

A NEW ERA OF RESPONSIBILITY: RENEWING AMERICA'S PROMISE

The U.S. Department of Transportation 2010 Budget

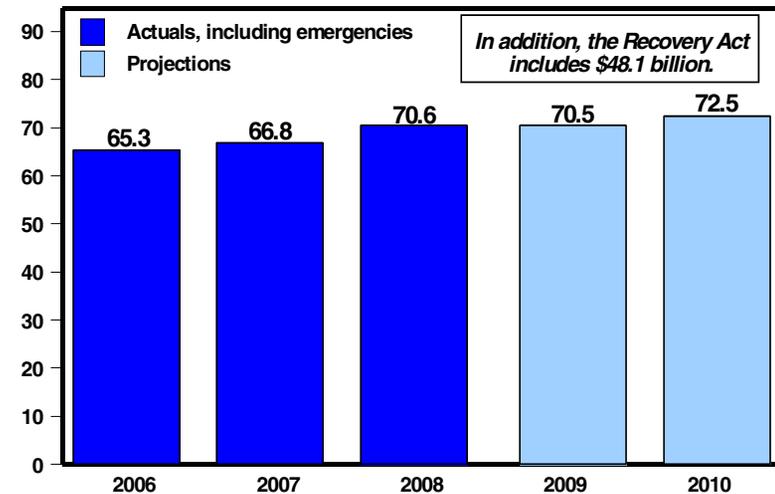
“We need to remake our transportation system for the 21st Century. Doing so will not only help us meet our energy challenge by building more efficient cars, buses, and subways or make Americans safer by rebuilding our crumbling roads and bridges – it will create millions of new jobs in the process.”

-- President Barack Obama

The President's Fiscal Year 2010 Budget includes \$72.5 billion for the Department of Transportation. The Administration intends to work with Congress to reform surface transportation programs to improve the system's financial viability, enhance transit options, and generate better investments to reduce congestion and improve safety. Key priorities for the Administration include promoting public transit and better targeted spending to help communities explore innovative solutions like road pricing to reduce congestion. The Budget advances infrastructure modernization initiatives like Next Generation Air Transportation System (NextGen) and a new federal commitment to high speed rail -- a priority that also received funding from the Recovery Act.

Department of Transportation

Discretionary budgetary resources in billions of dollars



Note: In 2010, and outyear estimates, surface transportation programs grow by baseline inflation factors. See above for a more detailed explanation of the administration's position regarding surface transportation reauthorization.

The U.S. Department of Transportation Budget Highlights

TARGETED SURFACE TRANSPORTATION FUNDING AND INNOVATIVE SOLUTIONS

Targets surface transportation spending and emphasizes options to make our communities more livable and less congested. Surface transportation programs are at a crossroads. The current framework for financing and allocating surface transportation investments is not financially sustainable; nor does it effectively allocate resources to meet our critical national needs. The Administration intends to work with Congress to reform surface transportation programs both to put the system on a sustainable financing path and to make investments in a more sustainable future, enhancing transit options and making our economy more productive and our communities more livable. Further, our surface transportation system must generate the best investments to reduce congestion and improve safety. To do so, the Administration will emphasize the use of economic analysis and performance measurement in transportation planning. This will ensure that taxpayer dollars are better targeted and spent.

HIGH-SPEED RAIL NETWORKS

Initiates a new federal commitment to high speed rail. To provide Americans a 21st Century transportation system, the Administration proposes a five year \$5 billion high-speed rail State grant program. This proposal marks a new federal commitment to give the traveling public a practical and environmentally sustainable alternative to flying or driving. Directed by the states, this investment will lead to the creation of several high-speed rail corridors across the country linking regional population centers.

MODERNIZES AIR TRAFFIC CONTROL

Improves Aviation Transportation. The Budget provides \$800 million for the Next Generation Air Transportation System (NextGen), a long-term effort to improve the efficiency, safety, and capacity of the air traffic control system. The 2010 Budget supports moving from a ground-based radar surveillance system to a more accurate satellite-based surveillance system; development of more efficient routes through the airspace; and improvements in aviation weather information.

Improves rural access to the aviation system. The Administration is committed to maintaining small communities' access to the National Airspace System. The Budget provides a \$55 million increase over the 2009 level to DOT to fulfill current program requirements as demand for subsidized commercial air service increases. However, the program that delivers this subsidy is not efficiently designed. Through the budget process, the Administration intends to work the Congress to develop more sustainable program model that will fulfill its commitment while enhancing convenience for travelers and improving cost effectiveness.

IMPROVES TRANSPARENCY

Making budgetary treatment of transportation programs more transparent. To more transparently display program resources, the Administration proposes changing the budgetary treatment of transportation programs to show both budget authority and outlays as discretionary. For 2009, the discretionary budget authority top line would be increased by approximately \$53 billion, increasing the Department of Transportation budget authority total from \$17 billion under the typical presentation to \$70 billion. Similar budget authority adjustments would be made for each out year. The change would not affect outlays or the deficit or surplus.