

Security

The Department of Transportation is responsible for ensuring that the national transportation system remains operable in the face of natural and manmade disasters. DOT also manages the Civil Reserve Air Fleet and operates the Ready Reserve Force in support of the Department of Defense's strategic airlift and sealift needs. Under the current Federal Response Plan, DOT is the lead agent for Emergency Support Function One - Transportation. DOT will work with the Departments of Defense and Homeland Security, as well as with State, local government and private sector partners, to ensure that DOT's core competencies are used to meet critical transportation needs during any contingency. This involves such tasks as:

- operating national and field Movement Coordination Centers to obtain transportation services and provide transportation assets into and out of the disaster area;
- assessing transportation infrastructure damage and effects on the national and regional transportation system, monitoring the accessibility of transportation capacity and congestion in the transportation system, and implementing management controls as required;
- assisting in the design and implementation of alternate transportation services, such as mass transit systems, to replace system capacity temporarily lost to disaster damage; and
- coordinating the clearing and restoration of transportation infrastructure.

Rapid recovery of transportation in all modes from intentional harm and natural disasters

- Increase Overall Resilience of the National Transportation System. The President's budget requests \$283.5 million to improve the overall readiness of the Department to respond to acts of intentional harm and natural disasters, and to prepare for a rapid recovery from such events.
- FAA insures the operability of the national airspace through the facilities, equipment and personnel of the air traffic control system, which is essential to the rapid recovery of transportation services in the event of a national crisis. The budget request includes \$159.6 million to continue upgrading and accrediting facilities, procure and implement additional security systems, and upgrade the Command and Control Communications equipment.
- FHWA works with a number of DOT agencies and the Department of Homeland Security and its Transportation Security Administration to improve highway-related security by assessing the vulnerability of critical highway infrastructure and developing measures to reduce vulnerability, ensuring State and local highway departments are prepared to respond to attacks on the highway system, improving the readiness of military and civilian authorities to support military deployments, and conducting security-related research. FHWA also administers the Emergency Relief Program, which provides funds to repair and reconstruct highways and bridges damaged as a result of catastrophic failures. The budget request includes \$62.9 million to support FHWA's security activities. Approximately \$50 million of the requested funds will be dedicated from the Emergency Relief Program and the remaining \$13 million will fund security activities such as vulnerability assessments and emergency operations, preparedness, and response.
- FTA, in coordination with the Transportation Security Administration, works with transit agencies to enhance the security of public transportation systems. The Department of Transportation is requesting \$38 million to ensure that the 50 largest transit agencies in the coun-



try (which currently serve over 95 percent of all transit passengers) address the basic requirements of security readiness: current security and emergency preparedness plans and practice drills, employee training, and public awareness.

- RSPA's Crisis Management Center assists DOT and the Nation in dealing with disruptions in the national transportation system due to man-made disasters by regularly and continuously coordinating State and local government planning, training, and disaster preparedness exercises; by ensuring that essential Secretarial functions can continue at an alternate site if the DOT Headquarters building is unavailable during a crisis; and by ensuring that essential DOT functions can continue at a secure location during national security emergencies. The budget request includes \$2.3 million for security-related activities of RSPA to improve DOT's ability to carry out essential national functions at the alternate site and to make improvements to the Crisis Management Center. RSPA's goal is to increase the Transportation Capability Assessment for Readiness rating of its preparedness from 67 in FY 2004 to 80 in FY 2005.
- FMCSA works in concert with the Transportation Security Administration to establish protocols enhancing the security of commercial motor vehicle transportation, including particularly the security of commercial motor vehicles carrying hazardous materials. The President's budget requests \$7.8 million to continue security compliance reviews of hazmat carriers and to continue an outreach initiative that communicates threat characteristics and security advice to commercial motor vehicle drivers, carriers and law enforcement agencies.
- The U.S. railroad system carries approximately 40 percent of the ton-miles of freight in the United States, making it imperative that the FRA reduce the vulnerability of the railroad infrastructure and systems to physical and cyber attack. The budget request includes \$0.7 million to conduct security risk assessments, develop mitigation strategies in coordination with railroads, and monitor accident/incident databases for signs of intentional acts of destruction.
- The SLSDC is a critical transportation link to and from the agricultural and industrial heartland of the United States. A shutdown of any one of the Seaway's 15 U.S. and Canadian locks due to a security-related event or lock malfunction or failure would stop operations through the St. Lawrence Seaway System and severely disrupt traffic throughout the entire Great Lakes. The President's budget request includes \$0.3 million to continue SLSDC's risk assessment inspections of foreign-flag vessels and to enhance and maintain physical security around the lock facilities.

National Security Contingency Sealift

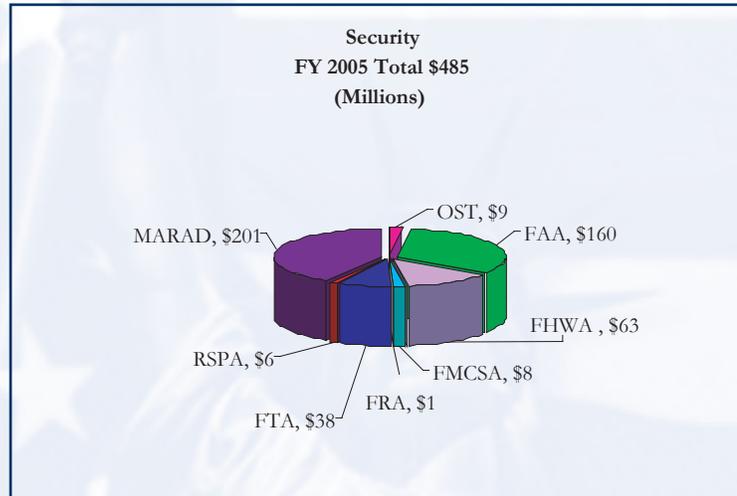
- Increase the Availability of Contingency Strategic Sealift. The President's FY 2005 budget request includes \$201.3 million to achieve the goal that 94 percent of DOD-required shipping capacity, complete with crews, be available within mobilization timelines in FY 2005; and to maintain 94 percent of DOD-designated commercial ports available for military use within DOD established readiness timelines in FY 2005.

MARAD works closely with the Department of Defense to provide a seamless, time-phased transition from peacetime to wartime operations, while balancing the defense and commercial elements of the maritime transportation system. MARAD ensures that strategic port facilities are available and ready to move military cargo smoothly through commercial ports during DOD mobilization. Through the Maritime Security Program, the Voluntary Intermodal Sealift Agreement, and the Ready Reserve Force, MARAD assures that DOD has access to commer-



cial sealift capacity to support the rapid deployment of U.S. military forces. MARAD's recent contribution to Operation Enduring Freedom and Operation Iraqi Freedom underscores the critical importance of readiness to meet national security needs. The U.S. Merchant Marine Academy and six State Maritime Schools provide the skilled U.S. merchant marine officers essential to the success of its security activities.

DOT's Security Performance Budget is distributed as follows:



President's Management Agenda - Organizational Excellence

With approximately 60,000 employees and hundreds of programs, DOT faces significant challenges regarding customer satisfaction, employee effectiveness, and organizational performance and productivity. The FY 2005 budget requests an overall \$839.2 million, including \$17 million in the Office of the Secretary, to strengthen the management of the Department's large information technology investment portfolio and to improve the American public's access to information and services through electronic government. Also included is \$160 million to finance the 2005 costs for the new Department headquarters building that will consolidate headquarters operating functions into efficient, leased office space.

Organizational Excellence

Overall, the Secretary is improving Departmental management by ensuring that:

- All elements of the Human Capital, Competitive Sourcing, Improved Financial Management, Electronic Government, Budget and Performance Integration, and Research and Development Investment Criteria segments of the President's Management Agenda are accomplished.
- Major DOT systems acquisitions consistently meet at least 80 percent of cost and schedule goals established in acquisition project baselines.
- At least 95 percent of major federally funded infrastructure projects meet schedule milestones established in project or contract agreements, or miss them by less than 10 percent.
- At least 95 percent of major federally funded infrastructure projects meet cost estimates established in project or contract agreements, or miss them by less than 10 percent.