



DEPARTMENT OF TRANSPORTATION

The Department of Transportation (DOT) is responsible for delivering the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of goods and people. The President's 2025 Budget for DOT continues to complement the President's historic Bipartisan Infrastructure Law by: continuing to rebuild and modernizing America's roads, bridges, rail, transit systems, and airports; and prioritizing significant investments in the Federal Aviation Administration (FAA) to ensure the agency has the people, facilities, and equipment necessary for a safe and efficient National Airspace System (NAS).

The Budget requests \$25.4 billion in discretionary budget authority for 2025. The Budget also includes \$81.7 billion in obligation limitations and \$1.9 billion in mandatory resources, as well as \$36.8 billion in emergency-designated advance budget authority, for transportation infrastructure and safety investments in 2025. In total, the Budget represents an increase of \$58 billion or a 67-percent increase above the enacted level for 2021, the year prior to enactment of the Bipartisan Infrastructure Law, demonstrating the Administration's commitment to rebuilding and modernizing America's infrastructure.

The President's 2025 Budget:

- **Continues Implementation of the President's Historic Bipartisan Infrastructure Law.** The Budget provides a total of \$78.4 billion for highway, highway safety, and transit formula programs, supporting the amounts authorized for year four of the Bipartisan Infrastructure Law. This includes \$62.1 billion in obligation limitation funding for the Federal-aid Highways program, an increase of \$3.3 billion above the 2023 enacted level and \$15.7 billion above the enacted level for 2021, the year prior to enactment of the Bipartisan Infrastructure Law. This funding would support construction and safety projects of highways and bridges across the United States. The Budget also includes \$14.3 billion for Transit Formula Grants, a \$645 million increase above the 2023 enacted level, to support core capital and planning programs for transit agencies across the Nation, as well as transit research, technical assistance, and data collection. The Budget also reflects an additional \$9.5 billion in advance appropriations provided by the Bipartisan Infrastructure Law for bridge replacement and rehabilitation, electric vehicle charging infrastructure, and other programs to improve the safety, sustainability, and resilience of America's transportation network.
- **Prioritizes Investment in the FAA.** The Budget provides \$17.5 billion in discretionary budget authority for the FAA, an increase of \$2.1 billion above the 2023 enacted level, less Congressional Directed Spending. This funding supports robust hiring and training of air traffic controllers started in 2023 to rebuild the pipeline of new controllers needed to safely meet projected air traffic demands. The Budget also continues FAA's multiyear effort of

reforming aircraft certification as well as increasing its safety oversight capabilities. In addition, the Budget increases investment in the facilities and systems that comprise the NAS by over \$650 million for a total investment of \$3.6 billion, to ensure the NAS continues to safely accommodate the growth in traditional commercial aviation traffic alongside new entrants from the commercial space, unmanned aircraft, and advanced air mobility industries. The Administration also proposes to increase the fuel tax for high-end business jets, to better align the costs of the services provided to those users on the system.

- **Modernizes FAA Facilities.** The Administration supports a long-term FAA authorization that: improves safety; enables access to the system by current and emerging users; reduces emissions and improves resiliency; and expands consumer protections and access. However, it would be difficult to achieve these important goals if FAA does not have the modern facilities and systems necessary to operate the NAS. Over the last decade, FAA capital spending has not kept up with the Agency's needs. Therefore, the Budget proposes a five-year, \$8 billion mandatory program to significantly modernize FAA's major facilities and radars. This effort would ensure that the American people and all travelers can continue to depend on a safe, modern, and efficient aviation system.
- **Builds on Investments for a Safe and Efficient Passenger and Freight Rail Network.** The Budget expands on the Bipartisan Infrastructure Law's already significant investments toward improving the safety and efficiency of the Nation's rail network. This includes \$2.5 billion for grants to Amtrak, along with \$250 million for the Consolidated Rail Infrastructure and Safety Improvements program, a flexible and oversubscribed competitive grant program that advances the Justice40 Initiative. These amounts are in addition to the \$13.2 billion in rail funding directly provided by the Bipartisan Infrastructure Law. In addition, the Budget increases funding for critical safety programs, such as \$8 million for the Confidential Close Call Reporting System, doubling the 2023 enacted level. This program, which all Class I railroads have agreed to join, allows railroads and their employees to report unsafe events and conditions without fear of reprisal.
- **Supports the Nation's Transit Systems.** The Nation's transit systems play a critical role in: ensuring riders can access jobs, school, healthcare, and opportunity; spurring sustainable economic development; reducing highway congestion; and lowering greenhouse gas emissions. The Budget includes \$2.4 billion for the Capital Investment Grant program, which provides essential funding for transit expansion projects. At the same time, the Budget recognizes that many transit systems face an uncertain future as ridership and fare revenue have still not fully rebounded to pre-COVID-19 pandemic levels. To ensure transit continues to be a vital and viable transportation option, the Budget includes language to temporarily allow larger transit systems to use existing formula funds for operating expenses, and also encourages States to support their transit systems.
- **Makes Supply Chains More Resilient and Moves Goods More Quickly through the Nation's Ports and Waterways.** The Budget continues support for modernizing America's port and waterway infrastructure initiated under the Bipartisan Infrastructure Law. The Budget includes \$80 million for the Port Infrastructure Development Program to strengthen maritime freight capacity on top of the \$450 million in the Bipartisan Infrastructure Law for 2025. In addition to keeping the Nation's supply chain moving by improving efficiency, DOT would prioritize projects that also lower emissions—reducing environmental impact in and around the Nation's ports.

- **Supports Competitive Programs for Multimodal Projects.** The Budget provides \$800 million for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and National Infrastructure Project Assistance—also known as the Mega grant program—competitive grant programs, matching the 2023 enacted level for National Infrastructure Investments, by redirecting balances from the Transportation Infrastructure Finance and Innovation Act program. The RAISE and Mega grant programs support innovative highway, transit, passenger rail, freight, port and other transportation projects across the Nation, and advance the Justice40 Initiative. The RAISE program invests in locally- or regionally-significant projects such as complete streets projects that improve transportation options and protect all transportation system users, infrastructure to support healthier and more sustainable means of travel, and projects that provide significant benefits to disadvantaged communities. The Mega program accelerates delivery of larger projects that can transform and better connect regions and strengthen major supply chain networks, such as the Brent Spence Bridge Project connecting Kentucky and Ohio, and the I-5 Bridge Replacement Project connecting Oregon and Washington.
- **Addresses the Roadway and Pedestrian Safety Crisis.** Despite improvements in vehicle safety technologies, the National Highway Traffic Safety Administration (NHTSA) estimates that 42,795 people died in motor vehicle traffic crashes in 2022. While this is a very small decrease from 2021, the Nation continues to face a national crisis of traffic deaths on America's roadways. The Budget provides \$1.3 billion for NHTSA, which is \$83 million above the 2023 enacted level, to conduct critical research to reduce roadway fatalities and injuries on the Nation's highways. The Budget also includes increased funding for the newly formed Office of Automation Safety which would lead NHTSA's efforts to safely and securely integrate autonomous vehicles onto the Nation's roadways. The Office of Automation Safety, in coordination with NHTSA research, would address vehicle cyber security risks as well as risks related to artificial intelligence, in alignment with the implementation of Executive Order 14110, "Safe, Secure, and Trustworthy Development and Use of Artificial Intelligence." The Budget also provides almost \$965 million to the Federal Motor Carrier Safety Administration to continue its essential safety activities, including its Large Truck and Medium-Duty Truck Crash Causal Factors Studies.
- **Invests in Merchant Mariner Training.** The Budget provides \$191 million for the United States Merchant Marine Academy (USMMA) to support an exemplary standard of excellence in education and training opportunities for the next generation of diverse seagoing officers and maritime leaders to serve the Nation. This includes funding for sexual assault and sexual harassment prevention and response activities, newly created subject matter expert Advisory Council positions, and expanded measures to support survivors of sexual assault. The Budget also proposes \$86 million in priority maintenance and improvement projects at the USMMA campus.

