

# FY 2000 Budget In Brief

*A visionary and vigilant ...*

## One DOT

*... funding*

*transportation*

*excellence*

*in the*

*21st*

*Century.*

RODNEY E. SLATER  
SECRETARY OF TRANSPORTATION

## Contents

Overview	4
Agencies:	
Federal Aviation Administration	16
United States Coast Guard	19
Federal Highway Administration	22
National Highway Traffic Safety Administration	25
Federal Transit Administration	28
Federal Railroad Administration	32
Research and Special Programs Administration	35
Maritime Administration	38
Saint Lawrence Seaway Development Corporation	40
Surface Transportation Board	40
Bureau of Transportation Statistics	41
Transportation Administrative Services Center	41
Office of Inspector General	41
Office of the Secretary	42
Tables	44

## From the Secretary

The Department of Transportation's budget for fiscal year (FY) 2000, the first in the 21st century, invests in the nation's future in the new millennium, in a transportation system that is far more complex today than it was only a decade ago. Historic levels of Federal transportation investment -- over \$50 billion -- are proposed in the FY 2000 budget. This is an increase of more than 37 percent from 1992, reflecting the importance of transportation infrastructure investment and the need to improve critical transportation operations while investing in other Clinton Administration priorities.

We have defined our strategic goals for the transportation system in terms of safety, mobility, economic growth and trade, human and natural environment, and national security. Our strategies to achieve our transportation goals use established means as well as innovative methods that deal with new realities. The budget includes important efforts in each of these strategic areas. To lead our nation and the world requires vision in our thinking and vigilance in our actions.

Transportation safety is our number one priority. We will work toward the elimination of transportation-related fatalities and injuries through implementation of our aviation Safer Skies agenda, strengthening of proven highway safety measures like the encouragement of seat belt use, increasing the use of effective motor carrier safety techniques, and development of improved technology to find and rescue those in danger at sea. The budget includes a funding increase of eight percent for critical transportation safety programs.

Funding for programs that increase our mobility will increase five percent above the current level, supporting the critical programs reauthorized in the Transportation Equity Act for the 21st Century as well as Amtrak and aviation programs.

I am proud to present this budget request in support of the Administration's commitment to transportation excellence in the 21st century. In the coming year, I look forward to making this commitment a reality.

***Rodney E. Slater***  
***Secretary***



# **Safety: Promote the public health and safety by related deaths, injuries, and property**

## **Transportation - Critical to America's Economy**

America's transportation system is the circulatory system of our economy. A strong and efficient transportation system provides businesses with access to materials and markets, and people with access to goods, services, recreation, and other people. It touches every one of us every day.

Transportation contributes 11 percent of the nation's gross domestic product and constitutes 19 percent of spending by the average household in America -- as much as for food and health care combined, and second only to spending on housing. The U.S. transportation system carries over 4 trillion passenger-miles of travel and 3.7 trillion ton-miles of domestic freight every year -- generated by more than 260 million people and 6 million businesses. And this transportation is becoming increasingly intermodal in nature.

The U.S. Department of Transportation (DOT) is the lead Federal agency for our nation's transportation system. The fiscal year (FY) 2000 budget request provides the resources to ensure a safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people into the 21st century. That is our mission. It provides what the American people expect and deserve from their transportation system. A total of over \$50.5 billion is proposed for transportation investments in FY 2000, to sustain and improve transportation safety, mobility and security, and increase transportation's contribution to economic growth and trade, and to mitigate transportation's effect on the environment.

## **Making Transportation Safer - To Protect the American Family**

Transportation is a part of every good and service produced in the economy, and the mobility it provides is an essential ingredient of daily life. These benefits, however, come at a cost measured not only in dollars. With the enormous scale of transportation in the United States, the potential toll of transportation fatalities and injuries, oil consumption and imports, and air and water pollution is high. In order to continue meeting the challenge now and in the next century, we must use existing capacity more intelligently and focus on

## working toward the elimination of transportation-damage.

eliminating negative impacts. For example, the safety activities conducted in the highway, rail, maritime and aviation areas are a balance of improving vehicles and addressing human behavior. For pipelines, the focus is on preventing damage to underground facilities through better excavation practices, and improving communication systems and location capabilities.

Transportation safety is the Department's highest priority, and the FY 2000 budget proposes \$3.4 billion in direct safety funding in reflection of the Administration's commitment to improving transportation safety. This is an eight percent increase over the FY 1999 funding level.

### **On the Land...**

Highway crashes, in particular, are a significant burden on society, beyond the hardships experienced by the immediate families and communities of the individuals involved. Annually, approximately 42,000 people are killed and over 3 million injured. These crashes impact our economy by costing over \$165 billion each year, including \$14 billion paid from tax dollars for such expenses as emergency services, health care and rehabilitation.

There are real opportunities to improve in safety performance. Drinking and driving, as well as failure to use seat belts, heavily contribute to traffic fatalities. Last year, 63 percent of those motor vehicle occupants who died were not using seat belts. In addition, almost 60 percent of the small children who died in traffic crashes were not in safety seats. Unquestionably, the best way to save lives and prevent injuries on the road is for each of us to assume responsibility. We must ensure that every vehicle occupant is properly using the appropriate safety restraint device. This will become even more important in the future, since the problem is expected to keep pace with rising demographic and economic trends unless the Federal government and our State and local partners take aggressive action.

Seat belt use currently saves about 10,000 lives annually. The latest statistics indicate that seat belt use in the United States increased substantially in 1997, yet this use continues to lag behind the use rates of other countries. It has been clearly



demonstrated that significant gains can be made in belt use rates through expanded public awareness campaigns. Therefore, additional funding is requested for programs to increase seat belt use to 85 percent in 2000, and toward attaining the President's goal of 90 percent by 2005. Achieving that goal will save over 5,000 additional lives a year.

In FY 2000, the Department proposes \$890 million in highway safety funding within the Federal Highway Administration, 6 percent above FY 1999, and \$404 million, 12 percent above FY 1999, for the National Highway Traffic Safety Administration to advance critical highway safety programs. These resources will help encourage states to pass strong anti-drunk driving legislation and to strengthen occupant protection laws. They will also help states fight their highway problems directly through increased enforcement and education programs designed to meet local conditions.



The railroad industry is undergoing an unprecedented period of dramatic growth. Since 1990, revenue ton-miles of traffic have risen by more than a third, and rail intermodal traffic has increased more than 40 percent. This means more trains competing for space on increasingly congested track. Rail lines operating at or near capacity demand zero tolerance for safety hazards. The Federal Railroad Administration (FRA) will continue to expand its collaborative efforts with rail operators and workers to

determine the root causes of systemic railroad safety problems. This approach is producing tangible safety improvements -- rail crashes and fatalities are down by 8 percent and 17 percent respectively since 1993. DOT's rail safety programmatic and research efforts will address grade crossings, bridge integrity, other human factor issues, train control, and new technology. Direct rail safety spending will increase by 38 percent to \$132 million in FY 2000, strengthening FRA's ability to achieve its safety goals.

#### **In the Air...**

We Americans enjoy the safest skies in the world and DOT is committed to making them even safer by reducing the fatal aviation accident rate by 80 percent within 10 years. To reach that goal the Federal Aviation Administration's (FAA) Safer Skies agenda focuses on the most critical safety

issues -- controlled flight into terrain, loss of control, uncontained engine failures, runway incursions, approach and landing, weather, pilot decision making, survivability, passenger seat belt use, carry-on baggage, child restraints, and passenger interference issues. Funding for aviation safety will increase by almost 7 percent to \$1 billion in FY 2000.

#### **At Sea...**

There are many dramatic examples of the Coast Guard's efforts to save lives at sea and, in fact, the Coast Guard saves one life every two hours. In 1998, the Coast Guard saved over 5,000 lives, assisted 93,000 people in distress, and saved nearly \$2 billion in property. The FY 2000 budget includes additional funding for Coast Guard to expand its search and rescue capability, by acquiring equipment that can operate in heavy weather, better detect those in distress, and better protect crewmen. Safety spending for Coast Guard programs will increase by almost 6 percent to \$909 million, for critical safety programs like Search and Rescue, Boating Safety, and Marine Safety.



# Mobility: Shape America's future by ensuring a efficient, and offers flexibility of

## Better Managing Our Transportation Infrastructure - To Increase Our Mobility

A visionary and effective transportation system is defined not by mode of transportation, but by the ability of those who use the system to reach their destinations efficiently and economically.

Over the past six years, we have worked to fulfill the President's commitment to rebuild America's infrastructure. For example,



- conditions, as measured by pavement roughness, have improved on most highway systems over the past two years;
- transit capacity has increased by 3.5 percent in just two years;
- nationally important roads and bridges have been improved; and
- a number of airport capacity expansion projects have been undertaken.

Despite significant progress, a transportation system that serves a growing America still requires more capacity, better connections, and improved conditions and performance. The transportation solutions of the past -- building more roads, bridges and airports -- can no longer be our first choice to give Americans the mobility they need. It's too expensive and too damaging to our communities and our environment. Instead, our transportation system should be better managed to make more efficient use of our existing system, leaving new capacity as a solution only when other strategies fall short. A total of \$39.8 billion is proposed for transportation mobility programs, 5 percent more than FY 1999.

The Federal-Aid Highway obligation limitation is proposed at \$27.3 billion, almost 7 percent over the 1999 level, which includes over \$3 billion for highway safety and environmental programs. The new Transportation Infrastructure Finance and Innovation Act (TIFIA) is fully funded at \$81 million. In FY 2000, TIFIA can support up to \$1.8 billion in maximum credit assistance which would leverage up to \$2.7 billion in infrastructure projects. These funds will help launch projects sooner by attracting private and non-federal public investment.



## transportation system that is accessible, integrated and choices.

For the 80 million Americans who do not drive, transit is a means of access to school, work, or to the market. Through the Formula Grant and Capital Investment Grant programs, the Federal Transit Administration helps our nation's transit system move people safely and efficiently. Transit lessens congestion and helps the environment by slowing the growth of auto traffic. Transit programs are funded at a record level of \$6.1 billion in the FY 2000 budget.

Passenger rail service is another critical component of our nation's transportation network. Amtrak plays a vital role in densely populated regions like the Northeast Corridor and in many rural areas where it is the only alternative to the automobile. The FY 2000 budget proposes \$571 million in Federal capital funding for Amtrak. This funding will give Amtrak the ability to upgrade its system, and replace aging rail cars in preparation for the demands of the 21st century. In addition to this core Amtrak support, \$47 million in FRA is proposed to enhance high-speed rail initiatives outside the Northeast Corridor. Funding will address next-generation technology, train control, and grade crossing safety in designated high-speed rail corridors.

To increase capacity, improve safety and help mitigate noise for areas adjacent to airports, \$1.6 billion is requested for airport improvement grants in FY 2000. This funding, coupled with a proposal to permit airports to raise additional funding through airport passenger facility charges, helps to make it possible to meet airport infrastructure needs.

The FY 2000 budget includes several programs that change the way we do things, and offer "more" from the existing system.

- The air traffic control operational activities most closely involved with the day-to-day activities of the aviation industry are proposed to be converted to a Performance Based Organization. This should enable these activities to run with a more customer-focused and business-like approach.
- The Department's Intelligent Transportation System Program, funded at \$271 million in FY 2000, is a key component in an overall strategy of expanding capacity through technology. By helping with technology like electronic toll collection and enroute travel information, drivers can select the best route for a trip to avoid unnecessary delay and reduce congestion.
- The Nationwide Differential Global Positioning System will provide

# Economic Growth and Trade: Advance domestically and internationally through

positioning, navigation, and timing accuracy for the nation's surface transportation network. This system, funded at \$10.4 million in FY 2000, will provide a basic service to encourage safe and efficient movement of trains and other modes of transportation.

- The Free Flight Phase One Program, funded at \$185 million in FY 2000, will provide capacity and scheduling benefits to aviation users, taking advantage of advanced technology. Most of the components of this program are controller decision support automation tools that give controllers the ability to maximize the use of congested airways and runway capacity at large airports. Increased efficiency and fuel savings are projected for free flight because system capacity will be more fully used and pilots will be able to select the flight paths that are the most fuel efficient.
- Research targeted at reducing the cost of developing and implementing maglev systems is funded at \$20 million.

## Advancing Our Economic Growth and Trade

The economy is about jobs and a better standard of living for all Americans. The economy grows and works best when there are no impediments to goods and people getting where they need to go -- thus an economy that works for all Americans depends on a transportation system that is safe and serves all areas of the nation efficiently.

For some of our citizens, the lack of transportation is a major obstacle that prevents them from moving from welfare to work. People can't go to work if they can't get to work, and full funding of the Job Access and Reverse Commute Program will help them make those crucial, transitional links through both traditional transit and alternatives such as vanpools. The Department is committed to helping these people as one of its priorities. The FY 2000 budget includes \$150 million for Job Access and Reverse Commute Grants, double the 1999 level, to help the unemployed and disadvantaged secure affordable transportation to work and training opportunities that support their finding and holding jobs.

In order to improve U.S. competitiveness globally and to meet our national security needs, the Maritime Administration's Title XI Program helps maintain U.S. shipbuilding capacity. Since 1994, this program has guaranteed 366 ship construction projects and 6 shipyard modernization projects, together totaling

## America's economic growth and competitiveness efficient and flexible transportation.

over \$2.9 billion. In FY 2000, the budget proposes \$10 million to provide loan guarantees totaling an estimated \$120 million.

In an effort to increase efficiency and global competition, the Department will continue to pursue its policy of Open Skies, seeking to establish free markets for air commerce between the U.S. and other nations of the world. In 1998, the U.S. more than doubled the number of signed Open Skies agreements.



# Human and Natural Environment: **Protect affected**

## Reducing Transportation's Environmental Effects

Transportation makes our communities more livable, and enhances the quality of our lives. But,

transportation can also generate undesired environmental consequences. The FY 2000 budget includes several programs and initiatives aimed at reducing air and water pollution, preserving wetlands and open space, and making transportation facilities more compatible with the environment. No matter how much we do to improve the capacity and efficiency of our transportation system, we cannot call our approach "intelligent" unless we recognize and tend to the effects on our environment, and ultimately our health.



Funding for DOT environmental programs increases by 13 percent to \$3.9 billion in FY 2000. A large part of the Department's environmental strategies are funded by the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, which the Transportation Equity Act for the 21st Century reauthorized and changed so that air quality maintenance areas are eligible for CMAQ funding. This will help communities sustain the efforts that help them reach healthy air standards.

Through the CMAQ program and other transportation enhancements, the Department helps communities meet national standards for healthy air by funding innovative projects which promote transit ridership, clean fuels, and emissions-reducing inspection and maintenance programs. In addition, bicycle and pedestrian-oriented projects have provided community and recreational alternatives to the car in many of our heavily populated urban areas. The Department proposes \$1.8 billion in FY 2000 for the CMAQ program.

Both the Coast Guard and FAA play vital roles in protecting the quality of the environment and helping to prevent the adverse health effects from environmental damage. For FY 2000, the Department requests \$344 million for the Coast Guard to prevent pollution, conduct pollution investigations, and

## and enhance communities and the natural environment by transportation.

supervise federally-funded cleanups; and \$81 million to ensure that all DOT facilities are environmentally safe.



Prolonged exposure to high levels of noise is a critical environmental concern. To continue addressing this problem, the FY 2000 budget supports continuation of the FAA's Noise Mitigation program, which helps families and businesses relocate away from airports where noise exceeds healthy levels. This effort is a complement to the Stage III aircraft rule, which will take full effect in 2000.

To improve transportation's energy efficiency and reduce transportation's effect on the environment, \$20 million is proposed to promote the development and demonstration of Advanced Vehicles, Components, and Infrastructure. This research effort will be geared to demonstrate technologies for enhancing energy efficiency and reducing dependence on foreign oil. In addition, \$5 million is proposed to increase our efforts to develop fuel cell technology for use on both land and sea: this technology shows the promise of decreasing the environmental impact of transportation very significantly and needs to be developed to a point where it can be commercially viable and useful to the public.

The Administration is committed to providing communities with new tools and resources to preserve green space, ease traffic congestion, and pursue regional "smart growth" strategies. As part of this effort, funding for the Transportation and Community and Preservation Pilot Program is proposed to double. This funding will be used to support implementation of strategies that improve transportation efficiency and reduce environmental impacts.

# National Security: Advance our nation's vital the National Security ensuring that the mobility and that

## Protecting Our Nation's Security

DOT plays a critical role in ensuring that the U.S. transportation system is secure, that U.S. borders are safe from illegal intrusion, and that the transportation system has the capacity to meet national defense needs in time of emergency. Funding for DOT national security programs is proposed at \$1.5 billion.

As international travel continues to grow, we must remain vigilant in our efforts to prevent terrorism, and to protect Americans and our visitors as well. For FY 2000, the budget proposes \$100 million for the FAA to continue to purchase explosive detection equipment to be deployed at our nation's airports.

In FY 1998, the Coast Guard intercepted and confiscated 82,623 pounds of cocaine and 31,390 pounds of marijuana. To protect our shores from drug smugglers, the FY 2000 budget proposes \$566 million for the Coast Guard's drug interdiction program, improving performance over the 1999 level and accelerating progress towards the 2002 interdiction goal.

The Coast Guard also directly contributes to national security by interdicting illegal aliens trying to reach our shores (in FY 1998, 3,648 illegal aliens were interdicted by the Coast Guard) and by carrying out its national defense mission which directly enhances regional stability in support of the National Security Strategy. The Coast Guard also provides the unique military services of environmental defense operations, maritime interdiction operations, and deployable port security.

The budget also includes \$99 million to provide operating assistance to 47 vessels under the Maritime Security program, assuring their availability for national defense.

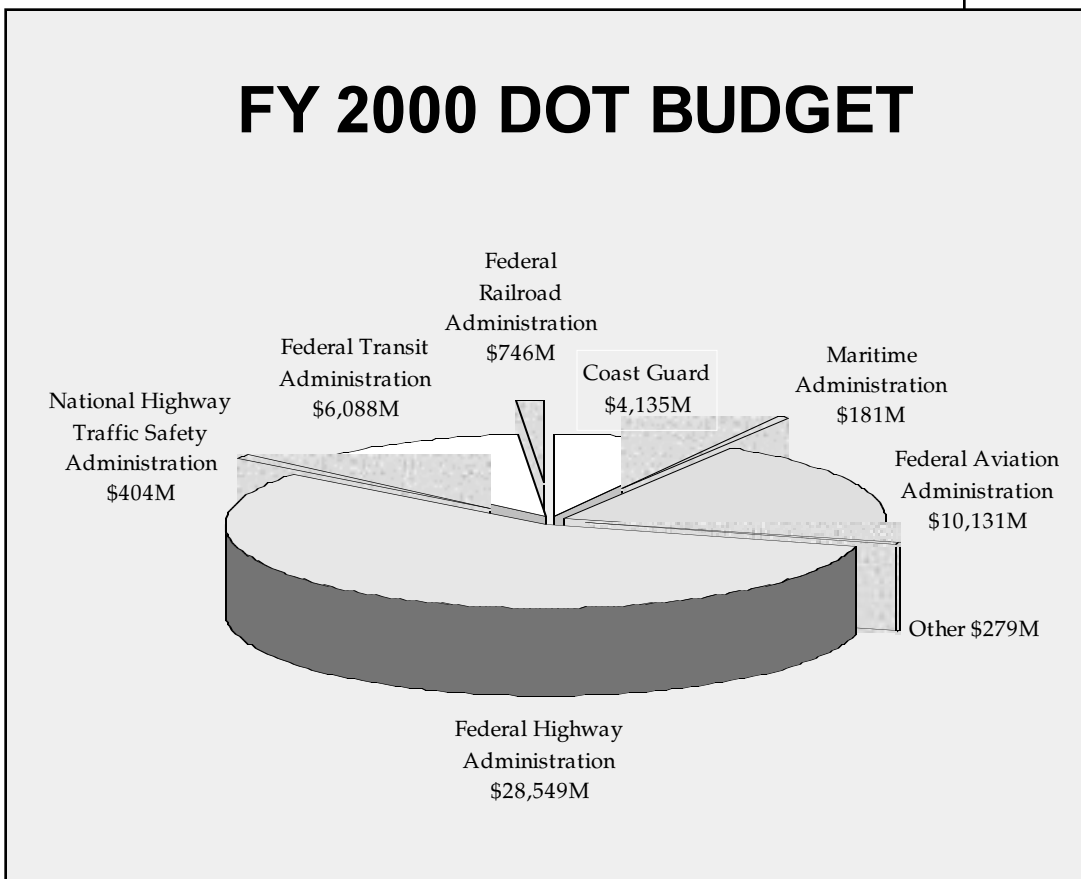


security interests in support of national strategies such as Strategy and National Drug Control Strategy by transportation system is secure and available for defense our borders are safe from illegal intrusion.

## A Transportation System for the Future

The FY 2000 budget reflects the principle that as a nation we must prepare for the future -- and build a transportation system that is international in reach, intermodal in form, intelligent in character and inclusive in service. We must do this through a reinvented government that works better and costs less and is based on the principle of common sense. In recent years, DOT has recognized that integrating our efforts is imperative if we are able to continue to lead the world in transportation excellence in the new millennium. This integrated approach is the foundation for the One DOT management strategy, a change in both the culture within DOT and the way we conduct business. To do less would not be responsive to the needs of the generations to come.

The chart below reflects the FY 2000 budget request by DOT Operating Administration.



# Federal Aviation Administration

## GOALS AND RESULTS:

**Safety:** Reduce the fatal aviation accident rate for commercial air carriers from a 1994-1996 baseline of 0.037 fatal accidents per 100,000 flight hours. The 2000 target is 0.033 per 100,000 -- with the reduction to be achieved in six key areas outlined in the Safer Skies agenda. *1998 was marked by no fatalities onboard U.S. carriers.*

Reduce the general aviation fatal accident rate from a 1994-1996 average of 1.67 per 100,000 flight hours. (Specific target to be developed by June 1999.) *In 1997, we achieved a 10 year low of 1.42 per 100,000 flight hours.*

Reduce the number of runway incursions to a level 15 percent below a 1997 baseline of 318 incursions. The FY 2000 target is at or below 270 incursions. *Runway incursions represent an especially challenging problem, as 1997 reached a 10 year high.*

Reduce the rate of operational errors and deviations by 10 percent from 1994 baselines of 0.54 errors and 0.11 deviations per 100,000 facility activities. The 2000 targets are 0.486 for errors and 0.097 for deviations. *In 1997, FAA achieved a 10 year low of 0.49 errors per 100,000 activities.*

**Mobility:** Maintain in good or fair condition at least 93 percent of runways at all commercial service airports and reliever airports, as well as selected general aviation airports. *FAA has met or exceeded this standard since 1993.*

## Highlights of the FY 2000 Budget:

The FY 2000 budget request for the Federal Aviation Administration (FAA) continues the strong national commitment to a safe, efficient, and modern aviation system. Two major areas that will be emphasized in 2000 are the safety initiatives to reduce the fatal accident rate on U.S. commercial carriers 80 percent by 2007 and the upgrading of air traffic control automation to allow efficiencies through more direct flights. The budget proposes to collect cost-based user fees for air traffic services, eventually making these services fully fee funded.

**Operations:** \$6.039 billion, an 8.5 percent increase over FY 1999 that provides for mandatory cost increases and additional staffing.

- To keep pace with the growth of aviation, the FY 2000 budget for **Air Traffic Services** is \$4.7 billion, an increase of 8 percent over FY 1999.



Reduce the rate of air travel delays by 5.5 percent from a 1992-1996 baseline of 181 delays per 100,000 activities. The FY 2000 target is 171 per 100,000 activities.

Increase access to the nation's airports during adverse weather conditions by publishing 500 GPS approaches per year for the next three years, from a prior year (FY 1995-1998) baseline of 1,453 GPS approaches. The FY 2000 target is to complete at least 2,453 approaches total. *In 1997, FAA published 585 GPS approaches.*

**Economic Growth and Trade:** Increase the number of flight segments that aircraft are able to fly off ATC-preferred routes from 75 percent in FY 1996 to 80 percent in FY 2000.

**Human and Natural Environment:** Reduce the number of people in the U.S. exposed to significant aircraft noise by at least 64 percent from the 1995 baseline of 1.7 million. The FY 2000 target is at or below 600,000. *This reflects steady progress from a level of 3.4 million in 1985 -- we have already cut that number in half, and aim to cut it in half again.*

**National Security:** Increase the detection of explosive devices and weapons that may be brought aboard aircraft. (Detection rates are sensitive information protected under 14 CFR Part 191. The 1998 baseline and targeted increases will be made available to appropriate parties as needed.)

The increase includes funding for 100 additional field maintenance technicians and \$80 million to bring on-line and maintain air traffic control and aeronautical navigation equipment now being delivered as part of the modernization of the air traffic control system.

- **Aviation Regulation and Certification**, responsible for safety, and **Civil Aviation Security** are funded at \$668 million and \$145 million, respectively. The budget provides for 30 additional aviation medicine, certification and rulemaking personnel, plus over \$3 million to support the Safer Skies agenda to improve aviation safety and \$10 million to improve information security.

**Facilities & Equipment:** \$2.319 billion, an increase of 11 percent over FY 1999, to improve and modernize the national air space system infrastructure. The request includes:

- \$1,124 million for procurement and modernization of air traffic control



facilities. Of this, \$130 million for the standard terminal automation replacement system project will fund procurement of 51 systems, providing a fully digital infrastructure to terminal control facilities and more sophisticated software automation aids for air traffic controllers. \$85 million is provided for replacement of the Host computer and display replacement system for enroute centers. \$136 million is provided to procure 24 terminal digital radar systems.

- \$447 million for development, test and evaluation of new systems. Major areas are automation and communication improvements in support of Free Flight Phase I. Allowing pilots to fly direct routes will improve the efficiency of the air traffic control system.
- \$194 million for procurement and modernization of non-air traffic facilities and equipment, including \$119 million for security, and \$245 million for mission support. Major investments are in automation systems to support FAA safety inspectors, improvements in physical security, information system security, and implementation of explosive detection devices consistent with the recommendations of the White House Commission on Aviation Safety and Security.

**Research, Engineering, and Development:** \$173 million, which includes \$39 million for continued research in aircraft structures and materials, and \$53 million for systems security research. The remaining research funding provides for improvements in weather information, resolution of environmental issues, human factors and support of the FAA laboratories and cooperative research.

**Grants-in-Aid for Airports:** \$1.6 billion for airport improvement grants to airports and state and local governments for projects that increase capacity, improve safety, and help mitigate noise for areas adjacent to airports.

<b>Federal Aviation Administration</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Operations	5,253	5,567	6,039
Facilities & Equipment	1,900	2,087	2,319
Research, Engineering & Development	199	150	173
Airport Grants	1,700	1,950	1,600
<b>TOTAL</b>	<b>9,080</b>	<b>9,754</b>	<b>10,131</b>

# U.S. Coast Guard

## GOALS AND RESULTS:

**Safety:** Save at least 93 percent of all mariners, and at least 80 percent of all property, reported in imminent danger. *The Coast Guard achieved this high standard in 1997 for the fourth consecutive year.*

Reduce recreational boating fatalities to 720 (or fewer) fatalities. The 1997 baseline is 819 fatalities *and this already reflects a 20 percent decline from a decade earlier.*

Reduce the number of high-risk passenger vessel casualties to 47 per 1000 vessels in 2000. The 1996 baseline is 48 per 1000. *This goal will be a special challenge, as the number of these casualties has been steadily rising.*

**Mobility:** Reduce the number of collisions, allisions, and groundings from a statistically derived baseline of 256 in FY 1998 to 246 (or less) in FY 2000. *After two years of decline, these navigation accidents rose to 260 in 1997.*

**Economic Growth and Trade:** Limit closures of certain critical Great Lakes waterways due to ice to two days (in an average winter) and eight days (in a severe winter). *Last year, there were no closures.*

**Human and National Environment:** Reduce the rate of oil spilled into the water by maritime sources to 4.83 gallons per million gallons shipped. 6.66 gallons were spilled in every million gallons shipped in FY 1996 -- *already a 30 percent decline since the beginning of the decade.*

Conduct enforcement operations to support the National Marine Fisheries Service goal of improving the status of endangered or threatened fish species. The 2000 target is to improve the status of 15 species, from a 1997 baseline of 12 species that were improving.

**National Security:** Achieve and maintain a C2 readiness status for all high and medium endurance cutters and patrol boats, and port security units.

Increase the seizure rate for illegal drugs from 8.7 percent of the total amount shipped (the 1995-97 average) to 13 percent (or more) in 2000. The FY 2002 target is 18 percent. *Last year, the Coast Guard seized its second-highest total ever of over 82,000 pounds of cocaine, keeping it off America's streets and away from our schools.*

Restrain the flow of undocumented migrants by reducing the smugglers' success rate to 13 percent (or less) over maritime routes. The baseline is 23 percent in 1995.

## Highlights of FY 2000 Budget:



The Coast Guard is a multi-missioned maritime service and one of the Nation's five Armed Forces. Its mission is to protect the public, the environment, and U.S. economic interests -- in our ports, in U.S. waterways, along our nation's coast, in international waters, or in any maritime region as required to support national security.

- \$2.94 billion, including \$334 million in defense-related funding, for the continued **operation and maintenance** of a wide range of ships, boats, aircraft, shore units and aids to navigation. New drug interdiction assets, funded in FY 1999, will be brought on-line and operated in FY 2000.
- \$350 million, including \$41 million from user fees, to support the Coast Guard's **recapitalization** of vessel and aircraft fleets, information resource management systems, shore facilities and aids to navigation. Included is \$153 million for 2 seagoing buoytenders, 20 additional motor life boats and other vessel projects; \$22 million for upgraded sensors and avionics on Coast Guard helicopters and fixed wing aircraft; \$54 million for enhancements to Coast Guard information systems, National Distress System, and commercial satellite communication system; and \$69 million for renovations and improvements to Coast Guard facilities, and for additional housing. Funding is also included for deepwater capability replacement analysis, in support of recapitalization of the Coast Guard's large cutters and aircraft assets to begin in 2002.
- \$72 million to fully train, support, and sustain a ready military **Selected Reserve Force** of 7,600 members. The Reserves meet current commitments for direct support to the Department of Defense and provide surge capacity for responses to emergencies, such as humanitarian missions in the event of natural disasters.
- \$22 million for **Research, Development, Testing, and Evaluation** to provide for technologies, materials, and human factors research directly related to improvement of Coast Guard mission performance and delivery of services to the public.
- \$64 million for **Boat Safety**, including \$59 million for Boating Safety Grants and \$5 million to coordinate and carry out a National Boating

Safety Program to ensure compliance with National safety standards for boating equipment.

- \$730 million for **retired pay**, which includes annuities and medical care for retired military personnel and former Lighthouse Service members and their dependents and survivors.
- \$61 million for **oil spill clean-up and initial damage assessment**, available without further appropriation from the Oil Spill Liability Trust Fund. This includes \$50 million for emergency response to oil spills, \$10 million for the payment of claims of damages from oil spills, and \$1 million for the Prince William Sound Oil Spill Recovery Institute.
- \$20 million to carry out the Coast Guard's **environmental compliance and restoration** responsibilities. Major clean-up projects for FY 2000 are at Kodiak, Alaska; Elizabeth City, North Carolina; and Cape Cod, Massachusetts.



<b>Coast Guard</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Operating Expenses	2,715	2,698	2,941
Acquisition, Construction & Improvement	398	395	350
Research	19	12	22
Retired Pay	653	684	730
Reserve Training	67	69	72
Environmental Compliance & Restoration	21	21	20
Other	54	47	0
<b><i>SUBTOTAL</i></b>	<b>3,925</b>	<b>3,926</b>	<b>4,135</b>
Supplemental Appropriations	0	376	0
<b>TOTAL*</b>	<b>3,925</b>	<b>4,302</b>	<b>4,135</b>

\*Does not include mandatory appropriation totaling \$20M in 1998, \$64M in 1999 and \$64M proposed in 2000 for State Boat Safety Grants.



# Federal Highway Administration

## GOALS AND RESULTS:

**Safety:** Reduce the rate of fatalities involving large trucks per 100 million truck vehicle-miles traveled (VMT) from 2.8 in 1996 to 2.5 in 2000. Reduce the rate of injuries involving large trucks per 100 million truck VMT from 71.2 in 1996 to 64.4 in 2000 -- *while the fatality rate has been declining generally over the past 10 years, the rate has remained flat at 2.8 per 100 million VMT for 3 years.*

**Mobility:** Increase the percentage of miles on the NHS that meet pavement performance standards for acceptable ride quality -- from 90.4 percent in 1996 to 91.8 percent in 2000. *This will continue a successful trend upward from 88.7 percent in 1993.*

Improve the condition of NHS bridges by reducing the percentage that are deficient from 23.4 percent in 1997 to 22.5 percent in 2000. *This will continue a successful trend downward from 26.7 percent in 1993.*

*Note: Please see NHTSA section for joint FHWA and NHTSA safety goal.*

## Highlights of FY 2000 Budget:

The highway system is the backbone of the nation's intermodal surface transportation infrastructure, providing the mobility and efficiency the economy demands. Our challenge is to maintain a high-quality highway network -- one that meets our safety goals and is more environmentally friendly. The budget request of the Federal Highway Administration (FHWA) builds on the Transportation Equity Act for the 21st Century (TEA-21). It focuses on providing maximum flexibility to state and local officials in their use of Federal resources to meet local priorities, while maintaining an interconnected system.

Consistent with Administration policy of dedicating part of highway trust fund revenues to transit and due to the critical importance of increased transportation safety and environmental activities, the budget proposes to dedicate a portion of the increased funding under the TEA-21 Revenue Aligned Budget Authority (RABA) to these areas. In particular, \$341 million would fund additional activities in the Congestion Mitigation and Air Quality

Reduce delays on Federal-aid highways to 9 hours of delay per 1000 VMT. This represents a decrease of 12 minutes from the FY 1996 level of 9.2 hours.

Deploy integrated ITS infrastructure in 50 of the largest metropolitan areas in 2000, and 75 areas by 2005, compared to a FY 1997 baseline of 34 areas.

**Economic Growth and Trade:** Provide funding and technical assistance in support of the Appalachian Regional Commission goal to complete 37 additional miles of the Appalachian Development Highway System, resulting in 2374 miles in 2000 that are open to traffic. *31 miles were added in 1998.*

**Human and National Environment:** Reduce on-road mobile source emissions by 2 percent from 1999 to 2000 for a target of 62.7 million tons. The 1996 baseline is 65.9 million tons -- *already an 11 percent reduction since just 1993.*

Minimize the adverse impacts of transportation projects on wetlands and replace 1.5 acres for every 1 acre affected by Federal-aid highway projects where impacts are unavoidable. *Through ambitious and creative efforts, over 2.5 acres of wetlands were replaced for every acre affected in 1997. We aim to exceed the standard again.*

Improvement (CMAQ) Program, \$25 million would fund the Transportation and Community and System Preservation Pilot (TCSP) Program, \$125 million would fund highway safety activities within National Highway Traffic Safety Administration, \$291 million would add to the guaranteed funding provided to the transit formula, access to jobs, and research and technology programs, \$250 million would fund highway research activities in order to continue to increase America's mobility through innovation, and \$35 million would fund new rail-related activities to help set the course for the 21st century.

- A \$27.3 billion obligation limitation for the **Federal-aid Highway Program** to maintain the highways critical to interstate transportation. This funding:
  - Emphasizes safety, providing \$565 million for programs to improve state efforts that enhance the safety of roadways.
  - Strengthens our environmental focus by providing \$341 million of the increased funding from RABA to the CMAQ program and \$25 million

to TCSP.

- Improves the movement of goods and people on trade corridors and at the nation's borders, providing \$126 million for these two programs.
- Promotes economic prosperity and the nation's defense by assuring a connected, economically efficient highway system, and supports improved quality of life by providing flexible funding for such alternatives as bicycle and walking paths and transit.
- Provides a total of \$641.4 million for **Research and Technology (R&T)**, including \$271.2 million for the Intelligent Transportation System (ITS) Program. Of the amount for R&T, the RABA provides \$190 million, as well as an additional \$60 million for ITS, above that authorized in TEA-21. The primary thrust guiding the FY 2000 ITS program is developing an intelligent vehicle and supporting deployment of infrastructure.
- Includes \$81 million for **Transportation Infrastructure Finance**, to provide credit enhancements for nationally significant transportation projects that otherwise might be delayed because of their size and the uncertainty over timing of revenues. Transportation Infrastructure Finance and Innovation Act will leverage up to \$2.7 billion in infrastructure projects.
- Provides \$105 million for the **Motor Carrier Safety Program**, including: \$95 million for Safety Performance Incentive Grants to recognize states with the most effective commercial vehicle safety programs, and enable them to pursue additional Commercial Motor Vehicle initiatives, including increasing inspection activities near ports of entry; and \$10 million for an Information System and Strategic Safety Initiative to improve safety by targeting unsafe carriers while reducing regulatory burdens on safe ones.

**Federal Highway Administration**

Dollars in millions

	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Federal-aid Highways Ob Lim	21,500	25,511	27,312
Motor Carrier Safety Grants Ob Lim	85	100	105
Other*	559	332	0
Mandatory Federal-aid Highways	1,043	1,424	1,132
<b>TOTAL</b>	<b>23,187</b>	<b>27,367</b>	<b>28,549</b>

\*Includes Supplemental funding of \$300 million for the Appalachian Highway System in FY 1998 and in FY 1999, \$132 million for the Appalachian Highway System and \$200 million for miscellaneous appropriations.



# National Highway Traffic Safety Administration

## GOALS AND RESULTS:

**Safety:** Reduce the rate of highway-related fatalities per 100 million VMT from 1.7 in 1996 to 1.5 in 2000. *New reports show a record low of 1.6 was achieved in 1997.*

Reduce the rate of injuries per 100 million VMT from 141 in 1996 to 124 in 2000. *New reports show a record low of 133 was achieved in 1997.*

Reduce the percentage of highway fatalities that are alcohol-related to less than 35 percent in 2000, from a 1996 baseline of 40.9 percent. *While still too high, we have already achieved a reduction to 38.6 percent in 1997, down from over 50 percent just 9 years earlier.*

Increase seat belt usage nationwide to 85 percent by 2000 and 90 percent by 2005. *Usage in 1997 reached an all-time high of 69 percent, up from less than 50 percent at the beginning of the decade.*

## Highlights of FY 2000 Budget:

The FY 2000 \$404 million budget request for the National Highway Traffic Safety Administration (NHTSA), 12 percent above the FY 1999 level and including \$125 million dedicated from Revenue Aligned Budget Authority, expands on several initiatives to reduce the number of deaths and injuries on the nation's highways.



Traffic crashes claimed 41,967 lives in 1997. The fatality rate of 1.6 fatalities per 100 million vehicle-miles of travel was at its lowest level since record keeping began in 1966 and below the 1.7 level experienced over the last few years. In addition, alcohol-related fatalities have dropped to a historic low of 16,189, or 38.6 percent of all traffic fatalities, down from 40.9 percent in 1996. But, even with these record improvements in safety, traffic fatalities still account for 90 percent of transportation-related deaths and are the leading cause of death for persons age 6 through 27. Their economic cost is about \$165 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, as well as the effects of a growing economy, pose increased traffic safety challenges that are being addressed in this budget.

- \$207 million for **Highway Traffic Safety Grants**, up \$7 million (4 percent) from FY 1999. Included in this total is \$36 million for Alcohol-Impaired Driving Countermeasures Incentive Grants that will encourage states to pass strong anti-drunk driving legislation and \$10 million for Occupant Protection Incentive Grants to encourage states to promote and strengthen occupant protection laws, including child protection laws.
- \$197.4 million for **Operations and Research programs**, up \$37 million (23 percent) from FY 1999. Among NHTSA's vehicle, highway safety, and research programs are the following:
  - \$12.4 million to support the **President's initiative to increase seat belt use**, including highway safety, research, and innovative grants programs.
  - \$12.7 million to support the **Department's goal to reduce alcohol-related traffic fatalities**.
  - \$58 million for **Research and Development**, including:



- \$23 million for the National Center for Statistics and Analysis, which supports critical data collection and maintenance of the Fatality Analysis Reporting System and National Automotive Sampling System data bases, as well as the Special Crash Investigation effort to obtain a first look at emerging air bag technology's effect on crash outcomes;
- \$11.4 million for Safety Systems research which supports improvements in vehicle structures and occupant compartment design which are compatible with improvements in restraint systems;

- \$14 million for the National Transportation Biomechanics Research Center, which will advance the study of what happens to the human body in highway crashes, leading to safer vehicle design;
- \$4.8 million for Crash Avoidance research to support programs such as antilock breaking system effectiveness, light vehicle rollover, and heavy vehicle visibility; and

- \$10 million (in FHWA's budget) for the completion of NHTSA's National Advanced Driver Simulator, which will allow the simulation of driver behavior for both research and training efforts.
- \$5.3 million for the **New Car Assessment Program** (NCAP), which provides consumers with information on vehicle safety performance. NCAP will continue frontal and side impact crash tests in FY 2000.
- \$1.5 million for the **Auto Safety Hotline** to handle growing consumer demand for traffic safety information.
- \$7.4 million in highway safety **countermeasure research** for safety problems, including young drivers, older drivers, people who speed and drive aggressively, and driver fatigue and inattention.
- \$3.5 million to support NHTSA's role as the focal point in DOT for the **Partnership for a New Generation of Vehicles**, a public/private effort to develop a fuel-efficient, low-weight automobile. NHTSA's research goal is to ensure that the performance of the vehicles meet current fleet safety levels.
- \$2.25 million for the **Safe Communities** program to expand the number of sites and enhance the capabilities of existing community efforts to improve traffic safety.

<b>National Highway Traffic Safety Administration</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<b><u>Actual</u></b>	<b><u>Enacted</u></b>	<b><u>Request</u></b>
Operations & Research	147	160	197
Highway Traffic Safety Grants Ob Lim	184	200	207
<b>TOTAL</b>	<b>331</b>	<b>360</b>	<b>404</b>

# Federal Transit Administration

## GOALS AND RESULTS:

**Safety:** Reduce the transit fatality rate from 0.52 fatalities per 100 million passenger-miles traveled in 1996 to 0.50 fatalities (or less). Reduce the injury rate from 127 per 100 million passenger miles traveled to 122 (or less) in 2000. *1997 reflected a four year low in both fatality and injury rates.*

**Mobility:** Increase transit ridership from 39.0 billion passenger-miles in FY 1996 to 40.56 billion in FY 2000. *By 1996, we had achieved a 7.6 percent increase since 1993.*

Increase the percentage of key rail stations that are compliant with the Americans with Disabilities Act (ADA) from 19 percent in CY 1996 to

## Highlights of FY 2000 Budget:

Transit is a critical element in our nationwide transportation system. It moves millions of people every day, safely and efficiently. Transit reduces the costs of congestion, and helps to protect the environment. It provides basic mobility to millions of Americans who have no other means of transportation, contributes to the livability of our communities, and saves approximately \$15 billion a year in costs imposed by congestion.



The Federal Transit Administration (FTA) FY 2000 budget continues implementation of the innovations in the Transportation Equity Act for the 21st Century (TEA-21), including the Job Access and Reverse Commute program. TEA-21 created a balance between highway and transit funding. The FY 2000 budget maintains this balance by reallocating a portion of Revenue Aligned Budget Authority (\$291 million) to transit programs, including Formula Grants, the Job Access and Reverse Commute Program, and Research and Technology.

The \$6.1 million proposed, when combined with State and local funding, will promote mobility and access for transit-dependent riders.

47 percent in CY 2000, and increase the percentage of the bus fleet that is ADA compliant from 63 percent in CY 1996 to 80 percent in CY 2000. *In 1997, FTA achieved a new high of 26 percent compliance for key rail stations.*

**Economic Growth and Trade:** Increase the number of employers that are made accessible by Job Access and Reverse Commute transportation services.

**Human and Natural Environment:** In CY 2000, increase to 11.68 percent the percentage of urban population living within a quarter mile of transit stops with service frequency of 15 minutes or less (non-rush hour). The CY 1996 baseline is 11.22 percent.

- \$3.3 billion for the **Formula Grants Program**, available for all transit purposes, including planning, bus and railcar purchases, facility repair and construction, maintenance and, where eligible, operating expenses. This program includes grants specifically targeted to urbanized areas, nonurbanized areas, and the special needs of the elderly and disabled.

In the FY 2000, funds proposed for the Formula Grants Program will contribute \$25 million to support public transit at the Salt Lake City Olympic Games, \$20 million to support planning for the Long Island Railroad Eastside Access project, and \$5 million to the Over-the-Road Bus Accessibility Program. This latter program will help to improve the accessibility of over-the-road buses to disabled riders.



- \$2.5 billion for **Capital Investments Grants**. This total includes:
  - \$490 million for the replacement, rehabilitation, and purchase of buses and the construction of bus-related facilities. These funds are an investment in our transit infrastructure, and they will help make our nation's bus fleet more accessible to the disabled and more environmentally sound;

- \$980 million for the modernization of fixed guideway systems, including heavy and light rail, commuter rail, and ferryboat operations. These funds will primarily help restore the conditions of our nation's older fixed guideway systems; and
- \$980 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. These funds represent Federal investments to improve the productivity and competitiveness of our metropolitan areas. Funding is proposed for 14 projects under existing Full Funding Grant Agreements (FFGAs). Additionally, funding is proposed for six new projects that will be construction ready in FY 2000, have been fully evaluated under the New Starts criteria, and have at least a "medium" ranking for both finance and project justification. Funding is also proposed for the East-West Corridor (Downtown segment) in Salt Lake City which will host the 2002 Winter Olympics. Also consistent with TEA-21, which allows up to 8 percent of New Starts funding to be used for activities other than final design and construction, \$78 million is proposed for preliminary engineering. Within this amount, \$8 million each is proposed for 4 projects: Baltimore Central Corridor LRT Double Track, Minneapolis-Hiawatha Corridor Transitway, Raleigh-Durham Research Triangle Regional Rail and Seattle Sound Move-Link LRT. Based on current information, these projects are among the strongest candidates in the New Starts pipeline. The following table lists the funding proposed for each major project:

<b>Existing FFGAs</b>	<b>668,183,400</b>
CA Los Angeles – North Hollywood	50,000,000
CA Sacramento – LRT Extension	25,000,000
CA BART Extension to the SFO Airport	84,000,000
CA San Jose Tasman West LRT Project	31,870,289
CO Denver – Southwest Corridor LRT	35,000,000
GA Atlanta – North Springs	45,141,609
MA Boston – South Boston Piers Transitway	53,961,528
MD MARC Commuter Rail	703,308
MO St. Louis – Metrolink St. Clair Extension	50,000,000
NJ Urban Core – Hudson-Bergen	99,000,000
OR Portland – Westside LRT	11,061,930
PR San Juan – Tren Urbano	82,000,000
TX Houston – Regional Bus Plan	62,516,377
UT Salt Lake City – South LRT	37,928,359
<b>New Projects Proposed for FFGAs</b>	<b>216,109,600</b>
TX Dallas – North Central LRT Extension	70,000,000
CA San Diego – Mission Valley East	35,000,000
NJ Newark Rail Link (MOS-1)	12,000,000
FL Fort Lauderdale – Tri-Rail Rail Upgrade	20,000,000
FL Orlando – I-4 Central Florida LRT Project	44,000,000
TN Memphis – Medical Center Extension	15,109,600
UT Salt Lake City – East-West (Downtown segment)	20,000,000
<b>Preliminary Engineering</b>	<b>78,432,000</b>
<b>Alaska or Hawaii Ferries</b>	<b>10,322,000</b>
<b>Oversight</b>	<b>7,353,000</b>

- \$150 million for the **Job Access and Reverse Commute Program** to support the administration's welfare reform initiatives. Since only six percent of Americans on welfare own a vehicle, lack of transportation is a frequent barrier to employment and self-sufficiency. This program makes grants to states, local governments and non-profit organizations to provide transportation services to people moving from welfare rolls to payrolls. This program can also support transportation services that help all people, regardless of their income level, to reach the dramatic growth of jobs in suburban locations.
- \$51 million for the **Research and Technology Program**. The National Research and Technology Program is a catalyst in the research, development and deployment of transportation methods and technologies which address such issues as accessibility for the disabled, air quality, traffic congestion, and improvements in transit safety, service and operations. The national program supports the development of innovative technologies, such as hybrid electric buses, fuel cells, and battery powered propulsion systems. The Research and Technology Program also includes funding for the Transit Cooperative Research Program, the National Transit Institute, and the Rural Transit Assistance Program.
- \$60 million for **Metropolitan and Statewide Planning**. These funds support the activities of regional planning agencies, enabling them to plan for the transportation investments that best meet the needs of the communities they serve, and helping them to comply with Federal statutes.
- \$6 million for **University Transportation Research**. This program provides continued support for research, education and technology transfer activities aimed at addressing regional and national transportation problems.

<b>Federal Transit Administration</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Formula Programs	2,500	2,799	3,310
Capital Investment Grants	-	2,307	2,451
Discretionary Grants	2,000	-	-
Job Access and Reverse Commute	-	75	150
Research and Planning Programs	92	98	111
Washington Metro (WMATA)	200	50	-
Other	52	59	66
<b>TOTAL</b>	<b>4,844</b>	<b>5,388</b>	<b>6,088</b>

# Federal Railroad Administration

## GOALS AND RESULTS:

**Safety:** Reduce the rate of rail-related crashes from 3.91 per million train-miles in 1995 to 3.32 (or less) in 2000. Reduce the rate of rail-related fatalities from 1.71 per million train-miles in 1995 to 1.54 (or less) in 2000. *In 1997, railroads achieved a 10 year low in both crash and fatality rates.*

Reduce the rate of grade crossing crashes from 2.85 per the product of (million train-miles times trillion highway vehicle-miles traveled) in 1995 to 2.14 by 2000. *1997 represented a record low year -- 58 percent less than in 1988.*

## Highlights of FY 2000 Budget:

The FY 2000 budget request for the Federal Railroad Administration (FRA) represents a commitment to continue and improve the strong railroad safety record, advance traditional and high-speed rail research, and move Amtrak toward operational self-sufficiency.

- \$571 million for **Amtrak** capital, consistent with the Administration's 5 year plan for Amtrak self-sufficiency. The definition of capital is proposed to be broadened, consistent with the definition used for transit. This reflects a continuing commitment to the financial plans and the long term success of Amtrak and will enable Amtrak to invest strategically in capital equipment and infrastructure. Such investment is key to improving on-time service, increasing revenues, and reducing operating costs.
- \$95.5 million for railroad **Safety and Operations**, up \$9.9 million, or





Reduce the rate of rail-related trespasser fatalities from 2.81 (per the product of million train-miles times billion U.S. population) in 1995 to 2.53 (or less) in 2000. *This goal will require redoubled efforts as the rate rose in 1997 after five years of decline.*

**Mobility:** Increase Amtrak's intercity ridership from 20.2 million passengers per year in 1996 to a record level of 24.7 million (or more) in 2000. *After three years of decline, Amtrak increased ridership in 1997 by 2.5 percent.*

12 percent, from the FY 1999 level. This funding will enhance FRA's partnerships with railroad management and labor which have contributed to substantially improved railroad safety trends. The funding will provide a new information technology initiative to give FRA better access to people and data which is critical to the management of its safety programs, and also provide additional staff and support for ongoing and expanded regulatory and enforcement work.

- \$21.8 million for safety-related **Research and Development**. Ongoing research efforts would continue in the areas of human factors in train operations, advanced train control technology, and safety issues related to high-speed rail.
- \$35 million for **High-Speed Rail Initiatives** is funded from Revenue Aligned Budget Authority. This includes:
  - \$15 million for **High-Speed Rail Grade Crossings**. Funding supports FRA's goal to reduce highway-rail grade crossings by 50 percent by 2004; reduces the risk of accidents in designated high-speed corridors; and facilitates the implementation of high-speed rail systems outside the Northeast Corridor.
  - \$10.4 million for **Nationwide Differential Global Positioning System (NDGPS)** and \$10 million for **positive train control**. FRA will continue the establishment of 67



Differential Global Positioning System (DGPS) sites to complete the NDGPS network. The funding for positive train control will support the development and installation of advanced train control systems to help reduce the risk of collisions between trains, collisions between trains and maintenance-of-way workers, and overspeed accidents.

- An additional \$12 million is requested for **Next Generation High-Speed Rail**. Funding supports high-speed passenger rail by assisting the development of affordable technology, promoting safety, and assisting State initiatives.
- For **Maglev**, \$20 million is included within FHWA's research program to support research targeted at reducing the cost of developing and implementing maglev systems, particularly those including guideway construction.

**Federal Railroad Administration**

Dollars in millions

	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Amtrak*	594	609	571
Safety and Operations**	77	82	95
Research & Development	21	22	22
High-Speed Rail***	20	20	47
Other	36	44	10
<b>TOTAL</b>	<b>748</b>	<b>778</b>	<b>746</b>

\*Does not include an estimated \$1.1 billion in TRA funds available to Amtrak each year (FY 1998 and 1999).

\*\*Includes \$3 million in FY 2000 in administrative costs previously included in High-Speed Rail and Research and Development.

\*\*\*Includes \$35 million FY 2000 Highway Trust funding for High-Speed Rail Grade Crossings, Positive Train Control, and NDGPS.

# Research and Special Programs Administration

## GOALS:

**Safety:** Reduce the number of natural gas transmission pipeline failures from 4,933 in 1994 to 4,451 (or less) in 2000. *In 1997, natural gas transmission pipeline failures were down to 4,871, a decline of over 1 percent from the baseline, and nearly 13 percent of the way to achieving the 2000 goal.*

Reduce the number of serious hazardous materials incidents in transportation from a peak of 464 in 1996 to 411 (or fewer) in 2000. *In 1997, serious hazardous materials incidents were down to 418, a drop of 10 percent from the baseline.*

**Education and Training:** By 2002 increase by five percent the number of graduate degrees awarded by universities receiving DOT funding to advance transportation education. As a long-term investment, by the end of CY 2000, reach one million students of all ages through the Garrett A. Morgan Technology and Transportation Futures Program.

**Human and Natural Environment:** Reduce the rate of hazardous liquid materials released by pipelines to the environment per million ton-miles shipped, from a 1994 baseline of 0.98 to 0.68 (or less) in 2000. *This goal is especially challenging, as the rate has risen to 1.02 per million ton-miles shipped in 1996.*

## Highlights of FY 2000 Budget:

The Research and Special Programs Administration (RSPA) focuses on hazardous materials safety, emergency transportation and pipeline safety programs, and provides planning and training grants to States and Indian tribes for emergency preparedness. RSPA coordinates and advances research, technology, and education activities in support of the Department's commitment to achieve safe, technologically advanced and efficient transportation systems that promote economic growth and international competitiveness. RSPA also plans and coordinates the Department's response to transportation emergencies, including natural and technological disasters, terrorist incidents, economic disruptions, and military contingencies.

- \$18.2 million for the **Hazardous Materials Safety Program** to improve the safety of hazardous materials transportation, both domestic and international. This funding will support RSPA's regulatory outreach, training, enforcement, and research programs to promote safe and efficient transportation of hazardous materials. New funding will allow RSPA to

work in partnership with the Food and Drug Administration and U.S. Department of Agriculture to address safe food transportation issues. The Hazardous Materials Safety Program is proposed to be financed by increased hazardous materials registration fees beginning late in FY 2000.

- \$14.3 million for **Emergency Preparedness Grants** to states. These grants are used to train hazardous materials responders and improve response plans. The grants help to ensure that training is provided to a larger segment of the response community, give grantees the option to provide compliance assistance to small businesses, and help address one of the major safety issues -- undeclared shipments of hazardous materials.



- \$13.5 million for a **State Pipeline Safety Grant Program** to support state pipeline safety enforcement programs.

- \$2.8 million is requested for **National Damage Prevention Initiatives**, consisting of:
  - \$1 million in grants to improve the operational efficiency of one call systems;
  - \$1 million in grants

to states to enhance damage prevention compliance, education and training; \$0.6 million for research projects designed to detect outside force damage on pipelines and other underground facilities; and, \$0.2 million for a national public education campaign.

- The request also includes \$10 million for programs to **prevent or mitigate environmental damage** from pipeline spills, including \$4.5 million for federal field inspections of interstate oil pipelines, \$2 million (within the State Pipeline Safety Grant Program) for hazardous liquid programs, and \$3.5 million for oil spill response planning, mapping and collection of state environmental data bases.
- \$3.8 million for **pipeline risk management**, which is a regulatory alternative that gives pipeline operators the flexibility to assign resources to areas that pose the greatest potential risk. To enhance risk management, the request includes \$1.2 million for pipeline safety information systems, \$1.1 million for training and information dissemination, and \$1.5 million to support the risk demonstration program.
- \$1.5 million for the **Emergency Transportation Program**, which provides operational oversight in civil emergency preparedness, response and recovery for transportation services across a large spectrum of crises.

The request supports the coordination of transportation assistance to the victims of disasters and enhances public safety and national security. This program includes the centralized DOT Crisis Management Center, which supports the Secretary by providing information to help make timely and informed decisions on restoring the transportation infrastructure, and which provides support for Federal, State and local emergency responders during disasters.

- \$3.5 million for **Research and Technology** in three areas: strategic transportation planning and transportation system assessment; coordination and facilitation of research; and intermodal research and education.

The Department is partnering with the transportation industry and educational institutions to interest students of all ages in transportation careers and promote acquisition of the knowledge and skills needed for these careers in the future. The Garrett A. Morgan Technology and Transportation Futures Program will continue to provide opportunities to students, while helping DOT find competent people to fill the ever-increasing number of challenging positions in the field of transportation.

In addition, RSPA manages the Department's University Transportation Centers Grants Program with funding reimbursed from the Highway Trust Fund. In FY 2000, more than \$33 million is provided for the operation of 33 University Transportation Centers: university-based centers of excellence conducting multidisciplinary programs of transportation education, research and technology transfer.

RSPA will also serve as the Department's lead in a joint DOT/DOE initiative that will support public/private partnership to promote design, development, and deployment of alternative fuels and propulsion systems focusing on medium and heavy vehicles; develop strategies for enhancing energy efficiency; provide means for improving mass transit; and reduce dependence on foreign oil.

<b>Research and Special Programs</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<u>Actual</u>	<u>Enacted</u>	<u>Request</u>
Research & Special Programs	29	29	33
Emergency Preparedness Grants	8	8	14
Pipeline Safety	33	35	38
<b>TOTAL</b>	<b>70</b>	<b>72</b>	<b>86</b>

# Maritime Administration

## GOALS AND RESULTS:

**Mobility:** Reduce the number of ports reporting landside impediments to the flow of commerce from 41 percent in FY 1998 to 39 percent in FY 2000.

**Economic Growth and Trade:** Attain a stable U.S. commercial shipbuilding orderbook of 520,000 gross tons by FY 2000. The FY 1997 baseline is 567,000 gross tons.

**National Security:** Increase the intermodal sealift capacity available to DOD to meet their national emergency requirement of approximately 165,000 TEUs or 15 million square feet by FY 2000. The FY 1997 baselines are 124,000 TEU's and 12.3 million square feet. *In 1998 these capacities increased to 160,800 TEUs and 13.6 million square feet.*

## Highlights of FY 2000 Budget:



The Maritime Administration (MARAD) aids in the development, promotion and operation of the U.S. merchant marine, and organizes emergency merchant ship operations in support of the Department of Defense (DOD).

- \$98.7 million for the **Maritime Security Program** to provide operating assistance to 47 vessels in support of the DOD. Vessels supported by this program are committed to carry

military cargo during war or national emergencies. In addition, participating carriers must make available to the DOD their intermodal service network.

- \$9.9 million for the **Title XI Program** to cover the subsidy and administrative costs of loan guarantees for U.S.-flag and export ship construction and for shipyard modernization in FY 2000. From FY 1994 through FY 1998, MARAD approved \$2.9 billion of Title XI financing for 366 vessels and 6 shipyard modernization projects under the President's National Shipbuilding Initiative. This budget proposes to continue these

Ensure that the nation can provide 100 percent of the mariners needed to crew combined sealift and commercial fleets during national emergencies. *In 1997, 96.9 percent were available.*

Maintain strategic U.S. port readiness by ensuring that 90 percent of DOD-designated commercial port facilities and appropriate trained personnel are available to meet national security requirements when requested by DOD. *In 1997, 60 percent were available.*

Provide reserve sealift resources to meet DOD surge and other national security requirements by: 1) delivering ships within DOD-assigned readiness timelines 100 percent of the time, and 2) ensuring that once operational ships are mission-capable 99 percent of the time. *In 1998, MARAD achieved both of these goals.*

efforts and grow the orderbook for American-built ships.

- \$72.1 million for **Operations and Training**, including support of the U.S. Merchant Marine Academy, State maritime schools, and MARAD operations.
- The **Ready Reserve Force (RRF)** is managed by MARAD, but funded in the DOD budget. The FY 1999 level for the RRF is \$260 million. MARAD will maintain the current readiness level of the RRF with the \$255.6 million requested by DOD for FY 2000 activities through planned capacity reductions.

<b>Maritime Administration</b>			
Dollars in millions			
	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<b><u>Actual</u></b>	<b><u>Enacted</u></b>	<b><u>Request</u></b>
Operations & Training	68	72	72
Maritime Security	36	90	99
Title XI Guaranteed Loans	36	10	10
<b>TOTAL</b>	<b>139</b>	<b>171</b>	<b>181</b>

# Saint Lawrence Seaway Development Corporation

## GOALS AND RESULTS:

**Mobility:** Ensure the availability and long term reliability of the Locks and related navigation facilities in the St. Lawrence River. Maintain 99 percent availability during the 2000 shipping season. *In 1998, SLSDC achieved 97 percent availability, the same as 1997.*

The Saint Lawrence Seaway Development Corporation (SLSDC) is proposed as a Performance Based Organization (PBO). Legislation for restructuring of the Corporation will be resubmitted to the Congress by the Secretary this year.

For FY 2000, \$12 million is estimated as the mandatory payment for the SLSDC from the Harbor Services Trust Fund. This payment together with miscellaneous other revenues will finance SLSDC's FY 2000 activities, including a contribution to emergency reserves.

## Surface Transportation Board

The FY 2000 budget request for the Surface Transportation Board totals \$17 million, to be fully financed by user fees. The Board, established in 1996 by the ICC Termination Act of 1995, is responsible for the economic regulation of the rail industry, the transportation of commodities by pipeline other than oil and gas, and certain non-licensing regulation of motor and water carriers.

The Board is charged with promoting substantive and procedural regulatory reform in the economic regulation of surface transportation, and providing an efficient and effective forum for the resolution of disputes. During 1998, the Board exempted certain commodities and classes of transactions from regulation. It also adopted several rulemakings that eliminated unnecessary regulations, streamlined existing regulations, and provided for expedited procedures and deadlines to handle various adjudicative matters before the Board. In addition, it has processed various matters brought before the Board in a way that has promoted private sector negotiations and resolutions and facilitated appropriate market-based transactions.



## **Bureau of Transportation Statistics**

The FY 2000 budget request for the Bureau of Transportation Statistics (BTS) is \$31 million. The request assumes continued Bureau funding as contract authority from the Highway Trust Fund (HTF), consistent with the BTS authorization under Transportation Equity Act for the 21st Century (TEA-21) in June 1998. The FY 2000 request will support continuation of the Bureau's programs to provide convenient access to transportation data and information, and conduct transportation surveys and analysis.

With the requested resources, the Bureau will continue to provide decision-makers with the transportation related information that is necessary to make appropriate decisions on safety, infrastructure investment, and national welfare.

## **Transportation Administrative Services Center**

No separate obligation limitation is requested for the Transportation Administrative Services Center (TASC). TASC provides administrative services on a negotiated fee-for-service basis to DOT's operating administrations and other government organizations. Removing the obligation limitation will allow TASC to compete effectively for services funded in agency appropriations. The Office of Aeronautical Charting and Cartography is proposed to transfer to TASC from the Department of Commerce in 2000.

## **Office of the Inspector General**

The FY 2000 budget request for the Office of Inspector General is \$45 million for audits and investigations that promote the economy, efficiency, and effectiveness of the Department's programs, as well as prevent and detect fraud, waste, and abuse. This \$.7 million increase over FY 1999 is for cost of living expenses. In addition, \$1.1 million of reimbursable authority from the HTF is requested to investigate highway-related issues, including audit of the HTF financial statements, in accordance with the TEA-21 and \$1.7 million of reimbursable authority from the Federal Transit Administration is requested to fund costs associated with audits and investigations of transit-related issues and systems.

# Office of the Secretary

## GOALS AND *RESULTS*:

**Economic Growth:** Achieve at least a three percent annual growth rate in those international markets with open aviation agreements. The FY 1997 baseline for the 31 “open skies” countries and Canada was 40.9 million passengers. The FY 2000 target is at or above 44.7 million passengers, reflecting annual growth of 3 percent.

Award five percent of the dollar value of DOT direct contacts and subcontracts to women-owned business in FY 2000. Award 14.5 percent of DOT direct contracts and subcontracts to small disadvantaged businesses (this target may be further negotiated with Small

## Highlights of FY 2000 Budget:

- \$62.6 million is requested for **Salaries and Expenses**, which would support a staff level of 470 Full Time Equivalent (FTE) employees -- the same as the FY 1999 enacted level, a reduction of 261 FTE (36 percent) since FY 1993.
- \$7.7 million is requested for the **Office of Civil Rights**, \$0.9 million above FY 1999, to cover inflation, and implement alternative dispute resolution. The funds would support staff at Headquarters and six regional offices.
- \$6.3 million is requested for **Transportation Planning, Research, and Development**. The request includes \$3.0 million for studies to support the formulation of national transportation policies, including \$1.5 million for analysis of transportation system security risks. \$1.8 million is requested for systems development, including an Automated Rulemaking system and continued improvements to the Department's Dockets Management System.
- \$50 million in mandatory funds is requested for the **Essential Air Service/Rural Airports Program**. The program is financed through aviation overflight fees.
- \$4.8 million is requested for **Minority Business Resource Center (MBRC)** activities, the same level as in FY 1999, including \$1.9 million to support a \$13.8 million short-term lending program to assist disadvantaged and women-owned transportation related businesses, and \$2.9 million for the MBRC Outreach Program, including a clearinghouse for national

Business Administration). *By 1997, DOT had reached 3.9 percent of contracts for women-owned businesses -- a steady increase, and the highest level in 10 years.*

**Mobility:** Provide eligible communities reliable access to the nation's air transportation system, with no disruption in service if air carriers choose to discontinue operations. Ensure at least 2 round trip flights per day, 6 days/week at all such communities in the continental U.S.; and 3 round trip flights per day, 6 days/week at 75 percent of these communities.

**Customer Service:** Continue to issue user-friendly regulations and rewrite as many existing regulations in plain language as possible, to better communicate with the public and to reduce the burden on the public.

dissemination of information on transportation related projects and grants to minority educational institutions.

**Office of the Secretary**  
Dollars in millions

	<b>FY 1998</b>	<b>FY 1999</b>	<b>FY 2000</b>
	<b><u>Actual</u></b>	<b><u>Enacted</u></b>	<b><u>Request</u></b>
Salaries & Expenses	61	66	63
Transportation Planning, Research & Development	4	9	6
Amtrak Reform Council	2	0	0
Civil Rights/Minority Business	10	12	13
Essential Air Service/Rural Airports	48	0 <sup>1</sup>	50
<b>TOTAL</b>	<b>127</b>	<b>87</b>	<b>131</b>

<sup>1</sup> Does not reflect \$50 million transferred from FAA.

## DOT Appropriations

(\$ in millions)

ADMINISTRATION	FY 1998 ACTUAL	FY 1999 ENACTED	FY 2000 REQUEST
U.S. Coast Guard	\$3,925	\$4,302	\$4,135
Federal Aviation Administration	9,080	9,754	10,131
Federal Highway Administration	23,187	27,367	28,549
Federal Railroad Administration	748	778	746
National Highway Traffic Safety Administration	331	360	404
Federal Transit Administration	4,844	5,388	6,088
Saint Lawrence Seaway Development Corporation <sup>2</sup>	11	11	0
Maritime Administration	139	171	181
Research and Special Programs Administration	70	72	86
Bureau of Transportation Statistics <sup>1</sup>	[31]	[31]	[31]
Office of the Secretary	127	87	131
Office of Inspector General	42	44	45
Surface Transportation Board	16	16	17
<b>TOTAL DOT Appropriations</b>	<b>\$42,520</b>	<b>\$48,351</b>	<b>\$50,514</b>

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

<sup>1</sup> BTS funding is from the Highway Trust Fund, within FHWA.

<sup>2</sup> \$12 million for mandatory funding is requested for Saint Lawrence Seaway Development Corporation for FY 2000.

## Budget Authority

(\$ in millions)

<b>ADMINISTRATION</b>	<b>FY 1998 ACTUAL</b>	<b>FY 1999 ENACTED</b>	<b>FY 2000 REQUEST</b>
U.S. Coast Guard	\$4,002	\$4,427	\$4,219
Federal Aviation Administration	9,019	10,125	10,131
Federal Highway Administration	25,216	29,725	31,035
Federal Railroad Administration	743	774	653
National Highway Traffic Safety Administration	331	360	404
Federal Transit Administration	4,844	4,992	6,088
Saint Lawrence Seaway Development Corporation	11	11	12
Maritime Administration	157	179	206
Research and Special Programs Administration	70	72	81
Bureau of Transportation Statistics <sup>1</sup>	[31]	[31]	[31]
Office of the Secretary	125	84	131
Office of Inspector General	42	44	45
Surface Transportation Board	14	13	0
<b><i>SUBTOTAL</i></b>	<b><i>44,576</i></b>	<b><i>50,803</i></b>	<b><i>53,005</i></b>
Offsetting Collections	(170)	(311)	(153)
<b>TOTAL DOT Budget Authority</b>	<b>\$44,406</b>	<b>\$50,492</b>	<b>\$52,852</b>

NOTE: Columns may not add due to rounding.

<sup>1</sup> BTS funding is from the Highway Trust Fund, within FHWA.

## Outlays

(\$ in millions)

ADMINISTRATION	FY 1998 ACTUAL	FY 1999 ENACTED	FY 2000 REQUEST
U.S. Coast Guard	\$3,917	\$4,024	\$4,297
Federal Aviation Administration	9,242	9,398	9,938
Federal Highway Administration	20,350	23,452	25,972
Federal Railroad Administration	1,083	514	545
National Highway Traffic Safety Administration	304	355	406
Federal Transit Administration	4,297	4,002	4,140
Saint Lawrence Seaway Development Corporation	11	11	12
Maritime Administration	199	204	110
Research and Special Programs Administration	66	74	60
Bureau of Transportation Statistics <sup>1</sup>	[31]	[31]	[31]
Office of the Secretary	111	89	132
Office of Inspector General	41	46	45
Surface Transportation Board	13	15	1
<b><i>SUBTOTAL</i></b>	<b><i>39,634</i></b>	<b><i>42,184</i></b>	<b><i>45,656</i></b>
Offsetting Collections	(170)	(311)	(153)
<b>TOTAL DOT Outlays</b>	<b>\$39,464</b>	<b>\$41,873</b>	<b>\$45,503</b>

NOTE: Columns may not add due to rounding.

<sup>1</sup> BTS funding is from the Highway Trust Fund, within FHWA.

## Full Time Equivalent Employment (FTE)

(\$ in millions)

<b>Administration</b>	<b>FY 1998 ACTUAL</b>	<b>FY 1999 ENACTED</b>	<b>FY 2000 REQUEST</b>
U.S. Coast Guard	40,706	40,887	41,599
Civilian	5,576	5,704	5,771
Military	35,130	35,183	35,828
Federal Aviation Administration	49,051	50,413	50,661
Federal Highway Administration	3,532	3,550	3,550
Federal Railroad Administration	692	734	754
National Highway Traffic Safety Administration	625	621	631
Federal Transit Administration	492	507	517
Saint Lawrence Seaway Development Corporation	162	160	156
Maritime Administration	945	970	970
Research and Special Programs Administration	868	879	892
Bureau of Transportation Statistics	44	60	60
Office of the Secretary	557	563	563
Office of Inspector General	418	442	455
Surface Transportation Board	129	135	135
Transportation Administrative Services Center	277	286	692
<b>TOTAL</b>	<b>98,498</b>	<b>100,207</b>	<b>101,635</b>
Civilian	63,368	65,024	65,807
Military	35,130	35,183	35,828

