 2004, including almost $25 million to strengthen the management of the Department's large information technology investment portfolio, increase security of its information and technical infrastructure against cyberthreats, and improve the American public's access to information and services through electronic government. For comparability purposes, the President's FY 2004 budget submission includes $20 million in FY 2002 and $20 million in FY 2003 under the Department of Homeland Security to reflect the shift of OST personnel and administrative resources to the new Department.

Planning, Research, and Development: $10.8 million is requested for 2004, including $4 million for a comprehensive analysis of aviation practices, mergers, and international alliances to support the formulation of national transportation policies.

Office of Civil Rights: The FY 2004 budget request includes $8.6 million to support internal and external civil rights and equal opportunity matters; enforce Federal civil rights statutes; investigate EEO complaints; support the Disability Resource Center; support the Shared Neutrals Alternative Dispute Resolution Program; and oversee and coordinate equity programs throughout the Department.

Minority Business Resource Center (MBRC): $3.9 million is requested for MBRC activities. $0.9 million in Federal subsidy and administrative expenses will support an $18 million short-term loan guarantee program to assist small, disadvantaged and women-owned transportation-related businesses; and $3 million will fund the MBRC Outreach program, which includes a clearinghouse for national dissemination of information on transportation-related projects and grants to minority educational institutions.

Essential Air Service: $50 million is requested for FY 2004, and is to be fully financed through aviation overflight fees. The budget proposes significant changes to the program to target subsidies where they are most needed, require local support through matching funds, and broaden the program to provide transportation alternatives where alternate airports are within reasonable driving ranges.

New Headquarters Building: $45 million is requested to finance the FY 2004 costs for the new Department of Transportation headquarters building. The goal is to consolidate the Department's headquarters operating functions into efficient leased buildings in the District of Columbia.

Surface Transportation Board

Overview: The Surface Transportation Board (STB) is charged with promoting substantive and procedural regulatory reform in the economic regulation of surface transportation, and with providing an efficient and effective forum for the resolution of disputes and the facilitation of appropriate business transactions. In the performance of its functions, the STB seeks to resolve matters brought before it fairly and expeditiously through the use of its regulatory exemption authority, the streamlining of the decisional process, and the consistent application of legal and equitable principles. The STB continues to strive to develop, through rulemakings and case disposition, new and better ways to analyze unique and complex problems, to reach fully justified decisions more quickly, and to reduce the costs associated with regulatory oversight.

SURFACE TRANSPORTATION BOARD BUDGET
(Dollars In Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Salaries & Expenses	18	19	20
TOTAL	**18**	**19**	**20**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

The FY 2004 budget request for the STB totals $19.5 million, to be financed by appropriation and the offsetting collection of user fees. The STB, established in 1996 pursuant to the ICC Termination Act of 1995, is responsible for the economic regulation of the rail industry and the transportation of commodities by pipeline other than oil and gas. The STB is also responsible for certain non-licensing regulation of motor and water carriers.

Bureau of Transportation Statistics

Overview: The Bureau of Transportation Statistics' (BTS) mission is to develop high-quality transportation data and information. The FY 2004 budget request of $35.5 million - $31.5 million from the Highway Trust Fund and $4 million from the Airport and Airways Trust Fund - reflects a proposal to sharpen the agency's focus around five core data programs and two cross-cutting research programs. Resources will be used to develop timely and reliable freight, travel, economics, airline, and geospatial data. The research programs will develop and publish key indicators of national transportation system performance, and improve statistical methods and standards to address transportation-specific problems.

BUREAU OF TRANSPORTATION STATISTICS BUDGET
(Dollars in Millions)

	2002 Actual	2003 1/ Request	2004 1/ Request
Bureau of Transportation Statistics (TF)	[31]	[31]	[32]
Office of Airline Information (TF)	0	4	4
TOTAL	**[31]**	**[35]**	**[36]**

1/ Excludes estimated accrual payments for civil service retirement and health benefits.

FY 2004 Budget

BTS' activities are aimed at informing transportation policymakers, planners, and researchers - the people who solve transportation problems. Planned outputs in 2004 include:

- Freight and travel flow - replace infrequent, incomplete freight and passenger flow surveys with continuous data collection programs that fill critical gaps.
- Measurement - develop reliable indicators of transportation system performance.
- Economic analysis - explain how transportation activity, investment, and disruption impacts the larger economy.
- Geospatial data - map transportation and related data for planning, policy, and homeland and national security.
- Airlines statistics - deliver timely data and analysis on airline activity, performance, and financial condition.

BTS is publishing transportation profile reports for every State. These reports include maps based on data from BTS' Commodity Flow Survey.

BUDGETARY RESOURCES
(Dollars in Millions)

ADMINISTRATION	2002 Actual	2003 Request	2004 Request
Federal Aviation Administration	13,818	13,582	14,007
Federal Highway Administration	32,319	28,458	30,225
National Highway Traffic Safety Administration	424	425	665
Federal Motor Carrier Safety Administration	361	367	447
Federal Transit Administration	9,845	7,226	7,226
Federal Railroad Administration	1,044	711	1,089
Research & Special Programs Administration	112	123	132
St. Lawrence Seaway Development Corporation	13	14	14
Surface Transportation Board	18	19	20
Maritime Administration	225	207	219
Bureau of Transportation Statistics 1/	[31]	[31]	[32]
Office of the Inspector General	52	57	55
Office of the Secretary	157	171	210
Total DOT Appropriations	**58,388**	**51,366**	**54,314**

NOTE: Columns may not add due to rounding. Includes Appropriations, Obligation Limitations, User Fees, Asset Sales and Mandatory Highway Obligations in annual Appropriations Acts.

1/ Additional BTS funding from the Highway Trust Fund of $31 million in FY 2002 and FY 2003 and $32 million in FY 2004 is included in the FHWA totals.

BUDGET AUTHORITY
(Dollars in Millions)

ADMINISTRATION	2002 Actual	2003 Request	2004 Request
Federal Aviation Administration	13,529	13,582	14,007
Federal Highway Administration	34,325	31,100	30,412
National Highway Traffic Safety Administration	422	425	665
Federal Motor Carrier Safety Administration	354	375	447
Federal Transit Administration	9,845	7,226	7,226
Federal Railroad Administration	1,043	709	1,089
Research & Special Programs Administration	112	123	132
St. Lawrence Seaway Development Corporation	13	14	14
Surface Transportation Board	17	18	18
Maritime Administration	581	160	302
Bureau of Transportation Statistics	0	4	4
Office of the Inspector General	52	57	55
Office of the Secretary	157	171	210
SUBTOTAL	60,450	53,960	54,583
Offsetting Collections	-231	-299	-357
Total Budget Authority	**60,219**	**53,661**	**54,226**

NOTE: Columns may not add due to rounding

Discretionary Budget Resources, Mandatory Outlays and Credit Activity 1/

(Dollars in millions)

	2002 Actual	Estimate 2003	Estimate 2004
Spending			
Discretionary Budget Resources:			
Office of the Secretary	137	121	178
Federal Aviation Administration	13,803	13,582	14,007
Federal Highway Administration	31,767	27,574	29,294
NYC: repairs to highways and ferry service after 9/11	342	0	0
Federal Motor Carrier Safety Administration	354	367	447
National Highway Traffic Safety Administration	422	425	665
Federal Rail Administration	944	710	1,089
NYC: repairs to Amtrak tunnels after 9/11	100	0	0
Federal Transit Administration	6,768	7,226	7,226
NYC: repairs to transit after 9/11	1,900	0	0
Highway "flex" funding transferred to transit	1,177	0	0
Research and Special Programs Administration	98	107	118
Maritime Administration	216	207	218
All other programs	71	81	92
User fees	-52	-122	-49
Total, Discretionary budget resources	58,047	50,278	53,285
Mandatory Outlays:			
Federal Highway Administration	1,272	1,301	1,302
Office of the Secretary	2,240	468	32
(Airline recovery after 9/11) [non-add]	*2,222*	*50*	*0*
All other programs			
Existing law	80	-169	-294
Legislative proposal (Federal-aid Highways Emergency Relief	0	0	27
Total, Mandatory outlays	3,592	1,600	1,067
Credit activity			
Direct Loan Disbursements:			
Transportation Infrastructure Finance and Innovation Program (TIFIA)	51	500	953
Railroad Rehabilitation and Improvement Program	101	205	198
All other programs	3	7	7
Total, Direct loan disbursements	155	712	1,158
Guaranteed Loans:			
Transportation Infrastructure Finance and Innovation Program (TIFIA)	0	120	160
Maritime Guaranteed Loans (Title XI)	225	338	0
Minority Business Resource Center	5	18	18
Total, Guaranteed loans	230	476	178

1/ This presentation is identical to the Department of Transportation chapter of the *Fiscal Year 2004 Budget of the United States Government* .

OUTLAYS
(Dollars in Millions)

ADMINISTRATION	2002 Actual	2003 Request	2004 Request
Federal Aviation Administration	13,096	13,371	14,162
Federal Highway Administration	30,605	29,023	29,675
National Highway Traffic Safety Administration	414	473	553
Federal Motor Carrier Safety Administration	275	464	419
Federal Transit Administration	7,696	7,178	7,339
Federal Railroad Administration	1,295	809	1,142
Research & Special Programs Administration	27	193	137
St. Lawrence Seaway Development Corporation	13	14	14
Surface Transportation Board	15	22	19
Maritime Administration	585	366	262
Bureau of Transportation Statistics 1/	0	4	4
Office of the Inspector General	48	62	55
Office of the Secretary	2,300	629	251
SUBTOTAL	56,366	52,611	54,037
Offsetting Collections	-231	-299	-357
Total Outlays	**56,135**	**52,312**	**53,680**

NOTE: Columns may not add due to rounding.

1/ In all years, BTS outlays from the Highway Trust Fund are included in the FHWA totals.

FULL TIME EQUIVALENT EMPLOYMENT (FTE)

ADMINISTRATION	2002 Actual	2003 Request	2004 Request
Federal Aviation Administration	52,100	49,465	50,163
Federal Highway Administration	2,871	2,920	2,962
National Highway Traffic Safety Administration	661	666	671
Federal Motor Carrier Safety Administration	864	1,058	1,118
Federal Transit Administration	507	540	542
Federal Railroad Administration	754	794	817
Research & Special Programs Administration	900	967	1,014
St. Lawrence Seaway Development Corporation	152	157	157
Surface Transportation Board	143	145	145
Maritime Administration	859	954	958
Bureau of Transportation Statistics	113	160	147
Office of the Inspector General	454	470	430
Working Capital Fund	300	281	239
Office of the Secretary	558	612	618
Total Full Time Equivalent Employment	**61,236**	**59,189**	**59,981**