

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, **[\$61,000,000]** \$61,930,000, of which not to exceed **[\$40,000]** \$60,000 shall be available as the Secretary may determine for allocation within the Department for official reception and representation expenses: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,000,000 in funds received in user fees: *Provided further*, That none of the funds appropriated in this Act or otherwise made available may be used to maintain custody of airline tariffs that are already available for public and departmental access at no cost; to secure them against detection, alteration, or tampering; and open to inspection by the Department]. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct program: General Administration	52	61	62
09.01 Reimbursable program	5	4	4
10.00 Total obligations	57	65	66
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1	1	
22.00 New budget authority (gross)	56	65	66
23.90 Total budgetary resources available for obligation	57	66	66
23.95 New obligations	-57	-65	-66
24.40 Unobligated balance available, end of year:			
Uninvested	1		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	52	61	62
Permanent:			
68.00 Spending authority from offsetting collections: Off-			
setting collections (cash)	4	4	4
70.00 Total new budget authority (gross)	56	65	66
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	6	14	6
72.95 Orders on hand from Federal sources	9	9	9
72.99 Total unpaid obligations, start of year	15	23	15
73.10 New obligations	57	65	66
73.20 Total outlays (gross)	-48	-73	-66
73.40 Adjustments in expired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	14	6	6
74.95 Orders on hand from Federal sources	9	9	9
74.99 Total unpaid obligations, end of year	23	15	15
Outlays (gross), detail:			
86.90 Outlays from new current authority	49	55	56
86.93 Outlays from current balances	-5	14	6
86.97 Outlays from new permanent authority	4	4	4
87.00 Total outlays (gross)	48	73	66
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-4	-4

Net budget authority and outlays:			
89.00	Budget authority	52	61
90.00	Outlays	44	69

General administration.—This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel. Beginning in 1998, it also included funding for the Office of the Secretary's share of rental payments to the General Services Administration.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	29	29
11.3 Other than full-time permanent	3	5	5
11.9 Total personnel compensation	33	34	34
12.1 Civilian personnel benefits	5	6	6
13.0 Benefits for former personnel	1		
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	6	6
25.2 Other services	10	14	14
99.0 Subtotal, direct obligations	50	61	61
99.0 Reimbursable obligations	5	4	4
99.5 Below reporting threshold	2		1
99.9 Total obligations	57	65	66

Personnel Summary

Identification code 69-0102-0-1-407	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	472	461	456
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	33	24	23

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$5,574,000]** \$6,966,000. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations	6	6	7
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	7
23.95 New obligations	-6	-6	-7
New budget authority (gross), detail:			
40.00 Appropriation	6	6	7
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40 Uninvested			1
73.10 New obligations	6	6	7
73.20 Total outlays (gross)	-5	-5	-7
Unpaid obligations, end of year: Obligated balance:			
74.40 Uninvested			1

General and special funds—Continued

OFFICE OF CIVIL RIGHTS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0118-0-1-407	1997 actual	1998 est.	1999 est.
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	5	6
86.93 Outlays from current balances			1
87.00 Total outlays (gross)	5	5	7
Net budget authority and outlays:			
89.00 Budget authority	6	6	7
90.00 Outlays	5	5	7

This appropriation finances the costs of a Departmental Civil Rights office. This office is responsible for enforcing laws and regulations which prohibit discrimination in federally operated and federally assisted transportation programs. This office also handles all civil rights cases related to Department of Transportation employees.

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	1	1	2
99.9 Total obligations	6	6	7

Personnel Summary

Identification code 69-0118-0-1-407	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	72	70	70

MINORITY BUSINESS OUTREACH

For necessary expenses of [the] Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,635,000 shall remain available until September 30, [1999] 2000. Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations	2	4	3
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested		1	
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	3	4	3
23.95 New obligations	-2	-4	-3
24.40 Unobligated balance available, end of year: Uninvested	1		
New budget authority (gross), detail:			
40.00 Appropriation	3	3	3
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	2	2	
73.10 New obligations	2	4	3
73.20 Total outlays (gross)	-2	-6	-3
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	2		
Outlays (gross), detail:			
86.90 Outlays from new current authority		3	3

86.93 Outlays from current balances	2	3	
87.00 Total outlays (gross)	2	6	3
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	2	6	3

Minority business outreach.—This activity provides contractual support to assist small, women-owned and minority business firms, entrepreneurs, and venture groups in securing contracts and subcontracts arising out of projects that involve Federal funding. It also provides support to historically black and hispanic colleges.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	1997 actual	1998 est.	1999 est.
25.2 Other services	1	3	2
41.0 Grants, subsidies, and contributions	1	1	1
99.9 Total obligations	2	4	3

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct program	90		
09.01 Reimbursable program	56		
10.00 Total obligations	146		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	146		
22.30 Unobligated balance expiring	-1		
23.90 Total budgetary resources available for obligation	146		
23.95 New obligations	-146		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	85		
42.00 Transferred from other accounts	5		
43.00 Appropriation (total)	90		
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	57	5	
68.10 Change in orders on hand from Federal sources	-1	-5	
68.90 Spending authority from offsetting collections (total)	56		
70.00 Total new budget authority (gross)	146		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	-9	-3	
72.95 Orders on hand from Federal sources	6	5	
72.99 Total unpaid obligations, start of year	-3	2	
73.10 New obligations	146		
73.20 Total outlays (gross)	-140	-2	
73.40 Adjustments in expired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	-3		
74.95 Orders on hand from Federal sources	5		
74.99 Total unpaid obligations, end of year	2		
Outlays (gross), detail:			
86.90 Outlays from new current authority	90		
86.93 Outlays from current balances	-4		
86.97 Outlays from new permanent authority	52		
86.98 Outlays from permanent balances		2	
87.00 Total outlays (gross)	140	2	

Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-57	-5
88.95	Change in orders on hand from Federal sources	1	5
Net budget authority and outlays:			
89.00	Budget authority	90	
90.00	Outlays	83	-3

Until 1997, payments to GSA for headquarters and field space rental and related services for all modes were consolidated into this account. Beginning in 1998, however, all GSA rental payments were included in the modal budgets.

Object Classification (in millions of dollars)

Identification code 69-0117-0-1-407	1997 actual	1998 est.	1999 est.
Direct obligations:			
23.1	Rental payments to GSA	88	
25.2	Other services	2	
99.0	Subtotal, direct obligations	90	
99.0	Reimbursable obligations	56	
99.9	Total obligations	146	

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, and development activities, to remain available until expended, **[\$4,400,000] \$4,710,000.** (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01	Transportation policy and planning	4	4
00.02	Systems development	1	1
10.00	Total obligations	5	5
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested	1	1
22.00	New budget authority (gross)	3	4
22.10	Resources available from recoveries of prior year obligations	1	
23.90	Total budgetary resources available for obligation	5	5
23.95	New obligations	-5	-5
24.40	Unobligated balance available, end of year:		
	Uninvested	1	
New budget authority (gross), detail:			
40.00	Appropriation	3	4
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance: Uninvested		1
72.95	Orders on hand from Federal sources	1	1
72.99	Total unpaid obligations, start of year	1	2
73.10	New obligations	5	5
73.20	Total outlays (gross)	-4	-3
73.45	Adjustments in unexpired accounts	-1	
Unpaid obligations, end of year:			
74.40	Obligated balance: Uninvested	1	3
74.95	Orders on hand from Federal sources	1	1
74.99	Total unpaid obligations, end of year	2	4
Outlays (gross), detail:			
86.90	Outlays from new current authority	2	2
86.93	Outlays from current balances	2	1
87.00	Total outlays (gross)	4	3
Net budget authority and outlays:			
89.00	Budget authority	3	4
90.00	Outlays	3	5

This appropriation finances systems development and those research activities and studies concerned with planning, analysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies.

The program is carried out primarily through contracts with other Federal agencies, educational institutions, non-profit research organizations, and private firms.

Transportation policy and planning.—This research supports the development of transportation policy, coordination of national level transportation planning, and such issues as regulatory modernization, energy conservation, and environmental and safety impacts of transportation and provides departmental leadership on aviation economic policy and international transportation issues.

Systems Development.—This activity funds system development of departmentwide management systems. In 1999, it includes resources to complete a Central Dockets Management System.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	1997 actual	1998 est.	1999 est.
11.1	Personnel compensation: Full-time permanent	2	2
25.2	Other services	2	2
99.0	Subtotal, direct obligations	4	4
99.5	Below reporting threshold	1	1
99.9	Total obligations	5	5

Personnel Summary

Identification code 69-0142-0-1-407	1997 actual	1998 est.	1999 est.
1001	Total compensable workyears: Full-time equivalent employment	23	15

PAYMENTS TO AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0150-0-1-402	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested	1	
22.00	New budget authority (gross)	-1	
23.90	Total budgetary resources available for obligation		
New budget authority (gross), detail:			
40.36	Unobligated balance rescinded	-1	
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40	Uninvested	3	2
73.20	Total outlays (gross)	-1	-2
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	2	
Outlays (gross), detail:			
86.93	Outlays from current balances	1	2
Net budget authority and outlays:			
89.00	Budget authority	-1	
90.00	Outlays	1	2

This program was funded out of the Airport and Airway Trust Fund in 1997. Consistent with FAA reauthorization legislation enacted in 1996, the budget funded this as a mandatory program beginning in 1998.

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$121,800,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees]. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Service center activities	120	119	176
10.00 Total obligations	120	119	176
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	9	8	8
22.00 New budget authority (gross)	117	119	176
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	128	127	184
23.95 New obligations	-120	-119	-176
24.40 Unobligated balance available, end of year:			
Uninvested	8	8	8
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	110	119	176
68.10 Change in orders on hand from Federal sources	7		
68.90 Spending authority from offsetting collections (total)	117	119	176
70.00 Total new budget authority (gross)	117	119	176
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	9	19	19
72.95 Orders on hand from Federal sources	34	41	41
72.99 Total unpaid obligations, start of year	43	60	60
73.10 New obligations	120	119	176
73.20 Total outlays (gross)	-102	-119	-176
73.45 Adjustments in unexpired accounts	-2		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	19	19	19
74.95 Orders on hand from Federal sources	41	41	41
74.99 Total unpaid obligations, end of year	60	60	60
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	110	119	176
86.98 Outlays from permanent balances	-8		
87.00 Total outlays (gross)	102	119	176
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-110	-119	-176
88.95 Change in orders on hand from Federal sources	-7		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-8		

The Transportation Administrative Service Center (TASC) finances common administrative services that are centrally

performed in the interest of economy and efficiency in the Department. The fund is financed through negotiated agreements with Departmental operating administrations, and other governmental elements requiring the center's capabilities. This budget proposes that the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography be transferred to TASC in 1999.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	1997 actual	1998 est.	1999 est.
Personnel compensation:			
11.1 Full-time permanent	15	16	36
11.5 Other personnel compensation			1
11.9 Total personnel compensation	15	16	37
12.1 Civilian personnel benefits	3	3	7
13.0 Benefits for former personnel	3	2	2
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things			1
23.1 Rental payments to GSA		7	9
23.3 Communications, utilities, and miscellaneous charges	9	11	14
25.2 Other services	81	68	91
26.0 Supplies and materials	3	3	6
31.0 Equipment	4	7	8
99.0 Subtotal, reimbursable obligations	118	118	176
99.5 Below reporting threshold	2	1	
99.9 Total obligations	120	119	176

Personnel Summary

Identification code 69-4520-0-4-407	1997 actual	1998 est.	1999 est.
2001 Total compensable workyears: Full-time equivalent employment	290	305	664

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations		50	50
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		50	50
23.95 New obligations		-50	-50
New budget authority (gross), detail:			
Current:			
42.00 Transferred from FAA Operations		50	
Permanent:			
62.00 Transferred from Overflight Fees			50
70.00 Total new budget authority (gross)		50	50
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40 Uninvested			20
73.10 New obligations		50	50
73.20 Total outlays (gross)		-30	-50
Unpaid obligations, end of year: Obligated balance:			
74.40 Uninvested		20	20
Outlays (gross), detail:			
86.90 Outlays from new current authority		30	
86.93 Outlays from current balances			20
86.97 Outlays from new permanent authority			30
87.00 Total outlays (gross)		30	50
Net budget authority and outlays:			
89.00 Budget authority		50	50
90.00 Outlays		30	50

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services

provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service program and rural airport improvements.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent		1	1
41.0 Grants, subsidies, and contributions		49	49
99.9 Total obligations		50	50

Personnel Summary

Identification code 69-5423-0-2-402	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment		10	10

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM ACCOUNT

For the cost of direct loans, \$1,500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize gross obligations for the principal amount of direct loans not to exceed **[\$15,000,000]** \$13,775,000. In addition, for administrative expenses to carry out the direct loan program, \$400,000. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct loan subsidy and administrative expenses	2	2	2
10.00 Total obligations (object class 41.0)	2	2	2
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2	2	2
23.95 New obligations	-2	-2	-2
New budget authority (gross), detail:			
40.00 Appropriation	2	2	2
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	3	4	4
73.10 New obligations	2	2	2
73.20 Total outlays (gross)	-1	-2	-2
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	4	4	4
Outlays (gross), detail:			
86.90 Outlays from new current authority	1	2	2
Net budget authority and outlays:			
89.00 Budget authority	2	2	2
90.00 Outlays	1	2	2

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0155-0-1-407	1997 actual	1998 est.	1999 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels	15	15	14
Direct loan subsidy (in percent):			
1320 Subsidy rate	10.00	10.00	11.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority	2	2	2
Direct loan subsidy outlays:			
1340 Subsidy outlays	1	2	2

Office of Small and Disadvantaged Business Utilization (OSDBU)/Minority Business Resource Center (MBRC).—The OSDBU/MBRC provides assistance in obtaining short-term working capital and bonding for disadvantaged, minority, and women-owned businesses (DBE/MBE/WBES).

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4186-0-3-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct loans	6	15	14
00.02 Interest paid to treasury	1	1	1
10.00 Total obligations	7	16	15
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	9	8	1
22.00 New financing authority (gross)	14	17	15
22.40 Capital transfer to general fund	-8	-8	-1
23.90 Total budgetary resources available for obligation	15	17	15
23.95 New obligations	-7	-16	-15
24.40 Unobligated balance available, end of year: Uninvested	8	1	
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)	14	14	12
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	8	17	17
68.47 Portion applied to debt reduction	-8	-14	-14
68.90 Spending authority from offsetting collections (total)		3	3
70.00 Total new financing authority (gross)	14	17	15
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	4	4	4
73.10 New obligations	7	16	15
73.20 Total financing disbursements (gross)	-6	-16	-15
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	4	4	4
87.00 Total financing disbursements (gross)	6	16	15
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1	-2	-2
88.40 Non-Federal sources	-7	-15	-15
88.90 Total, offsetting collections (cash)	-8	-17	-17
Net financing authority and financing disbursements:			
89.00 Financing authority	6		-2
90.00 Financing disbursements	-2	-1	-2

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	15	15	14
1112 Unobligated direct loan limitation	-8		
1150 Total direct loan obligations	7	15	14

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT—Continued

Status of Direct Loans (in millions of dollars)—Continued

Identification code 69-4186-0-3-407	1997 actual	1998 est.	1999 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	8	7	7
1231 Disbursements: Direct loan disbursements	6	15	14
1251 Repayments: Repayments and prepayments	-7	-15	-15
1263 Write-offs for default: Direct loans			
1290 Outstanding, end of year	7	7	6

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Trust Funds

TRUST FUND SHARE OF RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-8066-0-7-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 23.2)	41		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	41		
23.95 New obligations	-41		
New budget authority (gross), detail:			
Appropriation (trust fund, definite):			
40.26 Highway trust fund	2		
40.26 Airport and airway trust fund	39		
43.00 Appropriation (total)	41		
70.00 Total new budget authority (gross)	41		
Change in unpaid obligations:			
73.10 New obligations	41		
73.20 Total outlays (gross)	-41		
Outlays (gross), detail:			
86.90 Outlays from new current authority	41		
Net budget authority and outlays:			
89.00 Budget authority	41		
Outlays:			
90.00 Outlays	2		
90.00 Outlays	39		

Until 1997, trust fund payments to GSA for headquarters and field space rent and related services were reflected in this account. Beginning in 1998, all GSA rental payments, including these trust-funded payments, are reflected in the modal budgets.

[PAYMENTS TO AIR CARRIERS]

[(RESCISSION OF CONTRACT AUTHORIZATION)]

[(AIRPORT AND AIRWAY TRUST FUND)]

[Of the budgetary resources provided for "Small Community Air Service" by Public Law 101-508, for fiscal year 1998, \$38,600,000 are rescinded.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	24		
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	2	4	4
22.00 New budget authority (gross)	26		
23.90 Total budgetary resources available for obligation	28	4	4
23.95 New obligations	-24		
24.40 Unobligated balance available, end of year:			
Uninvested	4	4	4
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	26		
40.49 Portion applied to liquidate contract authority	-26		
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)	39	39	
66.35 Contract authority rescinded	-13	-39	
66.90 Contract authority (total)	26		
70.00 Total new budget authority (gross)	26		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	8	10	
73.10 New obligations	24		
73.20 Total outlays (gross)	-21	-10	
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	10		
Outlays (gross), detail:			
86.90 Outlays from new current authority	13		
86.93 Outlays from current balances	8	10	
87.00 Total outlays (gross)	21	10	
Net budget authority and outlays:			
89.00 Budget authority	26		
90.00 Outlays	21	10	

Status of Contract Authority (in millions of dollars)

Identification code 69-8304-0-7-402	1997 actual	1998 est.	1999 est.
Contract authority:			
0200 Contract authority	26		
0400 Appropriation to liquidate contract authority	-26		

Through 1997 this program was funded from the Airport and Airway Trust Fund. However, starting in 1998, the FAA reauthorization funded it as a mandatory program supported by overflight fees.

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules, including net transfers and proposed legislation.

	1997 actual	1998 est.	1999 est.
Budget authority:			
Operating expenses ¹	2,633	2,715	2,772
Acquisition, construction and improvements ²	375	389	407
Environmental compliance and restoration	22	21	21
Port safety development	5		
Alteration of bridges	16	17	
Retired pay	617	653	684
Reserve training	65	67	67
Research, development, test and evaluation ³	19	19	18
Boat safety ⁴	45	55	55
Oil spill recovery, Coast Guard, (OSLTF)	57	61	61
Budget authority total net	3,854	3,997	4,085

Direct Obligations			
Operating expenses	2,637	2,716	2,772
Acquisition, construction, and improvements	405	406	453
Environmental compliance and restoration	21	24	21
Port safety development	5		
Alteration of bridges	16	18	
Retired pay	616	653	684
Reserve training	65	67	67
Research, development, test, and evaluation	21	22	18
Boat safety	44	59	55
Oil spill recovery, Coast Guard, (OSLTF)	40	61	61
Obligation total net	3,870	4,026	4,131

Totals may not add due to rounding of details.

For comparability purposes this table includes:

¹ \$25 million in 1997-1999 from the Oil Spill Liability Trust Fund; \$300 million in 1997-1998 and \$309 million in 1999 from Defense function.

² \$20 million in 1997-99 from the Oil Spill Liability Trust Fund.

³ \$5.02 million in 1997 and \$3.5 million in 1998-99 from the Oil Spill Liability Trust Fund.

⁴ Includes mandatory funds of \$10 million in 1997 and \$20 million in 1998 pursuant to Title V, P.L. 102-587. \$55 million in 1999 is pursuant to proposed legislation.

Federal Funds

General and special funds:

OPERATING EXPENSES

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97-377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; **[\$2,715,400,000.] \$2,771,705,000; of which not to exceed \$4,000,000 shall be for the establishment and operating costs of a Caribbean International Support Tender to train and support foreign coast guards in the Caribbean region; and of which [\$300,000,000] \$309,000,000 shall be available for defense-related activities and \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: Provided,** That the number of aircraft on hand at any one time shall not exceed 212, exclusive of aircraft and parts stored to meet future attrition: *Provided further,* That none of the funds appropriated in this or any other Act shall be available for pay or administrative expenses in connection with shipping commissioners in the United States: *Provided further,* That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further,* That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: **[Provided further,** That \$34,300,000 of the funds provided under this heading for increased drug interdiction activities are not available for obligation until the Director, Office of National Drug Control Policy: (1) reviews the specific activities and associated costs and benefits proposed by the Coast Guard; (2) compares those activities to other drug interdiction efforts Government-wide; and (3) certifies, in writing, to the House and Senate Committees on Appropriations that such expenditures represent the best investment relative to other options: *Provided further,* That should the Director, Office of National Drug Control Policy decline to make such certification, after notification in writing to the House and Senate Committees on Appropriations, the Director may transfer, at his discretion, up to \$34,300,000 of funds provided herein for Coast Guard drug interdiction activities to any other entity of the Federal Government for drug interdiction activities: **] Provided further,** That up to \$615,000 in user fees collected pursuant to section 1111 of Public Law 104-324 shall be credited to this appropriation as offsetting collections in fiscal year **[1998] 1999. (Department of Transportation and Related Agencies Appropriations Act, 1998.)**

Program and Financing (in millions of dollars)

Identification code 69-0201-0-1-999 1997 actual 1998 est. 1999 est.

Obligations by program activity:				
Direct program:				
00.01	Search and rescue	329	338	343
00.02	Aids to navigation	439	455	464
00.03	Marine safety	377	389	402
00.04	Marine environmental protection	289	300	305

00.05	Enforcement of laws and treaties	1,096	1,099	1,115
00.06	Ice operations	63	67	74
00.07	Defense readiness	44	68	69
08.00	Total direct program	2,637	2,716	2,772
09.01	Reimbursable program	72	87	88
10.00	Total obligations	2,709	2,803	2,860

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year:			
	Uninvested	2	1	
22.00	New budget authority (gross)	2,706	2,802	2,860
22.10	Resources available from recoveries of prior year obligations	5		
22.30	Unobligated balance expiring	-2		
23.90	Total budgetary resources available for obligation	2,710	2,803	2,860
23.95	New obligations	-2,709	-2,803	-2,860
24.40	Unobligated balance available, end of year:			
	Uninvested	1		

New budget authority (gross), detail:

Current:				
40.00	Appropriation	2,295	2,691	2,747
40.15	Appropriation (emergency)	2		
Reduction pursuant to P.L. 104-208:				
40.75	Reduction pursuant to P.L. 104-205	-2		
40.75	Reduction pursuant to P.L. 105-66		-1	
41.00	Transferred to other accounts	-1		
42.00	Transferred from other accounts	315		
43.00	Appropriation (total)	2,609	2,690	2,747
Permanent:				
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	74	112	113
68.10	Change in orders on hand from Federal sources	52		
68.15	Adjustment to orders on hand from Federal sources	-29		
68.90	Spending authority from offsetting collections (total)	97	112	113
70.00	Total new budget authority (gross)	2,706	2,802	2,860

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Obligated balance: Uninvested	586	567	707
72.95	Orders on hand from Federal sources	177	229	229
72.99	Total unpaid obligations, start of year	763	796	936
73.10	New obligations	2,709	2,803	2,860
73.20	Total outlays (gross)	-2,677	-2,663	-2,803
73.40	Adjustments in expired accounts	5		
73.45	Adjustments in unexpired accounts	-5		
Unpaid obligations, end of year:				
74.40	Obligated balance: Uninvested	567	707	765
74.95	Orders on hand from Federal sources	229	229	229
74.99	Total unpaid obligations, end of year	796	936	994

Outlays (gross), detail:

86.90	Outlays from new current authority	2,090	2,152	2,197
86.93	Outlays from current balances	513	399	493
86.97	Outlays from new permanent authority	74	112	113
87.00	Total outlays (gross)	2,677	2,663	2,803

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Federal sources:				
88.00	Department of Defense	-28	-31	-31
88.00	Other Federal sources	-17	-75	-76
88.00	Federal sources	-1		
88.40	Non-Federal sources	-5	-6	-6
88.45	Offsetting governmental collections	-23		
88.90	Total, offsetting collections (cash)	-74	-112	-113
88.95	Change in orders on hand from Federal sources	-52		
88.96	Adjustment to orders on hand from Federal sources	29		

Net budget authority and outlays:

89.00	Budget authority	2,609	2,690	2,747
90.00	Outlays	2,603	2,551	2,690

General and special funds—Continued

OPERATING EXPENSES—Continued

(INCLUDING TRANSFER OF FUNDS)—Continued

To carry out its unique duties as a peacetime operating agency and one of the military services, the Coast Guard employs multipurpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas. The 1999 request provides for the safety of the public, and the Coast Guard's work force, with a continued emphasis on critical national security and law enforcement missions. For example, the request includes \$369 million for drug interdiction activities. An additional \$67 million for drug interdiction capital expenses is requested in the Acquisition, Construction, and Improvements account.

As part of a continuing effort to streamline the Coast Guard, the 1999 Budget assumes facility closures and other streamlining that will yield over \$20 million in annual savings by 2001.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	177	184	193
11.3 Other than full-time permanent	6	7	7
11.5 Other personnel compensation	6	6	6
11.7 Military personnel	1,051	1,062	1,106
11.8 Special personal services payments	3	3	3
11.9 Total personnel compensation	1,243	1,262	1,315
12.1 Civilian personnel benefits	43	45	47
12.2 Military personnel benefits	101	105	109
13.0 Benefits for former personnel	3	1	1
21.0 Travel and transportation of persons	87	88	87
22.0 Transportation of things	49	51	52
23.1 Rental payments to GSA	36	35	35
23.2 Rental payments to others	64	65	66
23.3 Communications, utilities, and miscellaneous charges	87	84	84
24.0 Printing and reproduction	5	5	5
25.1 Advisory and assistance services	11	12	12
25.2 Other services	119	115	108
25.3 Purchases of goods and services from Government accounts		1	1
25.4 Operation and maintenance of facilities	124	137	136
25.6 Medical care	119	120	121
25.7 Operation and maintenance of equipment	99	113	107
26.0 Supplies and materials	413	406	416
31.0 Equipment	65	65	65
32.0 Land and structures	4	4	4
42.0 Insurance claims and indemnities	1	1	1
99.0 Subtotal, direct obligations	2,637	2,716	2,772
99.0 Reimbursable obligations	72	87	88
99.9 Total obligations	2,709	2,803	2,860

Personnel Summary

Identification code 69-0201-0-1-999	1997 actual	1998 est.	1999 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	4,345	4,506	4,669
1101 Full-time equivalent employment	34,060	34,483	34,557
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment	81	106	140
2101 Full-time equivalent employment	114	154	165

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, **[\$397,850,000]** \$407,773,000, of which \$20,000,000 shall be derived from the Oil

Spill Liability Trust Fund; of which **[\$212,100,000]** \$234,573,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, **[2002; \$25,800,000]** 2003; \$37,131,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, **[2000; \$44,650,000]** 2001; \$33,969,000 shall be available for other equipment, to remain available until September 30, **[2000]** 2001; **[\$68,300,000]** \$53,650,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, **[2000]** 2001; and **[\$47,000,000]** \$48,450,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, **[1999]** 2000: *Provided*, That funds received from the sale of HU-25 aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity: *Provided further*, That the Commandant may dispose of surplus real property by sale or lease and the proceeds shall be credited to this appropriation, of which not more than **[\$9,000,000]** \$1,000,000 shall be credited as offsetting collections to this account; to be available for the purposes of this account: *Provided further*, That the amount herein appropriated from the General Fund shall be reduced by such amount: *Provided further*, That any proceeds from the sale or lease of Coast Guard surplus real property in excess of **[\$9,000,000]** \$1,000,000 shall be retained and remain available until expended, but shall not be available for obligation until October 1, **[1998: *Provided further*, That the Secretary, acting through the Commandant, may enter into a long-term Use Agreement with the City of Unalaska for dedicated pier space on the municipal dock necessary to support Coast Guard enforcement vessels when such vessels call on the Port of Dutch Harbor, Alaska]** 1999: *Provided further, That beginning in fiscal year 1999 and thereafter the Secretary shall, under 31 U.S.C. 9701 and 14 U.S.C. 2110, establish and adjust user fees for any services provided: Provided further, That such fees shall be implemented by publication of an initial fee schedule as an interim final rule in the Federal Register not later than 150 days after enactment of this provision: Provided further, That not to exceed \$35,000,000 of offsetting collections from such user fees shall be collected and be available until expended for necessary expenses under this heading: Provided further, That any such additional fees received in excess of \$35,000,000 shall remain available until expended, but shall not be available until October 1, 1999. (Department of Transportation and Related Agencies Appropriations Act, 1998.)*

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	46	49	55
00.02 Aids to navigation	115	122	136
00.03 Marine safety	45	36	41
00.04 Marine environmental protection	52	45	50
00.05 Enforcement of laws and treaties	103	109	122
00.06 Ice operations	35	36	40
00.07 Defense readiness	9	8	9
00.91 Total direct program	405	406	453
09.01 Reimbursable program	3	3	3
10.00 Total obligations	408	409	456

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested	224	196	188
22.00 New budget authority (gross)	381	401	446
22.10 Resources available from recoveries of prior year obligations	1		
22.30 Unobligated balance expiring	-2		
23.90 Total budgetary resources available for obligation	604	596	634
23.95 New obligations	-408	-409	-456
24.40 Unobligated balance available, end of year:			
Uninvested	196	188	178

New budget authority (gross), detail:

Current:			
40.00 Appropriation	355	369	387
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	27	32	59
68.10 Change in orders on hand from Federal sources	-11		

68.15	Adjustment to orders on hand from Federal sources	10		
68.90	Spending authority from offsetting collections (total)	27	32	59
70.00	Total new budget authority (gross)	381	401	446
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance: Uninvested	412	451	562
72.95	Orders on hand from Federal sources	55	44	44
72.99	Total unpaid obligations, start of year	467	495	606
73.10	New obligations	408	409	456
73.20	Total outlays (gross)	-368	-299	-345
73.40	Adjustments in expired accounts	-10		
73.45	Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:				
74.40	Obligated balance: Uninvested	451	562	672
74.95	Orders on hand from Federal sources	44	44	44
74.99	Total unpaid obligations, end of year	495	606	716
Outlays (gross), detail:				
86.90	Outlays from new current authority	60	63	66
86.93	Outlays from current balances	281	204	220
86.97	Outlays from new permanent authority	27	32	59
87.00	Total outlays (gross)	368	299	345
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-27	-32	-24
88.45	Offsetting governmental collections (user fees)			-35
88.90	Total, offsetting collections (cash)	-27	-32	-59
88.95	Change in orders on hand from Federal sources	11		
88.96	Adjustment to orders on hand from Federal sources	-10		
Net budget authority and outlays:				
89.00	Budget authority	355	369	387
90.00	Outlays	341	267	286

The Acquisition, construction, and improvements (AC&I) appropriation provides for the acquisition, construction, and improvement of the vessels, aircraft, information management resources, shore facilities, and aids to navigation required to execute the Coast Guard's missions and achieve its performance goals.

The 1999 Budget proposes the establishment and collection of a user fee on commercial cargo carriers for navigational assistance provided by the Coast Guard. This fee will be credited to the Acquisition, Construction, and Improvements account. Fiscal year 1999 fee collections are estimated to be \$35 million, based on one-quarter year implementation of the charge (yielding a 1999 AC&I program level of \$442,773,000). When fully implemented, fees are expected to recover \$165 million of the Coast Guard's costs annually.

A Presidential Advisory Council will review the Coast Guard's missions beginning in early 1998. Special attention will be given to the Coast Guard's deepwater missions; the Council's recommendations will help to shape the Deepwater Capability Replacement Project, a recapitalization of the Coast Guard's large cutters and aircraft set to begin in 2001. This review, which will be similar to recent reviews of the Department of Defense, is the first comprehensive study of the Coast Guard since 1982.

Vessels.—In 1999, the Coast Guard will acquire multi-mission platforms that use advanced technology to reduce life cycle operating costs. The seagoing buoy tender, coastal patrol boat, motor lifeboat and buoy boat acquisitions will continue. The Deepwater capability replacement analysis will commence in 1998. This analysis will identify the types of assets and technologies needed to perform basic Deepwater mission functions at minimum cost. Such information will advise future decisions on the scope of the Deepwater project.

Aircraft.—In 1999, the Coast Guard will acquire assets that ensure safety in the performance of missions. Conversion of the HC-130 engines will be completed in 1999. Improvements to the HH-65 helicopter and upgrade of the HC-130 sensors will continue.

Other Equipment.—In 1999, the Coast Guard will invest in numerous management information and decision support systems that will result in increased efficiencies, FTE reductions, and operating and maintenance savings. The Marine Information for Safety and Law Enforcement (MISLE), National Distress System (NDS) and Communications System 2000 projects will continue.

Shore Facilities.—In 1999, the Coast Guard will invest in modern structures that are more energy-efficient, comply with regulatory codes, and minimize follow-on maintenance requirements.

Personnel and Related Costs.—Personnel resources will be utilized to execute the AC&I projects described above.

Object Classification (in millions of dollars)

Identification code 69-0240-0-1-403	1997 actual	1998 est.	1999 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	14	17	16
11.7	Military personnel	20	20	25
11.9	Total personnel compensation	34	37	41
12.1	Civilian personnel benefits	3	3	3
12.2	Military personnel benefits	2	2	2
21.0	Travel and transportation of persons	5	5	6
22.0	Transportation of things			1
23.3	Communications, utilities, and miscellaneous charges	1	2	2
25.1	Advisory and assistance services	19		
25.2	Other services	58	73	81
26.0	Supplies and materials	33	34	40
31.0	Equipment	206	206	227
32.0	Land and structures	44	44	50
99.0	Subtotal, direct obligations	405	406	453
99.0	Reimbursable obligations	3	3	3
99.9	Total obligations	408	409	456

Personnel Summary

Identification code 69-0240-0-1-403	1997 actual	1998 est.	1999 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	245	288	288
1101	Full-time equivalent employment	360	363	363

PORT SAFETY DEVELOPMENT

Program and Financing (in millions of dollars)

Identification code 69-0247-0-1-403	1997 actual	1998 est.	1999 est.	
Obligations by program activity:				
10.00	Total obligations (object class 41.0)	5		
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	5		
23.95	New obligations	-5		
New budget authority (gross), detail:				
40.00	Appropriation	5		
Change in unpaid obligations:				
73.10	New obligations	5		
73.20	Total outlays (gross)	-5		
Outlays (gross), detail:				
86.90	Outlays from new current authority	5		
Net budget authority and outlays:				
89.00	Budget authority	5		

General and special funds—Continued

PORT SAFETY DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0247-0-1-403	1997 actual	1998 est.	1999 est.
90.00 Outlays	5		

This appropriation provided funds in 1996 and 1997 for the reduction of debt incurred by the Port of Portland, OR, from prior infrastructure development. No further appropriation is requested.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, \$21,000,000, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations	21	24	21
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1	3	
22.00 New budget authority (gross)	22	21	21
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	24	24	21
23.95 New obligations	-21	-24	-21
24.40 Unobligated balance available, end of year:			
Uninvested	3		
New budget authority (gross), detail:			
40.00 Appropriation	22	21	21
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	15	15	21
73.10 New obligations	21	24	21
73.20 Total outlays (gross)	-21	-17	-19
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	15	21	23
Outlays (gross), detail:			
86.90 Outlays from new current authority	7	6	6
86.93 Outlays from current balances	14	11	13
87.00 Total outlays (gross)	21	17	19
Net budget authority and outlays:			
89.00 Budget authority	22	21	21
90.00 Outlays	21	17	19

The environmental compliance and restoration account provides resources to the Coast Guard to satisfy environmental compliance and restoration related obligations arising under chapter 19 of title 14 of the United States Code.

Object Classification (in millions of dollars)

Identification code 69-0230-0-1-304	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent	3	3	3
12.1 Civilian personnel benefits	1	1	1
21.0 Travel and transportation of persons		1	
25.2 Other services	16	18	16
42.0 Insurance claims and indemnities	1		
99.0 Subtotal, direct obligations	21	23	20
99.5 Below reporting threshold		1	1

99.9 Total obligations	21	24	21
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Personnel Summary

Identification code 69-0230-0-1-304	1997 actual	1998 est.	1999 est.
Total compensable workyears:			
1001 Full-time equivalent employment	50	50	50
1101 Full-time equivalent employment	2	2	2

[ALTERATION OF BRIDGES]

[For necessary expenses for alteration or removal of obstructive bridges, \$17,000,000, to remain available until expended.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
01.01 Direct program	16	18	
09.01 Reimbursable program	9		
10.00 Total obligations	25	18	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested		1	
22.00 New budget authority (gross)	25	17	
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	26	18	
23.95 New obligations	-25	-18	
24.40 Unobligated balance available, end of year:			
Uninvested	1		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	16	17	
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	9		
70.00 Total new budget authority (gross)	25	17	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	44	63	42
73.10 New obligations	25	18	
73.20 Total outlays (gross)	-5	-39	-24
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	63	42	18
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	4	
86.93 Outlays from current balances		35	24
87.00 Total outlays (gross)	5	39	24
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-9		
Net budget authority and outlays:			
89.00 Budget authority	16	17	
90.00 Outlays	-4	39	24

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Consistent with proposed National Economic Crossroads Transportation Efficiency Act (NEXTEA) legislation, alteration of obstructive highway and railroad bridges will be eligible for funding from the Federal-Aid Highways program. The Coast Guard will continue to make the determinations as to whether any bridge presents an unreasonable obstruction to navigation, and to administer the program.

Object Classification (in millions of dollars)

Identification code 69-0244-0-1-403	1997 actual	1998 est.	1999 est.
25.2 Direct obligations: Other services	16	18	
99.0 Reimbursable obligations: Subtotal, reimbursable obligations	9		
99.9 Total obligations	25	18	

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55); **[\$653,196,000]** such sums as may be necessary. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Regular military personnel	514	546	571
00.02 Former Lighthouse Service personnel	1		
00.03 Reserve personnel	31	33	37
00.04 Survivor benefit programs	13	16	17
00.05 Medical care	57	57	59
00.06 Merchant Mariners		1	
10.00 Total obligations	616	653	684
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	617	653	684
22.30 Unobligated balance expiring	-1		
23.90 Total budgetary resources available for obligation	616	653	684
23.95 New obligations	-616	-653	-684
New budget authority (gross), detail:			
40.00 Appropriation	617	653	
40.05 Appropriation (indefinite)			684
43.00 Appropriation (total)	617	653	684
70.00 Total new budget authority (gross)	617	653	684
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	65	60	90
73.10 New obligations	616	653	684
73.20 Total outlays (gross)	-623	-623	-671
73.40 Adjustments in expired accounts	2		
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	60	90	103
Outlays (gross), detail:			
86.90 Outlays from new current authority	556	563	581
86.93 Outlays from current balances	67	60	90
87.00 Total outlays (gross)	623	623	671
Net budget authority and outlays:			
89.00 Budget authority	617	653	684
90.00 Outlays	623	623	671

This program provides for retired pay of military personnel of the Coast Guard and Coast Guard Reserve, members of the former Lighthouse Service, and for annuities payable to beneficiaries of retired military personnel under the retired serviceman's family protection plan (10 U.S.C. 1431-46) and survivor benefits plans (10 U.S.C. 1447-55); and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C., ch. 55).

The following tabulation shows the average number of personnel on the rolls during 1997 compared with estimated numbers for 1998 and 1999:

AVERAGE NUMBER

Category:	1997 actual	1998 est.	1999 est.
Commissioned officers	5,190	5,290	5,381
Warrant officers	4,202	4,307	4,405
Enlisted personnel	17,866	18,456	19,197
Former Lighthouse Service personnel	18	15	10
Reserve personnel	3,202	3,394	3,640
Total	30,478	31,462	32,633

Object Classification (in millions of dollars)

Identification code 69-0241-0-1-403	1997 actual	1998 est.	1999 est.
13.0 Benefits for former personnel	559	595	625
25.3 Purchases of goods and services from Government accounts		1	
25.6 Medical care	57	57	59
99.9 Total obligations	616	653	684

RESERVE TRAINING

[(INCLUDING TRANSFER OF FUNDS)]

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; **\$67,000,000**: *Provided*, That no more than **\$20,000,000** of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve]. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Drill pay and benefits	26	26	28
00.02 Full time support personnel	21	21	21
00.03 Annual training program	10	12	12
00.04 District administration and training	4	3	2
00.05 Recruit training	2	3	2
00.06 Operation and maintenance	1	1	1
00.07 Headquarters administration	1	1	1
10.00 Total obligations	65	67	67
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	65	67	67
23.95 New obligations	-65	-67	-67
New budget authority (gross), detail:			
40.00 Appropriation	66	67	67
41.00 Transferred to other accounts	-1		
43.00 Appropriation (total)	65	67	67
70.00 Total new budget authority (gross)	65	67	67
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	7	8	9
73.10 New obligations	65	67	67
73.20 Total outlays (gross)	-63	-66	-67
73.40 Adjustments in expired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	8	9	9
Outlays (gross), detail:			
86.90 Outlays from new current authority	59	58	58
86.93 Outlays from current balances	4	8	9
87.00 Total outlays (gross)	63	66	67
Net budget authority and outlays:			
89.00 Budget authority	65	67	67
90.00 Outlays	63	66	67

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in event of conflict,

General and special funds—Continued

RESERVE TRAINING—Continued

[(INCLUDING TRANSFER OF FUNDS)]—Continued

national emergency, or natural and man-made disasters. The reservists maintain their readiness through mobilization exercises, and duty alongside regular Coast Guard members during routine and emergency operations. The 1999 Selected Reserve program level will support a fully funded strength of 7,600 reservists.

DAYS OF TRAINING

	1997 actual	1998 est.	1999 est.	2000 est.
Initial training: Initial active duty for training	27,500	40,000	37,000	39,000
Continuing training: Selected Reserve (with pay):				
Active duty training	81,353	86,000	86,000	90,000
Drill training	138,863	150,000	158,000	175,000
Other Ready Reserve (without pay):				
Active duty for training	216	1,000	1,500	2,000
Drill training	3,420	3,000	3,000	3,000

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	1997 actual	1998 est.	1999 est.
Personnel compensation:			
11.1 Full-time permanent	3	3	3
11.7 Military personnel	45	51	51
11.9 Total personnel compensation	48	54	54
12.1 Civilian personnel benefits	1	1	1
12.2 Military personnel benefits	3	5	5
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	5	2	2
26.0 Supplies and materials	5	1	1
99.9 Total obligations	65	67	67

Personnel Summary

Identification code 69-0242-0-1-403	1997 actual	1998 est.	1999 est.
Total compensable workyears:			
1001 Full-time equivalent employment	82	87	87
1101 Full-time equivalent employment	393	396	394

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, [\$19,000,000] \$18,300,000, to remain available until expended, of which \$3,500,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	4	4	3
00.02 Aids to navigation	3	3	3
00.03 Marine safety	5	6	5
00.04 Marine environmental protection	3	4	3
00.05 Enforcement of laws and treaties	3	3	2
00.06 Ice operations	1	1	1
00.07 Defense readiness	1	1	1
00.91 Total direct program	20	22	18
09.01 Reimbursable program	1	1	1
10.00 Total obligations	21	23	19

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested	4	3	
22.00 New budget authority (gross)	19	20	19
23.90 Total budgetary resources available for obligation	23	23	19
23.95 New obligations	-21	-23	-19
24.40 Unobligated balance available, end of year:			
Uninvested	3		

New budget authority (gross), detail:

Current:			
40.00 Appropriation	14	16	15
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	11	4	4
68.10 Change in orders on hand from Federal sources	-1		
68.15 Adjustment to orders on hand from Federal sources	-5		
68.90 Spending authority from offsetting collections (total)	5	4	4
70.00 Total new budget authority (gross)	19	20	19

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	13	14	12
72.95 Orders on hand from Federal sources	3	2	2
72.99 Total unpaid obligations, start of year	16	16	14
73.10 New obligations	21	23	19
73.20 Total outlays (gross)	-25	-24	-21
73.40 Adjustments in expired accounts	5		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	14	12	10
74.95 Orders on hand from Federal sources	2	2	2
74.99 Total unpaid obligations, end of year	16	14	12

Outlays (gross), detail:

86.90 Outlays from new current authority	8	8	8
86.93 Outlays from current balances	7	12	9
86.97 Outlays from new permanent authority	5	4	4
86.98 Outlays from permanent balances	6		
87.00 Total outlays (gross)	25	24	21

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1		
88.45 Offsetting governmental collections	-10	-4	-4
88.90 Total, offsetting collections (cash)	-11	-4	-4
88.95 Change in orders on hand from Federal sources	1		
88.96 Adjustment to orders on hand from Federal sources	5		

Net budget authority and outlays:

89.00 Budget authority	14	16	15
90.00 Outlays	15	20	17

The Coast Guard's Research and Development program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of Coast Guard's operating missions.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	4	4	4
11.7 Military personnel	2	2	2
11.9 Total personnel compensation	6	6	6
12.1 Civilian personnel benefits	1	1	1
21.0 Travel and transportation of persons	1	1	1
25.1 Advisory and assistance services	1	1	1
25.5 Research and development contracts	9	9	7
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
99.0 Subtotal, direct obligations	20	20	18

99.0	Reimbursable obligations	1	1	
99.5	Below reporting threshold	1	2	
99.9	Total obligations	21	23	19

Personnel Summary

Identification code 69-0243-0-1-403	1997 actual	1998 est.	1999 est.
Total compensable workyears:			
1001 Full-time equivalent employment	71	75	74
1101 Full-time equivalent employment	35	33	33

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in millions of dollars)

Identification code 69-4535-0-4-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Reimbursable program	75	75	76
10.00 Total obligations (object class 26.0)	75	75	76
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	13	5	8
22.00 New budget authority (gross)	67	79	79
23.90 Total budgetary resources available for obligation	80	84	87
23.95 New obligations	-75	-75	-76
24.40 Unobligated balance available, end of year:			
Uninvested	5	8	12
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	67	79	79
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	6	17	14
73.10 New obligations	75	75	76
73.20 Total outlays (gross)	-63	-79	-79
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	17	14	10
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	63	79	79
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-57	-67	-67
88.40 Non-Federal sources	-10	-12	-12
88.90 Total, offsetting collections (cash)	-67	-79	-79
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-4		

The Coast Guard supply fund, in accordance with 14 U.S.C. 650, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length. The fund is normally financed by reimbursements from sale of goods.

COAST GUARD YARD FUND

Program and Financing (in millions of dollars)

Identification code 69-4743-0-4-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Costs of goods sold	18	18	18
09.02 Other	37	37	41
09.03 Capital investment: Purchase of equipment	1	2	2

10.00	Total obligations	56	57	61
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Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year:			
Uninvested	25	12	19	
22.00	New budget authority (gross)	43	63	61
23.90	Total budgetary resources available for obligation	68	75	80
23.95	New obligations	-56	-57	-61
24.40	Unobligated balance available, end of year:			
Uninvested	12	19	19	

New budget authority (gross), detail:

68.00	Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	43	63	61	

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance:			
Uninvested	9	5		
73.10	New obligations	56	57	61
73.20	Total outlays (gross)	-60	-63	-61
74.40	Unpaid obligations, end of year: Obligated balance:			
Uninvested	5			

Outlays (gross), detail:

86.97	Outlays from new permanent authority	43	63	61
86.98	Outlays from permanent balances	17		
87.00	Total outlays (gross)	60	63	61

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-43	-63	-61

Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	17		

This fund finances the industrial operation of the Coast Guard Yard, Curtis Bay, MD (14 U.S.C.). The yard finances its operations out of advances received from Coast Guard appropriations and other agencies for all direct and indirect costs.

ANALYSIS BY TYPE OF WORK

	[Percent]		
	1997 actual	1998 est.	1999 est.
Vessel repairs and alterations	41	39	47
Boat repairs and construction	15	21	21
Buoy fabrication	0	0	2
Fabrication of special and miscellaneous items	44	40	30
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	1997 actual	1998 est.	1999 est.
Personnel compensation:			
11.1 Full-time permanent	20	22	22
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	4	4	4
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	26	28	28
12.1 Civilian personnel benefits	5	7	7
23.3 Communications, utilities, and miscellaneous charges	2	1	1
25.2 Other services	3	3	3
26.0 Supplies and materials	19	16	20
31.0 Equipment	1	2	2
99.9 Total obligations	56	57	61

Personnel Summary

Identification code 69-4743-0-4-403	1997 actual	1998 est.	1999 est.
Total compensable workyears:			
2001 Full-time equivalent employment	578	632	632
2101 Full-time equivalent employment	24	24	24

Trust Funds

[BOAT SAFETY]

[(AQUATIC RESOURCES TRUST FUND)]

[For payment of necessary expenses incurred for recreational boating safety assistance under Public Law 92-75, as amended, \$35,000,000, to be derived from the Boat Safety Account and to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	44	59	
10.00 Total obligations	44	59	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	3	4	
22.00 New budget authority (gross)	45	55	
23.90 Total budgetary resources available for obligation	48	59	
23.95 New obligations	-44	-59	
24.40 Unobligated balance available, end of year:			
Uninvested	4		
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	35	35	
Permanent:			
60.26 Appropriation (trust fund, definite)	10	20	
70.00 Total new budget authority (gross)	45	55	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	19	27	41
73.10 New obligations	44	59	
73.20 Total outlays (gross)	-36	-45	-27
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	27	41	14
Outlays (gross), detail:			
86.90 Outlays from new current authority	15	15	
86.93 Outlays from current balances	12	15	18
86.97 Outlays from new permanent authority	4	9	
86.98 Outlays from permanent balances	5	6	9
87.00 Total outlays (gross)	36	45	27
Net budget authority and outlays:			
89.00 Budget authority	45	55	
90.00 Outlays	36	45	27

Summary of Budget Authority and Outlays

(in millions of dollars)

	1997 actual	1998 est.	1999 est.
Enacted/requested:			
Budget Authority	45	55	
Outlays	36	45	27
Legislative proposal, subject to PAYGO:			
Budget Authority			55
Outlays			24
Total:			
Budget Authority	45	55	55
Outlays	36	45	51

This account provides grants for the development and implementation of a coordinated national recreational boating safety program. Boating Safety statistics reflect the success in meeting the program's objectives. No discretionary appropriation is requested in 1999 from the Boat Safety Account of the Aquatic Resources Trust Fund. Federal funding for grants to States will be provided under proposed reauthorization legislation that would make available a total of \$55 million in mandatory funds from the Aquatic Resources Trust

Fund to the Secretary of Transportation for the Boating Safety State Grant program in 1999.

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	1997 actual	1998 est.	1999 est.
25.3 Purchases of goods and services from Government accounts	1	1	
41.0 Grants, subsidies, and contributions	43	58	
99.9 Total obligations	44	59	

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8149-4-7-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 State recreational boating safety programs			55
10.00 Total obligations			55
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			55
23.95 New obligations			-55
New budget authority (gross), detail:			
60.26 Appropriation (trust fund, definite)			55
			55
Change in unpaid obligations:			
73.10 New obligations			55
73.20 Total outlays (gross)			-24
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested			31
Outlays (gross), detail:			
86.97 Outlays from new permanent authority			24
Net budget authority and outlays:			
89.00 Budget authority			55
90.00 Outlays			24

Object Classification (in millions of dollars)

Identification code 69-8149-4-7-403	1997 actual	1998 est.	1999 est.
25.3 Purchases of goods and services from Government accounts			1
41.0 Grants, subsidies, and contributions			54
99.9 Total obligations			55

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year	766	771	720
Receipts:			
02.01 Excise Taxes, Sport Fish Restoration	294	255	349
02.02 Excise Taxes, Sport Fish Restoration, legislative proposal subject to PAYGO			-8
02.03 Excise Taxes, Boat Safety	22	26	30
02.04 Excise Taxes, Boat Safety, legislative proposal subject to PAYGO			8
02.05 Customs duties, Sport Fish Restoration	31	34	36
02.06 Interest on investments	63	59	59
02.99 Total receipts	410	374	474
04.00 Total: Balances and collections	1,176	1,145	1,194
Appropriation:			
05.01 Sport fish restoration	-360	-370	-334
05.02 Boat safety	-45	-55	
05.03 Boat safety, legislative proposal			-55
05.99 Subtotal appropriation	-405	-425	-389
07.99 Total balance, end of year	771	720	805

The Internal Revenue Code of 1954, as amended, and the Federal Boat Safety Act of 1971 (Public Law 92-75), as amended, have provided for the transfer of Highway Trust Fund revenue derived from the motor boat fuel tax and certain other taxes to the Aquatic Resources Trust Fund. In turn, appropriations are authorized from this fund to meet expenditures for programs specified by law. Excise tax receipts for the Sport Fish Restoration program include a portion of motorboat fuel tax receipts, plus receipts from taxes on sport fishing equipment, sonar and fish finders, and small engine fuel. Excise tax receipts for the Boat Safety program are a portion of motorboat fuel tax receipts only. Legislation has been proposed to reauthorize the transfer of certain receipts into the Aquatic Resources Trust Fund. The proposed reauthorization of the Boat Safety program would alter the distribution of motorboat fuel tax receipts between the Boat Safety and Sport Fish Restoration accounts.

EXCISE TAXES, AQUATIC RESOURCES TRUST FUND

(In millions of dollars)				
Source	1997 actual	1998 est.	1999 est.	
Motorboat Fuel Tax	142	136	207	
Fishing Equipment Tax	90	97	100	
Electric Sonar Tax	3	3	3	
Small Engine Fuel Tax	57	45	69	
Total	292	281	379	

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year	997	945	931
Receipts:			
02.01 Oil barrel fees	1		
02.02 Interest on investments	64	55	51
02.03 Fines and penalties	6	8	8
02.04 Recoveries	8	9	9
02.06 Oil barrel fees, legislative proposal, subject to PAYGO		46	317
02.07 Interest on investments, legislative proposal, not subject to PAYGO		2	5
02.99 Total receipts	79	120	390
04.00 Total: Balances and collections	1,076	1,065	1,321
Appropriation:			
05.03 Trust fund share of expenses	-50	-49	-49
05.04 Environmental Protection Agency	-15	-15	-17
05.05 Minerals Management Service	-6	-6	-6
05.07 Research and special programs administration	-3	-3	-3
05.09 Oil spill recovery, Coast Guard	-57	-61	-61
05.99 Subtotal appropriation	-131	-134	-136
07.99 Total balance, end of year	945	931	1,185

The Omnibus Budget Reconciliation Act of 1989, Public Law 101-239, triggered collection of a 5 cent tax on each barrel of oil produced domestically or imported to be deposited into the Oil Spill Liability Trust Fund. Resources from the Oil Spill Liability Trust Fund are used to finance oil pollution prevention and cleanup responsibilities by various Federal agencies. In accordance with the provisions of the Act, the Fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. For Coast Guard, this funds the following accounts: Trust fund share of expenses, Oil spill recovery, and Payment of claims. Beginning in 1997, pursuant to the Coast Guard Authorization Act of 1996, this fund also finances annual disbursements to the Prince William Sound Oil Spill Recovery Institute equal to interest accrued by the Fund's investment of remaining funding authorized for the Institute by the Oil Pollution Act of 1990. The authority to collect the tax expired on December 31, 1994. Legislation

will be proposed to reinstate the authority to collect the tax and remove the cap on the Fund's balance.

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	1997 actual	1998 est.	1999 est.
Unexpended balance, start of year:			
0100 Uninvested balance	1		5
U.S. Securities:			
0101 Par value	1,185	1,162	1,142
0102 Unrealized discounts	-62	-61	-60
0199 Total balance, start of year	1,124	1,101	1,087
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0201 Excise taxes	1		
0201 Excise taxes, legislative proposal		46	317
0202 Fines and penalties	6	8	8
0204 Recoveries	8	9	9
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Earnings on investments, oil spill liability trust fund	64	55	51
0240 Earnings on investments, oil spill liability trust fund		2	5
Offsetting collections:			
0280 Offsetting collections	15	20	20
0297 Income under present law	94	92	88
0298 Income under proposed legislation		48	322
0299 Total cash income	94	140	410
Cash outgo during year:			
0500 Oil spill research	-6	-4	-5
0501 Oil spill response	-35	-35	-36
0502 Oil Spill Recovery, Coast Guard	-24	-61	-61
0504 Trust fund share of expenses	-50	-49	-49
0505 Trust fund share of pipeline safety	-2	-5	-4
0599 Total cash outgo	-117	-154	-155
Unexpended balance, end of year:			
0700 Uninvested balance		5	5
U.S. Securities:			
0701 Par value	1,162	1,142	1,397
0702 Unrealized discounts	-61	-60	-60
0799 Total balance, end of year	1,101	1,087	1,342

OIL SPILL RECOVERY, COAST GUARD

(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Emergency Fund	33	50	50
00.02 Payment of Claims	5	10	10
00.03 Prince William Sound Oil Spill Recovery Institute	2	1	1
10.00 Total obligations (object class 25.2)	40	61	61
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	63	88	88
22.00 New budget authority (gross)	57	61	61
22.10 Resources available from recoveries of prior year obligations	8		
23.90 Total budgetary resources available for obligation	128	149	149
23.95 New obligations	-40	-61	-61
24.40 Unobligated balance available, end of year:			
Uninvested	88	88	88
New budget authority (gross), detail:			
60.26 Appropriation (trust fund, definite)	50	50	50
60.27 Appropriation (trust fund, indefinite)	7	11	11
63.00 Appropriation (total)	57	61	61
70.00 Total new budget authority (gross)	57	61	61

OIL SPILL RECOVERY, COAST GUARD—Continued
(OIL SPILL LIABILITY TRUST FUND)—Continued
Program and Financing (in millions of dollars)—Continued

Identification code 69-8349-0-7-304	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	40	48	48
73.10 New obligations	40	61	61
73.20 Total outlays (gross)	-24	-61	-61
73.45 Adjustments in unexpired accounts	-8		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	48	48	48
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	24	61	61
Net budget authority and outlays:			
89.00 Budget authority	57	61	61
90.00 Outlays	24	61	61
(In millions of dollars)			
Distribution of budget authority by account:			
Emergency Fund	50	50	50
Oil Spill Recovery Institute	2	1	1
Payment of Claims	5	10	10
Distribution of outlays by account:			
Emergency Fund	17	50	50
Oil Spill Recovery Institute	2	1	1
Payment of Claims	8	10	10

This account provides resources from the Oil Spill Liability Trust Fund for costs associated with the cleanup of oil spills. These include emergency costs associated with oil spill cleanup, the Prince William Sound Oil Spill Recovery Institute, and the payment of claims to those who suffer harm from oil spills where the responsible party is not identifiable, or is without resources. The program activities in this account will continue to be funded under separate permanent appropriations, and are being displayed in a consolidated format to enhance presentation.

TRUST FUND SHARE OF EXPENSES
(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8314-0-7-304	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Operating expenses	25	25	25
00.02 Acquisition, construction and improvements	20	20	20
00.03 Research, development, test and evaluation	5	4	4
10.00 Total obligations (object class 92.0)	50	49	49
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	50	49	49
23.95 New obligations	-50	-49	-49
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	50	49	49
Change in unpaid obligations:			
73.10 New obligations	50	49	49
73.20 Total outlays (gross)	-50	-49	-49
Outlays (gross), detail:			
86.90 Outlays from new current authority	50	49	49
Net budget authority and outlays:			
89.00 Budget authority	50	49	49
90.00 Outlays	50	49	49

This account provides resources from the Oil Spill Liability Trust Fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)

Identification code 69-8533-0-7-403	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.41 Unobligated balance available, start of year: U.S. Securities: Par value	2	2	2
24.41 Unobligated balance available, end of year: U.S. Securities: Par value	2	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

This trust fund, maintained from gifts and bequests, is used for purposes as specified by the donor in connection with the Coast Guard training program (10 U.S.C. 2601).

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9981-0-8-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Reimbursable program	7	8	8
10.00 Total obligations (object class 25.2)	7	8	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	7	8	8
23.95 New obligations	-7	-8	-8
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	7	8	8
Change in unpaid obligations:			
73.10 New obligations	7	8	8
73.20 Total outlays (gross)	-7	-8	-8
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	7	8	8
Offsets:			
88.00 Against gross budget authority and outlays: Offsetting collections (cash) from: Federal sources	-7	-8	-8
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Coast Guard cadet fund is used by the Superintendent of the Coast Guard Academy to receive, plan, control, and expend funds for personal expenses and obligations of Coast Guard cadets.

The Coast Guard surcharge collections, sales of commissary stores fund is used to finance expenses incurred in connection with the operation of the Coast Guard commissary store in Kodiak, Alaska. Revenue is derived from a surcharge placed on sales (14 U.S.C. 487).

FEDERAL AVIATION ADMINISTRATION

Funding for the Federal Aviation Administration is proposed as part of the Transportation Fund for America. This proposal highlights the Administration's priority to fund

transportation programs. A discussion of the Transportation Fund for America, and two other funds for the environment and research, can be found in Section II of the Budget.

In addition, the Budget proposes to present obligation limitations as discretionary budget authority. This will clarify the budget presentation and provide transportation programs with the same budgetary treatment as all other programs funded through obligation limitations.

The following table depicts the total funding for all Federal Aviation Administration programs, for which more detail is furnished in the budget schedules:

	[In millions of dollars]		
	1997 actual	1998 est.	1999 est.
Budget authority:			
Operations	4,953	5,337	5,631
Trust fund	(1,700)	(1,902)	(2,060)
Aviation User Fees	(12)	(84)	(43)
Grants-in-aid for airports (trust)	1,460	1,700	1,700
Facilities and equipment (trust)	1,938	1,875	2,130
Research, engineering, and development (trust)	208	199	290
National Civil Aviation Review Commission	2		
Total net	8,561	9,111	9,751
Obligations:			
Operations	4,931	5,360	5,631
Trust fund	(1,677)	(1,925)	(2,060)
Aviation User Fees	(12)	(84)	(43)
Grants-in-aid for airports (trust)	1,458	1,700	1,700
Facilities and equipment (trust)	2,036	1,924	2,083
Research, engineering, and development (trust)	209	205	290
National Civil Aviation Review Commission	1	1	
Total net	8,635	9,190	9,704
Outlays:			
Operations	4,803	5,436	5,596
Trust fund	(1,661)	(1,941)	(2,060)
Aviation User Fees		(74)	(48)
Grants-in-aid for airports (trust)	1,489	1,554	1,636
Facilities and equipment (trust)	2,310	1,763	1,787
Research, engineering, and development (trust)	218	219	273
National Civil Aviation Review Commission	1	1	0
Aviation insurance revolving fund	-3	-4	-4
Administrative services franchise fund	-3	1	
Total net	8,815	8,970	9,288

NOTES

The amount shown as Operations includes the trust fund share of operations.
The 1997 and 1998 budget authority for Grants-in-aid for Airports is net of enacted rescissions.

Federal Funds

General and special funds:

OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including operations and research activities related to commercial space transportation, administrative expenses for research and development, establishment of air navigation facilities and the operation (including leasing) and maintenance of aircraft, *subsidizing the cost of aeronautical charts and maps sold to the public*, and carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, **[\$5,301,934,000]** \$5,631,130,000, of which **[\$1,901,628,000]** \$2,060,000,000 shall be derived from the Airport and Airway Trust Fund: *Provided*, [That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of enactment of this Act: *Provided further*,] That there may be credited to this appropriation funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, for expenses incurred

in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, and for issuance, renewal or modification of certificates, including airman, aircraft, and repair station certificates, or for tests related thereto, or for processing major repair or alteration forms: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: *Provided further*, That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States]: *Provided further*, That none of the funds derived from the Airport and Airway Trust Fund may be used to support the operations and activities of the Associate Administrator for Commercial Space Transportation: *Provided further*, That up to \$5,000 of funds appropriated under this heading may be used for activities under the Aircraft Purchase Loan Guarantee Program]. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	3,793	4,154	4,382
00.02 Regulation and certification	489	609	635
00.03 Civil aviation security	83	98	128
00.04 Airports	44	48	50
00.05 Research and acquisitions	81	92	94
00.06 Commercial space transportation	6	6	6
00.07 Administration	330	257	260
00.08 Staff Offices	70	73	76
00.91 Total direct program	4,896	5,337	5,631
09.01 Reimbursable program	39	50	52
10.00 Total obligations	4,935	5,387	5,683
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	4,939	5,387	5,683
22.30 Unobligated balance expiring	-5		
23.90 Total budgetary resources available for obligation	4,934	5,387	5,683
23.95 New obligations	-4,935	-5,387	-5,683
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	3,246	3,400	3,528
Reduction pursuant to P.L. 104-208:			
40.75 Reduction pursuant to P.L. 104-205	-3		
40.75 Reduction pursuant to P.L. 105-66		-1	
41.00 Transferred to other accounts	-2	-50	
42.00 Transferred from other accounts		2	
43.00 Appropriation (total)	3,241	3,351	3,528
Permanent:			
62.00 Transferred from other accounts		84	43
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,698	1,951	2,112
70.00 Total new budget authority (gross)	4,939	5,386	5,683
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	638	700	640
73.10 New obligations	4,935	5,387	5,683
73.20 Total outlays (gross)	-4,840	-5,447	-5,648
73.40 Adjustments in expired accounts	-32		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	700	640	675
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,668	2,949	3,105
86.93 Outlays from current balances	474	700	402
86.97 Outlays from new permanent authority	1,698	1,797	1,903
86.98 Outlays from permanent balances			238
87.00 Total outlays (gross)	4,840	5,447	5,648

General and special funds—Continued

OPERATIONS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1301-0-1-402	1997 actual	1998 est.	1999 est.	
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00				
	Federal sources	-1,682	-1,931	-2,092
88.40				
	Non-Federal sources	-16	-20	-20
88.90				
	Total, offsetting collections (cash)	-1,698	-1,951	-2,112
Net budget authority and outlays:				
89.00				
	Budget authority	3,241	3,435	3,571
90.00				
	Outlays	3,142	3,496	3,536

This account supports the operation and maintenance of a safe national aviation system. It finances the personnel and support costs of operating and maintaining the air traffic control system, and ensuring the safety and security of its operation. The 1999 budget requests a total funding level of \$5,631 million for FAA operations, including \$5,588 million in appropriated spending and \$43 million in direct spending. This funding level represents a 5.5 percent increase for FAA operations relative to 1998, and will provide a net increase of 185 air traffic controllers, 150 maintenance technicians, and 45 aviation safety inspectors and aircraft certification personnel.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	1997 actual	1998 est.	1999 est.	
Direct obligations:				
Personnel compensation:				
11.1				
	Full-time permanent	2,666	2,871	2,997
11.3				
	Other than full-time permanent	23	24	24
11.5				
	Other personnel compensation	260	353	383
11.8				
	Special personal services payments		1	1
11.9				
	Total personnel compensation	2,949	3,249	3,405
12.1				
	Civilian personnel benefits	746	721	753
13.0				
	Benefits for former personnel	1	1	1
21.0				
	Travel and transportation of persons	91	101	108
22.0				
	Transportation of things	21	19	20
23.2				
	Rental payments to others	28	27	29
23.3				
	Communications, utilities, and miscellaneous charges	353	467	502
24.0				
	Printing and reproduction	7	7	7
25.2				
	Other services	536	641	688
26.0				
	Supplies and materials	91	81	91
31.0				
	Equipment	71	21	26
32.0				
	Land and structures	1	1	
42.0				
	Insurance claims and indemnities	1	1	1
99.0				
	Subtotal, direct obligations	4,896	5,337	5,631
99.0				
	Reimbursable obligations	39	50	52
99.9				
	Total obligations	4,935	5,387	5,683

Personnel Summary

Identification code 69-1301-0-1-402	1997 actual	1998 est.	1999 est.	
Direct:				
1001				
	Total compensable workyears: Full-time equivalent employment	44,699	46,291	47,168
Reimbursable:				
2001				
	Total compensable workyears: Full-time equivalent employment	264	300	300

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99			
	Balance, start of year		

Receipts:			
02.01			
	Overflight user fees	84	93
Appropriation:			
05.01			
	FAA activities	-84	-93
07.99			
	Total balance, end of year		

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
60.25			
	Appropriation (special fund, indefinite)	84	93
61.00			
	Transferred to other accounts	-84	-93
63.00			
	Appropriation (total)		
Net budget authority and outlays:			
89.00			
	Budget authority		
90.00			
	Outlays		

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees to be used for the Essential Air Service program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$93 million in overflight fees will be collected in 1999, of which \$43 million will be available without further appropriation action to fund FAA Operations.

NATIONAL CIVIL AVIATION REVIEW COMMISSION

Program and Financing (in millions of dollars)

Identification code 69-1334-0-1-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00			
	Total obligations (object class 25.2)	1	1
Budgetary resources available for obligation:			
21.40			
	Unobligated balance available, start of year:		
	Uninvested		1
22.00			
	New budget authority (gross)	2	
23.90			
	Total budgetary resources available for obligation	2	1
23.95			
	New obligations	-1	-1
24.40			
	Unobligated balance available, end of year:		
	Uninvested	1	
New budget authority (gross), detail:			
40.00			
	Appropriation	2	
Change in unpaid obligations:			
73.10			
	New obligations	1	1
Outlays (gross), detail:			
86.90			
	Outlays from new current authority	1	
Net budget authority and outlays:			
89.00			
	Budget authority	2	
90.00			
	Outlays	1	1

In 1997, this account funded the activities of the National Civil Aviation Review Commission, as authorized by section 274 of P.L. 104-264. No additional funds are necessary in 1999, as the work of the Commission is completed.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9912-0-1-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)		1	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1	1	
23.95 New obligations		-1	
24.40 Unobligated balance available, end of year:			
Uninvested	1		
Change in unpaid obligations:			
73.10 New obligations		1	
73.20 Total outlays (gross)		-1	
Outlays (gross), detail:			
86.93 Outlays from current balances		1	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		1	

This schedule displays programs of Facilities, Engineering, and Development that no longer require appropriations and thus reflects outlays made under prior year appropriations.

Credit accounts:

AIRCRAFT PURCHASE LOAN GUARANTEE PROGRAM

Except as specifically provided elsewhere in this Act, none of the funds in this Act shall be available for activities under this heading during fiscal year [1998] 1999. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

This account is continuing only for the purpose of reflecting air carrier repayments of prior loan defaults. No new loan guarantees are being made.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	2	1	1
U.S. Securities:			
Par value	62	66	72
Unrealized discounts	2	2	
21.99 Total unobligated balance, start of year	66	69	73
22.00 New budget authority (gross)	4	4	4
23.90 Total budgetary resources available for obligation	70	73	77
24.40 Unobligated balance available, end of year:			
Uninvested	1	1	1
U.S. Securities:			
Par value	66	72	76
Unrealized discounts	2		
24.99 Total unobligated balance, end of year	69	73	77

New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	4	4	4
Change in unpaid obligations:			
72.95 Unpaid obligations, start of year: Orders on hand from Federal sources	1	1	1
74.95 Unpaid obligations, end of year: Orders on hand from Federal sources	1	1	1
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-4	-4	-4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	-4	-4

The fund currently provides direct support for the aviation insurance program authorized under chapter 443 of title 49, U.S. Code (formerly Title XIII of the Federal Aviation Act of 1958). Income to the fund is derived from premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations by the Department of Defense and the Department of State.

Statement of Operations (in millions of dollars)

Identification code 69-4120-0-3-402	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	5	4	4	4
0102 Expense				
0109 Net income or loss (-)	5	4	4	4

Balance Sheet (in millions of dollars)

Identification code 69-4120-0-3-402	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	2	1	1	1
Investments in US securities:				
1102 Treasury securities, par	64	68	72	76
1999 Total assets	66	69	73	77
NET POSITION:				
3300 Cumulative results of operations	66	69	73	77
3999 Total net position	66	69	73	77
4999 Total liabilities and net position	66	69	73	77

Personnel Summary

Identification code 69-4120-0-3-402	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	3	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Accounting	6	8	9
09.02 Payroll	3	5	5
09.03 Travel	1	1	1
09.04 Duplicating Services	5	6	6
09.05 Multi-media	1	1	1
09.06 Information technology		1	1
09.07 Training	1	2	2
10.00 Total obligations	17	24	25

Intragovernmental accounts—Continued

ADMINISTRATIVE SERVICES FRANCHISE FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4562-0-4-402	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested		2	2
22.00 New budget authority (gross)	19	24	25
23.90 Total budgetary resources available for obligation	19	26	27
23.95 New obligations	-17	-24	-25
24.40 Unobligated balance available, end of year:			
Uninvested	2	2	2
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	19	24	25
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		1	
73.10 New obligations	17	24	25
73.20 Total outlays (gross)	-16	-25	-25
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	1		
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	16	24	25
86.98 Outlays from permanent balances		1	
87.00 Total outlays (gross)	16	25	25
Offsets:			
88.00 Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources	-19	-24	-25
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	1	

In 1997, the Federal Aviation Administration established a franchise fund to finance operations where the costs for goods and services provided are charged to the users on a fee-for-service basis. The fund will improve organizational efficiency and provide better support to FAA's internal and external customers on a reimbursable basis. The activities included in this franchise fund are training, accounting, payroll, travel, duplicating services, multi-media services, and information technology.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent	6	7	8
12.1 Civilian personnel benefits	1	2	2
24.0 Printing and reproduction	2	4	4
25.2 Other services	7	9	9
31.0 Equipment	1	2	2
99.9 Total obligations	17	24	25

Personnel Summary

Identification code 69-4562-0-4-402	1997 actual	1998 est.	1999 est.
2001 Total compensable workyears: Full-time equivalent employment	152	152	152

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year	4,355	3,483	6,200

Receipts:			
02.01 Excise taxes	4,007	7,975	10,038
02.02 Interest	481	418	584
02.99 Total receipts	4,488	8,393	10,622
04.00 Total: Balances and collections	8,843	11,876	16,822
Appropriation:			
05.01 Trust fund share of FAA operations	-1,700	-1,902	-2,060
05.02 Grants-in-aid for airports liq. cash	-1,460	-1,700	-1,700
05.03 Facilities and equipment	-1,938	-1,875	-2,130
05.04 Research, engineering and development	-208	-199	-290
05.05 Trust fund share of rental payments	-39		
05.06 Payments to air carriers (trust fund)	-39	-39	
05.99 Subtotal appropriation	-5,384	-5,715	-6,180
06.10 Unobligated balance returned to receipts	24	39	
07.99 Total balance, end of year	3,483	6,200	10,642

The Tax Equity and Fiscal Responsibility Act of 1982 (26 U.S.C. 9502), as amended by the Omnibus Budget Reconciliation Acts of 1990 (Public Law 101-508) and 1993 (Public Law 103-66), the Small Business Job Protection Act of 1996 (Public Law 104-188) and the Taxpayer Relief Act of 1997 (Public Law 105-34) provides for the receipts received in the Treasury from the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. In turn, appropriations are authorized from this fund to meet obligations for airport improvement grants, facilities and equipment, research, and a portion of operations. The Budget assumes that the current excise taxes will be eliminated over time to be replaced incrementally with more efficient, service-based charges. By 2003, the NAS is proposed to be completely funded by direct user fees that inspire improved system management and more accurately reflect system use.

The status of the fund is as follows (in millions of dollars):

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	1997 actual	1998 est.	1999 est.
Unexpended balance, start of year:			
0100 Uninvested balance	10	82	
0101 U.S. Securities: Par value	7,682	6,360	9,348
0199 Total balance, start of year	7,692	6,442	9,348
Cash income during the year:			
Governmental receipts:			
0201 Passenger ticket tax	3,389	5,476	5,836
0202 Passenger flight segment tax		523	1,314
0203 Waybill tax	331	355	532
0204 Fuel tax	128	707	1,030
0205 International departure/arrival tax	194	775	1,188
0206 Rural airports tax		46	62
0207 Frequent flyer tax		135	138
0208 Refund of taxes	-35	-42	-62
Intragovernmental transactions:			
0240 Interest, Airport and airway trust fund	481	418	584
Offsetting collections:			
0280 Facilities and equipment	14	75	75
0281 Research, engineering, and development	6	15	15
0299 Total cash income	4,508	8,483	10,712
Cash outgo during year:			
0500 Trust fund share of FAA operations	-1,661	-1,941	-2,060
0501 Grants-in-aid for airports (Airport and airway trust fund)	-1,489	-1,554	-1,636
Cash outgo during the year (-):			
0502 Facilities and equipment (Airport and airway trust fund)	-2,310	-1,763	-1,787
0502 Facilities and equipment offsetting collections (-)	-14	-75	-75
Cash outgo during the year (-):			
0503 Research, engineering and development (Airport and airway trust fund)	-218	-219	-273
0503 Research, engineering and development offsetting collections (-)	-6	-15	-15
0504 Trust fund share of rental payments	-39		
0505 Payments to air carriers (trust fund)	-21	-10	
0599 Total cash outgo (-)	-5,758	-5,577	-5,846
Unexpended balance, end of year:			
0700 Uninvested balance	82		
0701 U.S. Securities: Par value	6,360	9,348	14,214

0799	Total balance, end of year	6,442	9,348	14,214
0801	Obligated balance (-)	-4,380	-4,648	-5,025
0802	Unobligated balance (-)	-578	-499	-546
0899	Total commitments (-)	-4,958	-5,147	-5,571
0900	Uncommitted balance, end of year	1,484	4,201	8,643

Outlays (gross), detail:				
86.90	Outlays from new current authority	253	306	306
86.93	Outlays from current balances	1,236	1,248	1,330
87.00	Total outlays (gross)	1,489	1,554	1,636
Net budget authority and outlays:				
89.00	Budget authority	1,460	1,700	1,700
90.00	Outlays	1,489	1,554	1,636

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(AIRPORT AND AIRWAY TRUST FUND)

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and for noise compatibility planning and programs as authorized under subchapter I of chapter 471 and subchapter I of chapter 475 of title 49, United States Code, and under other law authorizing such obligations, \$1,600,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the obligations for which are in excess of \$1,700,000,000 in fiscal year [1998] 1999 for grants-in-aid for airport planning and development, and noise compatibility planning and programs, notwithstanding section 47117(h) of title 49, United States Code[: *Provided further*, That discretionary funds available for noise planning and mitigation shall not exceed \$200,000,000 and discretionary funds available for the military airport program shall not exceed \$26,000,000]. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

[(RESCISSION OF CONTRACT AUTHORIZATION)]

[Of the unobligated balances authorized under 49 U.S.C. 48103 as amended, \$412,000,000 are rescinded.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	1,505	1,700	1,700
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1,460	1,700	1,700
22.10 Resources available from recoveries of prior year obligations	48		
22.30 Unobligated balance expiring	-3		
23.90 Total budgetary resources available for obligation	1,505	1,700	1,700
23.95 New obligations	-1,505	-1,700	-1,700
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	1,500	1,600	1,600
40.49 Portion applied to liquidate contract authority	-1,500	-1,600	-1,600
43.00 Appropriation (total)			
49.00 Contract authority	1,460	1,700	1,700
Permanent:			
66.10 Contract authority (definite)	20	235	
66.45 Portion not available for obligation	-20	-235	
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)	1,460	1,700	1,700
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.41 U.S. Securities: Par value	411	422	468
72.49 Contract authority	2,009	1,966	2,066
72.99 Total unpaid obligations, start of year	2,420	2,388	2,534
73.10 New obligations	1,505	1,700	1,700
73.20 Total outlays (gross)	-1,489	-1,554	-1,636
73.45 Adjustments in unexpired accounts	-48		
Unpaid obligations, end of year:			
Obligated balance:			
74.41 U.S. Securities: Par value	422	468	432
74.49 Contract authority	1,966	2,066	2,166
74.99 Total unpaid obligations, end of year	2,388	2,534	2,598

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	2,009	1,966	2,066
Contract authority:			
0200 Contract authority	1,460	1,700	1,700
0400 Appropriation to liquidate contract authority	-1,500	-1,600	-1,600
0700 Balance, end of year	1,966	2,066	2,166

Subchapter I of chapter 471, title 49, U.S. Code (formerly the Airport and Airway Improvement Act of 1982, as amended) provides for airport improvement grants which emphasize capacity development, safety and security needs and chapter 475 provides for grants for aircraft noise mitigation and planning.

FACILITIES AND EQUIPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, [\$1,875,477,000] \$2,130,000,000, of which [\$1,656,367,000] \$1,894,790,000 shall remain available until September 30, [2000] 2001, and of which [\$219,110,000] \$235,210,000 shall remain available until September 30, [1998] 1999: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities.

In addition, for necessary expenses for capital asset acquisition or construction, including alteration and modification costs, to be derived from the Airport and Airway Trust Fund, to become available on October 1 of the fiscal year specified and to remain available until expended: for fiscal year 2000, \$699,600,000; for fiscal year 2001, \$475,400,000; for fiscal year 2002, \$329,400,000; for fiscal year 2003, \$247,800,000; for fiscal year 2004, \$95,000,000; for fiscal year 2005, \$41,000,000; and for fiscal year 2006, \$24,000,000. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	379	425	424
00.02 Procurement and modernization of ATC facilities and equipment	1,040	912	980
00.03 Procurement and modernization of non-ATC facilities and equipment	176	104	165
00.04 Mission support	274	264	279
00.05 Personnel and related expenses	215	219	235
00.91 Total direct program	2,084	1,924	2,083
09.01 Reimbursable program	14	75	75
10.00 Total obligations	2,098	1,999	2,158

FACILITIES AND EQUIPMENT—Continued
(AIRPORT AND AIRWAY TRUST FUND)—Continued
Program and Financing (in millions of dollars)—Continued

Identification code 69-8107-0-7-402	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	650	544	495
22.00 New budget authority (gross)	1,952	1,950	2,205
22.10 Resources available from recoveries of prior year obligations			
.....	48		
22.30 Unobligated balance expiring	-8		
23.90 Total budgetary resources available for obligation	2,642	2,494	2,700
23.95 New obligations	-2,098	-1,999	-2,158
24.40 Unobligated balance available, end of year:			
Uninvested	544	495	542
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	1,938	1,875	2,130
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	14	75	75
70.00 Total new budget authority (gross)	1,952	1,950	2,205
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	2,060	1,777	1,938
73.10 New obligations	2,098	1,999	2,158
73.20 Total outlays (gross)	-2,324	-1,838	-1,862
73.40 Adjustments in expired accounts	-9		
73.45 Adjustments in unexpired accounts	-48		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	1,777	1,938	2,234
Outlays (gross), detail:			
86.90 Outlays from new current authority	708	469	533
86.93 Outlays from current balances	1,602	1,294	1,254
86.97 Outlays from new permanent authority	14	75	75
87.00 Total outlays (gross)	2,324	1,838	1,862
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-12	-67	-67
88.40 Non-Federal sources	-2	-8	-8
88.90 Total, offsetting collections (cash)	-14	-75	-75
Net budget authority and outlays:			
89.00 Budget authority	1,938	1,875	2,130
90.00 Outlays	2,310	1,763	1,787

Note.—Mission Support, has an estimated contingent liability of \$87 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.

The proposed funding sustains the current infrastructure and supports the FAA's plan to modernize and improve the national airspace system. In particular, funds would provide for significant progress in developing the enroute and terminal automation programs, designed to upgrade air traffic control technology; and the continued implementation of voice switching and control system, to modernize the system's communications network.

The Administration supports full funding of multi-year, fixed asset projects as part of an ongoing attempt to improve the cost and performance of agency procurements. To implement the Administration's full funding policy, advance appropriations are requested for the following multi-year projects, or usable project segments: Aviation Weather Services Improvements, Air Traffic Control Beacon Interrogator Replacement, Terminal Digital Radar, Terminal Automation (STARS), Wide Area Augmentation System for GPS, Display System Replacement, Weather and Radar Processor, Voice Switching and Control System, Oceanic Automation System,

Aeronautical Data Link, and Operational and Supportability Implementation System (OASIS).

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	132	140	147
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	9	6	9
11.9 Total personnel compensation	142	147	157
12.1 Civilian personnel benefits	35	36	40
21.0 Travel and transportation of persons	34	32	34
22.0 Transportation of things	4	4	5
23.2 Rental payments to others	46	44	48
23.3 Communications, utilities, and miscellaneous charges	15	15	16
24.0 Printing and reproduction	1	1	1
25.2 Other services	704	690	749
26.0 Supplies and materials	37	35	38
31.0 Equipment	830	698	754
32.0 Land and structures	234	220	239
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Subtotal, direct obligations	2,084	1,924	2,083
99.0 Reimbursable obligations	14	75	75
99.9 Total obligations	2,098	1,999	2,158

Personnel Summary

Identification code 69-8107-0-7-402	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	2,260	2,212	2,276
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	44	55	55

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, [S199,183,000] \$290,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, [2000] 2001: Provided, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development: Provided further, That none of the funds in this Act may be obligated or expended for the "Flight 2000" Program]. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 System development and infrastructure	13	17	17
00.02 Capacity and air traffic management technology	34	23	117
00.03 Communications, navigation, and surveillance	18	19	19
00.04 Weather	13	16	12
00.05 Airport technology	7	5	7
00.06 Aircraft safety technology	36	50	35
00.07 System security technology	62	45	55
00.08 Human factors and aviation medicine	24	27	22
00.09 Environment and energy	4	3	4
00.10 Innovative/cooperative research	2	2	2
00.91 Total direct program	213	207	290
09.01 Reimbursable program	6	15	15
10.00 Total obligations	219	222	305

Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested	9	8
22.00	New budget authority (gross)	214	214
22.10	Resources available from recoveries of prior year obligations		305
		4	
23.90	Total budgetary resources available for obligation	227	222
23.95	New obligations	-219	-222
24.40	Unobligated balance available, end of year:		
	Uninvested	8	
New budget authority (gross), detail:			
Current:			
40.26	Appropriation (trust fund, definite)	208	199
Permanent:			
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	6	15
70.00	Total new budget authority (gross)	214	214
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested	197	188
73.10	New obligations	219	222
73.20	Total outlays (gross)	-224	-234
73.45	Adjustments in unexpired accounts	-4	
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	188	176
Outlays (gross), detail:			
86.90	Outlays from new current authority	107	119
86.93	Outlays from current balances	111	100
86.97	Outlays from new permanent authority	6	15
87.00	Total outlays (gross)	224	234
Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-6	-15
Net budget authority and outlays:			
89.00	Budget authority	208	199
90.00	Outlays	218	219

The 1999 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security, capacity and productivity to meet the expected air traffic demands of the future. The agency also administers human factors research aimed at increasing the effectiveness of air traffic controller operations, airway facilities maintenance, aviation medical research aimed at increasing the safety of aircrew members and environmental research aimed at mitigating aircraft noise and engine emissions.

These programs are conducted by the agency's technical personnel directly and through contracts with qualified private firms, universities, and individuals, and through agreements with other Government agencies.

Beginning in 1999, the Budget includes funding for the Flight 2000 free-flight demonstration program. Flight 2000 will test, in airspace over Alaska and Hawaii, the technology and procedures necessary to gain significant operational efficiencies promised by collaborative air traffic management.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	41	42
11.3	Other than full-time permanent	1	2
11.5	Other personnel compensation	1	1
11.9	Total personnel compensation	43	45
12.1	Civilian personnel benefits	8	9
21.0	Travel and transportation of persons	4	2
23.3	Communications, utilities, and miscellaneous charges	1	1
25.5	Research and development contracts	107	100
26.0	Supplies and materials	5	4

31.0	Equipment	4	5	5
41.0	Grants, subsidies, and contributions	40	41	41
99.0	Subtotal, direct obligations	212	207	290
99.0	Reimbursable obligations	6	15	15
99.5	Below reporting threshold	1		
99.9	Total obligations	219	222	305

Personnel Summary

Identification code 69-8108-0-7-402	1997 actual	1998 est.	1999 est.	
1001	Total compensable workyears: Full-time equivalent employment	653	689	689

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01	Air traffic services	10	
00.02	Regulation and certification	10	4
00.03	Civil aviation security	13	19
00.04	Administration	2	
00.05	Undistributed	1,642	1,902
10.00	Total obligations	1,677	1,925
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested		23
22.00	New budget authority (gross)	1,700	1,902
23.90	Total budgetary resources available for obligation	1,700	1,925
23.95	New obligations	-1,677	-1,925
24.40	Unobligated balance available, end of year:		
	Uninvested	23	
New budget authority (gross), detail:			
40.26	Appropriation (trust fund, definite)	1,700	1,902
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested		16
73.10	New obligations	1,677	1,925
73.20	Total outlays (gross)	-1,661	-1,941
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	16	
Outlays (gross), detail:			
86.90	Outlays from new current authority	1,661	1,902
86.93	Outlays from current balances		39
87.00	Total outlays (gross)	1,661	1,941
Net budget authority and outlays:			
89.00	Budget authority	1,700	1,902
90.00	Outlays	1,661	1,941

Sections 48104 and 48105 of title 49, U.S. Code (formerly sections 506(c) and 506(d) of the Airport and Airway Improvement Act of 1982, as amended) and section 9502 of the Internal Revenue Code of 1986, as amended, authorize use of the Airport and Airway Trust Fund as the source of financing a portion of FAA's operating costs. For 1999, it is proposed that a total funding level of \$5,631,130,000 be provided for FAA operations, including \$2,060,000,000 from the Trust Fund, \$3,528,130,000 from the General Fund, and \$43,000,000 in direct spending supported by fees authorized by P.L. 104-264. The 1997 Trust Fund financing includes \$57.7 million provided in the Omnibus Consolidated Appropriations Act, 1997, P.L. 104-208.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	1997 actual	1998 est.	1999 est.
11.1	Personnel compensation: Full-time permanent	7	19

TRUST FUND SHARE OF FAA OPERATIONS—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8104-0-7-402	1997 actual	1998 est.	1999 est.
12.1 Civilian personnel benefits	2	4	
21.0 Travel and transportation of persons	4		
25.2 Other services	20		
31.0 Equipment	2		
92.0 Undistributed	1,642	1,902	2,060
99.9 Total obligations	1,677	1,925	2,060

Personnel Summary

Identification code 69-8104-0-7-402	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	142	387	

FEDERAL HIGHWAY ADMINISTRATION

Funding for the Federal Highway Administration is proposed as part of the Transportation Fund for America. This proposal highlights the Administration's priority to fund transportation programs. A discussion of the Transportation Fund for America, and two other funds for the environment and research, can be found in Section II of the Budget.

In addition, the Budget proposes to present obligation limitations as discretionary budget authority. This will clarify the budget presentation and provide transportation programs with the same budgetary treatment as all other programs funded through obligation limitations.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which authorized most surface transportation programs from 1992 through 1997 expired September 30, 1997. The President's Budget and reauthorization proposal The National Economic Crossroads Transportation Efficiency Act build and improve upon ISTEA's successes. The President's Budget maintains transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities.

Title 23 U.S.C. ("Highways") and other supporting legislation provide authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 1999, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program. New programs include the Flexible Highway Infrastructure Safety Program, the Transportation Infrastructure Credit Enhancement Program, the Intelligent Transportation Incentive Deployment Program and the National Motor Carrier Safety Program.

In summary, the 1999 Budget consists of \$22,610 million in new budget authority and \$22,962 million in outlays. The following table compares 1999 program levels (obligations) with those of prior years. Because project selection is determined by the States, the 1998 and 1999 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

(In millions of dollars)

	1997 actual	1998 est.	1999 est.
Obligations:			
Total Federal-aid highways	21,362	23,317	22,765
Federal-aid subject to limitation	18,922	21,500	21,500
Surface transportation program	7,678	5,679	5,608

National highway program	3,247	4,317	4,257
Interstate maintenance	2,488	4,331	4,271
Interstate reimbursement	1	967	969
Interstate completion	151		
Interstate substitution	4		
Bridge program	1,973	2,588	2,556
Congestion mitigation and air quality improvement	807	1,257	1,260
Donor state bonus	372		
Flexible highway infrastructure safety		484	509
Integrated safety planning		50	50
Federal lands highways	338	512	512
Woodrow Wilson Memorial Bridge	30	40	180
Border gateway crossing pilot		90	90
Appalachian highways	10	200	290
Other programs	1,111	98	104
Federal highway research and technology	81	126	126
Intelligent transportation systems	113	96	96
Intelligent transportation incentive deployment		100	100
Administration	297	311	325
Research and technology	212	237	174
Contract programs	9	17	23
Bonus limitation ¹		[229]	
Federal-aid Emergency relief supplements	580	220	0
Exempt obligations:	1,860	1,597	1,265
Emergency relief	114	123	100
Minimum allocation	550	864	750
Demonstration projects	1,196	610	415
State infrastructure banks (GF)	144	6	
State infrastructure banks (HTF)			150
Transportation infrastructure credit enhancement program			100
Appalachian development highway system		300	
National motor carrier safety program	78	85	100
Miscellaneous appropriations	66	72	72
Miscellaneous trust funds	11	27	8
Miscellaneous highway trust funds	52	33	33
Total program level	21,713	23,840	23,228
Total Discretionary	19,842	22,216	21,955
Total Mandatory	1,871	1,624	1,273

Note: Totals may not add due to rounding.
¹ Non-add (included in programs above).

Federal Funds

General and special funds:

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.04 Rail line consolidation		1	1
00.06 Interstate transfer grants	1	2	2
00.09 Bridge improvement demonstration project		1	1
00.10 Feasibility, design, environmental and engineering	2	1	1
00.14 Climbing lane demonstration	2	4	4
00.24 Highway demonstration projects	15	13	13
00.26 Corridor D improvement project	1	2	2
00.30 Highway demonstration projects—preliminary engineering		1	1
00.45 Highway bypass demonstration	3	3	3
00.46 Railroad highway crossing demonstration	5	7	7
00.73 Schenectady bridge	1		
00.79 Surface transportation projects	36	37	37
10.00 Total obligations (object class 41.0)	66	72	72
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	288	225	153
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	291	225	153
23.95 New obligations	-66	-72	-72
24.40 Unobligated balance available, end of year:			
Uninvested	225	153	81
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	372	256	207
73.10 New obligations	66	72	72
73.20 Total outlays (gross)	-178	-123	-108
73.45 Adjustments in unexpired accounts	-3		

74.40	Unpaid obligations, end of year: Obligated balance:			
	Uninvested	256	207	171
Outlays (gross), detail:				
86.93	Outlays from current balances	178	123	108
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	178	123	108

This consolidated schedule shows the obligation and outlay of amounts made available for programs in prior years. No further appropriation is requested.

[APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM]

[For carrying out the provisions of section 1069(y) of Public Law 102-240, relating to construction of, and improvements to, corridors of the Appalachian Development Highway System, \$300,000,000 to remain available until expended: *Provided*, That none of the funds provided under this heading shall be available for engineering, design, right-of-way acquisition, or major construction of the Appalachian Development Highway System between I-81 in Virginia and the community of Wardensville, West Virginia.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01	Direct program	300	
10.00	Total obligations (object class 25.2)	300	
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	300	
23.95	New obligations	-300	
New budget authority (gross), detail:			
40.00	Appropriation	300	
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested		219
73.10	New obligations	300	
73.20	Total outlays (gross)	-81	-123
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	219	96
Outlays (gross), detail:			
86.90	Outlays from new current authority	81	
86.93	Outlays from current balances		123
87.00	Total outlays (gross)	81	123
Net budget authority and outlays:			
89.00	Budget authority	300	
90.00	Outlays	81	123

Funding for this program will be used for projects involving construction of, and improvements to, corridors of the Appalachian Development Highway System (ADHS). In 1999, funding for the ADHS is provided as part of the Federal-aid program.

Credit accounts:

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
Uninvested:			
72.40	Uninvested	10	10

72.40	Uninvested	8	8	8
72.99	Total unpaid obligations, start of year	18	18	17
73.20	Total outlays (gross)		-1	-1
Unpaid obligations, end of year:				
Obligated balance:				
Uninvested:				
74.40	Uninvested	10	9	9
74.40	Uninvested	8	8	7
74.99	Total unpaid obligations, end of year	18	17	16

Outlays (gross), detail:				
86.93	Outlays from current balances		1	1
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays		1	1

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0543-0-1-401	1997 actual	1998 est.	1999 est.
Direct loan levels supportable by subsidy budget authority:			
1150	Direct loan levels [Eastern Foothills Corridor]	25	
1159	Total direct loan levels	25	
Direct loan subsidy (in percent):			
1320	San Joaquin Hills Corridor—(30 yr loans)	0.08	
1320	Eastern Foothills Corridor—Capital Expenditures (30 yr loans)	5.52	
1329	Weighted average subsidy rate	6.64	

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and later years (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Future Federal credit enhancements for transportation infrastructure will be made under the proposed Transportation Infrastructure Credit Enhancement Program.

Note.—The subsidy rate shown for these projects has been modified due to legislation enacted in 1997. It is assumed that the interest rate charged to these loans will be sufficient to ensure that the subsidy budget authority provided will support the full line of credit authorized using the current risk assumptions.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00	Total obligations (object class 41.0)	144	6
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
Uninvested			
22.00	New budget authority (gross)	150	
23.90	Total budgetary resources available for obligation	150	6
23.95	New obligations	-144	-6
24.40	Unobligated balance available, end of year:		
Uninvested			
		6	
New budget authority (gross), detail:			
40.00	Appropriation	150	
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested		142
73.10	New obligations	144	6
73.20	Total outlays (gross)	-2	-84
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	142	64

Credit accounts—Continued

STATE INFRASTRUCTURE BANKS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0549-0-1-401	1997 actual	1998 est.	1999 est.
Outlays (gross), detail:			
86.90 Outlays from new current authority	2		
86.93 Outlays from current balances		84	32
87.00 Total outlays (gross)	2	84	32
Net budget authority and outlays:			
89.00 Budget authority	150		
90.00 Outlays	2	84	32

In 1999, State Infrastructure Banks are proposed to be funded from the Highway Trust Fund. For a description of the program, see the Trust Fund schedules of the Federal Highway Administration.

**ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
DIRECT LOAN FINANCING ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4200-0-3-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.02 Eastern Foothills Corridor	25		
00.03 Interest paid to Treasury			1
10.00 Total obligations	25		1
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	25		1
23.95 New obligations	-25		-1
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)	25		
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			1
70.00 Total new financing authority (gross)	25		1
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
Uninvested:			
72.40 Uninvested	110	110	105
72.40 Uninvested	112	137	137
Receivables from program account:			
72.95 Receivables from program account	10	10	9
72.95 Receivables from program account	8	8	8
72.99 Total unpaid obligations, start of year	240	265	259
73.10 New obligations	25		1
73.20 Total financing disbursements (gross)		-6	-13
Unpaid obligations, end of year:			
Obligated balance:			
Uninvested:			
74.40 Uninvested	110	105	99
74.40 Uninvested	137	137	131
Receivables from program account:			
74.95 Receivables from program account	10	9	9
74.95 Receivables from program account	8	8	8
74.99 Total unpaid obligations, end of year	265	259	247
87.00 Total financing disbursements (gross)		6	13
Offsets:			
Against gross financing authority and financing disbursements:			
88.00 Offsetting collections (cash) from: Payments from program account			-1
Net financing authority and financing disbursements:			
89.00 Financing authority	25		
90.00 Financing disbursements		6	12

Status of Direct Loans (in millions of dollars)

Identification code 69-4200-0-3-401	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	25		
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			6
1231 Disbursements: Direct loan disbursements		6	13
1290 Outstanding, end of year		6	19

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4200-0-3-401	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
Direct loans receivable, gross:				
1401 Direct loans receivable, gross [San Joaquin Hills Corridor]			6	6
1401 Direct loans receivable, gross [Eastern Foothills Corridor]				7
Interest receivable:				
1402 Interest receivable [San Joaquin Hills Corridor]			1	1
1402 Interest receivable [Eastern Foothills Corridor]				
1405 Allowance for subsidy cost (-) [San Joaquin Hills Corridor]			-1	-1
Net present value of assets related to direct loans:				
1499 Net present value of assets related to direct loans [San Joaquin Hills Corridor]			6	13
1499 Net present value of assets related to direct loans [Eastern Foothills Corridor]				
Total assets:				
1999 Total assets [San Joaquin Hills Corridor]			6	13
1999 Total assets [Eastern Foothills Corridor]				
LIABILITIES:				
Federal liabilities:				
Debt:				
2103 Debt [San Joaquin Hills Corridor]			12	12
2103 Debt [Eastern Foothills Corridor]				
Total liabilities:				
2999 Total liabilities [San Joaquin Hills Corridor]			12	12
2999 Total liabilities [Eastern Foothills Corridor]				
Total liabilities and net position:				
4999 Total liabilities and net position [San Joaquin Hills Corridor]			12	12
4999 Total liabilities and net position [Eastern Foothills Corridor]				

HIGH PRIORITY CORRIDORS LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4249-0-3-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.03 Interest paid to Treasury	1		
10.00 Total obligations	1		
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	6		
22.10 Resources available from recoveries of prior year obligations	3		
22.40 Capital transfer to general fund	-3		
22.60 Redemption of debt	-3		
23.90 Total budgetary resources available for obligation	3		
23.95 New obligations	-1		
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	37		
68.47 Portion applied to debt reduction	-31		
68.90 Spending authority from offsetting collections (total)	6		
70.00 Total new financing authority (gross)	6		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	3		
73.10 New obligations	1		
73.20 Total financing disbursements (gross)	-1		
73.45 Adjustments in unexpired accounts	-3		
87.00 Total financing disbursements (gross)	1		
Offsets:			
Against gross financing authority and financing disbursements:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-37		
Net financing authority and financing disbursements:			
89.00 Financing authority	-31		
90.00 Financing disbursements	-36		

Status of Direct Loans (in millions of dollars)

Identification code 69-4249-0-3-401	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	37		
1251 Repayments: Repayments and prepayments	-37		
1290 Outstanding, end of year			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4249-0-3-401	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	37			
1405 Allowance for subsidy cost (-)	-6			
1499 Net present value of assets related to direct loans	31			

1999 Total assets	31		
LIABILITIES:			
2103 Federal liabilities: Debt	31		
2999 Total liabilities	31		
4999 Total liabilities and net position	31		

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

(LIMITATION ON DIRECT LOANS)

(HIGHWAY TRUST FUND)

None of the funds under this heading are available for obligations for right-of-way acquisition during fiscal year [1998] 1999. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	14	16	
22.10 Resources available from recoveries of prior year obligations	2		
22.40 Capital transfer to general fund		-16	
23.90 Total budgetary resources available for obligation	16		
24.40 Unobligated balance available, end of year: Uninvested	16		
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	17	20	22
68.26 Offsetting collections (unavailable balances)	-17		
68.27 Capital transfer to general fund		-20	-22
68.90 Spending authority from offsetting collections (total)			
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	83	63	43
73.20 Total outlays (gross)	-18	-20	-20
73.45 Adjustments in unexpired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	63	43	23
Outlays (gross), detail:			
86.93 Outlays from current balances	18	20	20
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-17	-20	-22
Net budget authority and outlays:			
89.00 Budget authority	-17	-20	-22
90.00 Outlays	2		-2

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	1997 actual	1998 est.	1999 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	182	184	184
1231 Disbursements: Direct loan disbursements	18	20	20
1251 Repayments: Repayments and prepayments	-16	-20	-22
1290 Outstanding, end of year	184	184	182

The Federal-Aid Highway Act of 1968 authorized the establishment of a right-of-way revolving fund. This fund was used to make cash advances to States for the purpose of purchasing right-of-way parcels in advance of highway construction and thereby preventing the inflation of land prices from significantly increasing construction costs.

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT—Continued
(LIMITATION ON DIRECT LOANS)—Continued
(HIGHWAY TRUST FUND)—Continued

This program was terminated in 1996 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-aid program and therefore a separate program is unnecessary. A prohibition on further obligations is requested for 1999.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	12	18	20	22
0102 Expense	-41	-16	-20	-14
0109 Net income or loss (-)	-29	2		8

STATE INFRASTRUCTURE BANKS
(HIGHWAY TRUST FUND)

To carry out the State Infrastructure Bank Program, \$150,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That the Secretary shall ensure that the Federal disbursements shall be at a rate no greater than 20 percent per year.

Program and Financing (in millions of dollars)

Identification code 69-8297-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			150
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			150
23.95 New obligations			-150
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			150
Change in unpaid obligations:			
73.10 New obligations			150
73.20 Total outlays (gross)			-30
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested			120
Outlays (gross), detail:			
86.90 Outlays from new current authority			30
Net budget authority and outlays:			
89.00 Budget authority			150
90.00 Outlays			30

State Infrastructure Banks are a promising way of facilitating needed infrastructure investment.

The National Highway System Designation Act of 1995 authorized up to ten pilot states to test State Infrastructure Banks ("SIBs") and P.L. 104-205 expanded the authorization to all States. As a result of P.L. 104-205, the Department has expanded the pilot from 10 to 39 SIBs. Four of the 39 SIBs received conditional approval to participate in the pilot based on passage of necessary state implementing legislation.

The SIB Program is designed to strategically attract non-Federal funds to increase overall transportation infrastructure investment. A SIB is initially capitalized with Federal funds and non-Federal matching funds. The SIB then uses these capitalization grant funds to assist projects through loans and other forms of financial assistance. As loans are repaid, the SIB funds are replenished and the SIB can provide new loans or guarantees to additional transportation projects. Financial assistance from a SIB provides additional security

or credit support for project financing that may result in lower capital costs.

To capitalize a SIB, the State may deposit funds into either a highway or transit account or both. To initiate a SIB highway account, a State may deposit up to 10 percent of most of its Federal-aid highway apportionments. To fund a SIB transit account, a State may deposit up to 10 percent of some of its Federal transit capital funds. A State then matches the SIB Federal capitalization funds in both modal accounts at its traditional matching ratio.

In 1997, State Infrastructure Banks received additional funding from the General Fund.

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Encumbered balance, start of year	-16,774	-16,766	-16,283
Receipts:			
02.01 Highway trust fund, deposits (highway account)	20,669	22,549	33,198
02.02 Highway trust fund, deposits (mass transit account)	3,198	3,514	5,416
02.03 Highway trust fund, interest (highway account)	1,440	802	830
02.04 Highway trust fund, interest (mass transit account)		612	599
02.05 Cash Management Improvement Act interest, Highway trust fund (highway account)	3		
02.99 Total receipts	25,310	27,477	40,043
04.00 Total: Balances and collections	8,536	10,711	23,760
Appropriation:			
05.02 Motor carrier safety grants	-78	-85	-100
05.03 Federal-aid highways	-21,472	-22,238	-22,238
05.05 Operations and research (trust fund share)	-51	-72	-173
05.06 Highway traffic safety grants	-167	-187	-233
05.08 Discretionary grants (trust fund)	-1,900	-2,000	-876
05.09 Trust fund share of expenses	-1,649	-2,260	
05.10 Trust fund share of rental payments	-2		
05.11 Federal-aid highways, legislative proposal		-152	-36
05.13 Trust fund share of northeast corridor infrastructure program			-621
05.14 Administrative expenses			-48
05.15 Transit planning and research			-92
05.16 Washington Metropolitan Area Transit Authority			-50
05.18 Formula programs			-3,709
05.19 Right-of-way revolving fund liquidating account	17		
05.20 Transportation infrastructure credit program			-100
05.21 State infrastructure banks			-150
05.99 Subtotal appropriation	-25,302	-26,994	-28,426
07.99 Encumbered balance, end of year	-16,766	-16,283	-4,666

The Highway Revenue Act of 1956, as amended, provides for the transfer from the General Fund to the Highway Trust Fund of revenue from the motor fuel tax and certain other taxes paid by highway users. The Secretary of the Treasury estimates the amounts to be transferred. In turn, appropriations are authorized from this fund to meet expenditures for Federal-aid highways and other programs as specified by law.

This table shows the status of the resources of the Highway Trust Fund relative to the obligational authority that has been made available for programs financed by the trust fund. The encumbered balance indicates the degree to which the outstanding obligational authority exceeds the estimated cash balances of the fund each year. Under the laws governing the Highway Trust Fund, the amount of obligational authority available at any time cannot exceed the actual cash balances plus the amount of receipts estimated to be collected during the following two years; for most other trust funds obligational authority is limited to the actual receipts of the fund.

The budget proposes that surface transportation activities previously supported by the General Fund be funded instead from the Highway Trust Fund. The budget proposes funding the National Passenger Rail Corporation, State Infrastructure

Banks, and the Transportation credit enhancement program from the Highway Trust Fund.

This Budget also reflects the transfer of receipts generated by 4.3 cents of the motor fuel tax from the General Fund to the Highway Trust Fund effective in 1998, per P.L. 105-34.

The status of the fund is as follows:

Status of Funds (in millions of dollars)			
Identification code 20-8102-0-7-401	1997 actual	1998 est.	1999 est.
Unexpended balance, start of year:			
0100 Uninvested balance			
0101 U.S. Securities: Par value	21,184	21,976	23,513
0199 Total balance, start of year	21,184	21,976	23,513
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0200 Highway trust fund, deposits (HA)	20,669	22,549	33,198
0200 Highway Trust Fund deposits (TA)	3,198	3,514	5,416
Proprietary receipts:			
0221 CMA receipts	3		
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Highway trust fund, interest (HA)	802	802	830
0240 Highway trust fund, interest (TA)	638	612	599
Offsetting collections:			
Offsetting collections:			
0280 Federal-aid highways	46	75	75
0280 NHTSA Grants			41
0280 FTA Administrative Expenses			2
0280 Transit planning and research			11
0280 Major capital investments	5		
0282 Right-of-way revolving fund liquidating account	17	20	22
0299 Total cash income	25,378	27,572	40,194
Cash outgo during year:			
Cash outgo during the year (-):			
0500 Federal-aid highways	-20,512	-21,578	-22,462
0500 Federal-aid highways—		-25	-53
0502 State Infrastructure banks			-30
0505 National motor carrier safety program	-78	-80	-89
0506 Highway-related safety grants	-9	-4	-2
0507 Right-of-way revolving fund (trust revolving fund)	-18	-20	-20
0508 Miscellaneous highway trust funds	-56	-64	-53
0510 Operations and research (trust fund share)	-86	-61	-167
0511 Highway traffic safety grants	-148	-177	-205
0512 Trust fund share of next generation high speed rail program	-7	-4	-4
0514 Discretionary grants (trust fund)	-2,009	-1,738	-1,699
0516 Trust fund share of expenses	-1,659	-2,260	
0518 Trust fund share of rental payments	-2		
0519 Construction, National Park Service, Interior	-2	-8	-5
0520 Transportation infrastructure credit program			-75
0521 Administrative Expenses			-45
0522 Transit Planning and Research			-21
0523 WMATA			-1
0524 Formula Programs			-185
0526 AMTRAK Capital Grants			-248
0597 Outgo under present law (-)	-24,586	-25,994	-25,311
0598 Outgo under proposed legislation (-)		-25	-53
0599 Total cash outgo (-)	-24,586	-26,019	-25,364
0625 Balances expired or permanently cancelled			
0645 Balance transferred, net		-16	-22
0699 Total adjustments		-16	-22
Unexpended balance, end of year:			
0701 U.S. Securities: Par value	21,976	23,513	38,321
0900 Uncommitted balance, end of year	21,976	23,513	38,321

The following table covers that part of the trust fund that pertains to the highway account. It shows the annual income and outlays of highway programs funded by the trust fund.

HIGHWAY TRUST FUND (HIGHWAY ACCOUNT ONLY)			
[In millions of dollars]			
	1997 actual	1998 est.	1999 est.
Unexpended balance, start of year	11,658	12,278	13,687
Cash income during the year, governmental receipts:			
Excise taxes	20,689	22,569	33,220

Interest on investments	802	775	834
Total annual income	21,491	23,344	34,054
Cash outgo during the year (outlays)	20,871	21,935	23,329
Unexpended balance, end of year	12,278	13,687	24,412

FEDERAL-AID HIGHWAYS
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of \$21,500,000,000 for Federal-aid highways and highway safety construction programs for fiscal year [1998] 1999.

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, including the National Scenic and Recreational Highway as authorized by 23 U.S.C. 148, not otherwise provided, including reimbursements for sums expended pursuant to the provisions of 23 U.S.C. 308, [\$20,800,000,000] \$23,000,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)			
Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
Programs subject to obligation limitation:			
00.51 Surface transportation program	7,678	5,679	5,608
00.52 National highway program	3,247	4,317	4,257
00.53 Interstate maintenance	2,488	4,331	4,271
00.54 Interstate system reimbursement	1	967	969
00.55 Interstate completion	151		
00.56 Interstate substitutions	4		
00.57 Bridge program	1,973	2,588	2,556
00.58 Congestion mitigation and air quality improvement	807	1,257	1,260
00.59 Donor State bonus	372		
00.60 Flexible highway infrastructure safety		484	509
00.61 Integrated safety planning		50	50
00.62 Intelligent transportation systems	113	96	96
00.63 ITS/ITL Incentive Deployment		100	100
00.64 Federal lands highways	338	512	512
00.65 FHWA research & technology	81	126	126
00.66 Woodrow Wilson memorial bridge	30	40	180
00.67 Border Gateway Crossing Pilot Program		90	90
00.68 Appalachian highways	10	200	290
00.69 Administration	297	311	325
00.70 Research & technology	212	237	174
00.71 Contract programs	9	17	23
00.72 Other programs	1,111	98	104
00.91 Programs subject to obligation limitation	18,922	21,500	21,500
Programs exempt from obligation limitation:			
02.12 Emergency relief program	114	123	100
02.13 Minimum allocation	550	774	692
02.14 Demonstration projects	1,196	610	414
02.91 Programs exempt from obligation limitation	1,860	1,507	1,206
03.01 Emergency supplementals	580	220	
06.00 Total direct program	21,362	23,227	22,706
09.01 Reimbursable program	46	75	75
10.00 Total obligations	21,408	23,302	22,781

Budgetary resources available for obligation:			
	1997 actual	1998 est.	1999 est.
21.49 Unobligated balance available, start of year: Contract authority	2,688	2,798	1,809
22.00 New budget authority (gross)	21,518	22,313	22,313
23.90 Total budgetary resources available for obligation	24,206	25,111	24,122
23.95 New obligations	-21,408	-23,302	-22,781
24.49 Unobligated balance available, end of year: Contract authority	2,798	1,809	1,341

FEDERAL-AID HIGHWAYS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
Current:			
Appropriation (trust fund, definite):			
40.26	19,800	21,800	23,000
40.26	732		
40.49	-19,800	-21,800	-23,000
43.00	732		
49.00	18,887	21,500	21,500
Permanent:			
Contract authority (definite):			
66.10	1,853	738	738
66.10	1,441	78	58
66.45	-1,441	-78	-58
66.90	1,853	738	738
68.00	46	75	75
70.00	21,518	22,313	22,313
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40	2,427	2,492	2,764
72.49	27,945	28,775	30,227
72.99	30,372	31,267	32,991
73.10	21,408	23,302	22,781
73.20	-20,512	-21,578	-22,462
Unpaid obligations, end of year:			
Obligated balance:			
74.40	2,492	2,764	3,225
74.49	28,775	30,227	30,085
74.99	31,267	32,991	33,310
Outlays (gross), detail:			
86.90	2,924	5,805	5,805
86.93	15,661	13,811	14,941
86.97	356	480	399
86.98	1,571	1,482	1,317
87.00	20,512	21,578	22,462
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.40	-10	-10	-10
88.45	-36	-65	-65
88.90	-46	-75	-75
Net budget authority and outlays:			
89.00	21,472	22,238	22,238
90.00	20,467	21,503	22,387

Summary of Budget Authority and Outlays

(in millions of dollars)

	1997 actual	1998 est.	1999 est.
Enacted/requested:			
Budget Authority	21,472	22,238	22,238
Outlays	20,466	21,503	22,387
Legislative proposal, subject to PAYGO:			
Budget Authority		152	36
Outlays		25	53
Total:			
Budget Authority	21,472	22,390	22,274
Outlays	20,466	21,528	22,440

Status of Contract Authority (in millions of dollars)

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	30,633	31,573	32,163

Contract authority:			
0200	Contract authority	20,740	22,238
0220	Contract authority	152	36
0299	Total contract authority	20,740	22,390
0400	Appropriation to liquidate contract authority	-19,800	-21,800
0700	Balance, end of year	31,573	32,163

The Federal-Aid Highways (FAH) program is designed to aid in the development of an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and moves people and goods safely.

All programs included within FAH are financed from the Highway Trust Fund and distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The budget proposes to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief and Minimum Allocation programs will continue to be exempt from the limitation.

The FAH program is funded by contract authority found in the Intermodal Surface Transportation Efficiency Act (ISTEA) (which expired on September 30, 1997). This authority was extended for the first six months of 1998 by the Surface Transportation Extension Act. The programs described below are as proposed in the President's Reauthorization proposal, the National Economic Crossroads Transportation Efficiency Act (NEXTEA).

National highway program.—The National Highway System (NHS) Program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The National Highway System consists of the current Interstate, other rural principal arterials, urban free-ways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995. Eligible on an interim basis are an additional 2,032 miles of connectors proposed by DOT in 1996.

Surface Transportation Program (STP).—The ISTEA established a new program that may be used by States and localities for any roads that are not classified as local or rural minor collector roads. STP funds may be used for transit projects. The STP will continue with some improvements. Eligibility will be expanded to include publicly owned intercity passenger rail projects and publicly or privately owned vehicles and facilities used to provide intercity passenger service by bus or rail. NEXTEA retains the 10% set-aside of STP funds for transportation enhancements and also retains State sub-allocations including the special rule for areas less than 5,000 population.

Bridge replacement and rehabilitation.—The bridge program enables States to respond to the problem of unsafe and inadequate bridges. The funds are available for use on all bridges, including those on roads functionally classified as rural minor collectors and as local. Highway bridges designated as a hazard to navigation by the U.S. Coast Guard will be funded under the bridge program. Funds will no longer be eligible for transfer to other programs unless a State has no NHS bridges requiring posting. Any funds transferred out of the Bridge program must be restored to the Bridge program by the last year of the 6-year reauthorization period.

Interstate maintenance (IM).—The IM program finances projects to rehabilitate, restore, resurface and reconstruct the Interstate system. Reconstruction that increases capacity, other than HOV lanes, is not eligible for IM funds.

Emergency relief.—The Emergency Relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges which have suffered serious damage as the result of natural

disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. The mandatory portion of the ER program will be funded at \$100 million.

Federal lands.—This category includes the Public Lands Highways, Forest Highways, Park Roads and Parkways, and Indian Reservation Roads programs. Roads funded under this program are open to public travel. State and local roads (29,500 miles) that provide important access within the National Forest System are designated Forest Highways. These roads should not be confused with the Forest Development Roads which are under the jurisdiction of the Forest Service. Park roads and Parkways (8,000 miles) are owned by the National Park Service and provide access within the National Park System. Indian Reservation Roads program consists of the Bureau of Indian Affairs (25,000 miles) and State and local roads (25,000 miles) that provide access within Indian lands.

Congestion mitigation and air quality improvement program (CMAQ).—The CMAQ program directs funds toward transportation projects and programs to help meet and maintain national ambient air quality standards for ozone, carbon monoxide, and particulate matter. A minimum 1/2 percent of the apportionment is guaranteed to each State.

Flexible highway infrastructure safety program and integrated safety fund.—Addressing the safety needs related to the highway infrastructure was previously funded by a 10% set-aside from STP funds. NEXTEA now proposes a separate highway safety program which maintains independent allocations for railroad/highway grade crossings and hazard elimination. The ability to flex hazard elimination funds to non-infrastructure activities would be allowed if the State has an integrated planning process. NEXTEA proposes a new incentive grant program (Integrated Safety Fund) to foster integrated safety planning. Funds can be used flexibly for infrastructure safety, section 402 activities, and motor carrier safety activities.

Federal highway research and technology.—The research and technology program develops new transportation technology that can be applied nationwide. The proposed elements of this program include long-term, advanced research; a national technology deployment program to accelerate the implementation of specific “customer-driven” technologies; support for the delivery of new and innovative technology as well as the development of knowledge and skills within the transportation community needed to apply new technology; and, funding for State research, development, and technology implementation.

Intelligent transportation systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test, and evaluate advanced electronic systems that can improve the operational safety and efficiency of existing surface transportation infrastructure. NEXTEA expands and clarifies eligibility under several of the major grant programs to encompass ITS capital, operations, and maintenance for all infrastructure-based technology and services. Also proposed is an ITS deployment incentive program to support integration of the metropolitan travel management intelligent infrastructure and deployment of commercial vehicle information system and network, and rural intelligent transportation infrastructure.

Miscellaneous.—This category includes Scenic Byways, Tax Evasion Projects, the Bureau of Transportation Statistics, National Recreational Trails, value pricing, trade corridor and border gateway pilot, Woodrow Wilson Bridge, Appalachian Highways, University Transportation Centers, and University Research Institutes, and the Research and Special Program

Administration's Strategic Planning and Intermodal Research Initiative.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	10	10	10
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	11	11	11
12.1 Civilian personnel benefits	3	3	3
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	42	43	43
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
32.0 Land and structures	98	206	186
41.0 Grants, subsidies, and contributions	19,843	21,972	21,644
93.0 Limitation on general operating expenses (see separate schedule)	518	565	522
99.0 Subtotal, direct obligations	20,522	22,807	22,416
99.0 Reimbursable obligations	46	75	75
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	35	57	39
11.3 Other than full-time permanent	6	9	7
11.5 Other personnel compensation	3	6	3
11.9 Total personnel compensation	44	72	49
12.1 Civilian personnel benefits	9	14	10
21.0 Travel and transportation of persons	3	6	4
22.0 Transportation of things	2	4	3
23.3 Communications, utilities, and miscellaneous charges	5	8	6
25.2 Other services	131	217	151
25.3 Purchases of goods and services from Government accounts	4	7	5
26.0 Supplies and materials	5	8	6
31.0 Equipment	7	11	9
32.0 Land and structures	37	64	40
41.0 Grants, subsidies, and contributions	593	9	7
99.0 Subtotal, allocation account	840	420	290
99.9 Total obligations	21,408	23,302	22,781

Obligations are distributed as follows:

Transportation:			
Federal Highway Administration	20,521	22,807	22,417
Federal Railroad Administration	27		
Federal Transit Administration	559		
Bureau of Transportation Statistics	22	31	31
Agriculture: Forest Service	52	79	22
Interior:			
Bureau of Indian Affairs	158	282	203
National Park Service	19	23	30
Bureau of Land Management	3	5	4
U.S. Fish and Wildlife Services	1		

Personnel Summary

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	270	308	306
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	155	169	163
Allocation account:			
3001 Total compensable workyears: Full-time equivalent employment	55	60	40

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON GENERAL OPERATING EXPENSES

Necessary expenses for administration, operation, including motor carrier safety program operations, and research of the Federal High-

FEDERAL HIGHWAY ADMINISTRATION—Continued

LIMITATION ON GENERAL OPERATING EXPENSES—Continued

way Administration not to exceed **[\$552,266,000]** *\$521,883,000* shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration: *Provided, That [\$241,708,000]* *\$195,962,000* of the amount provided herein shall remain available until September 30, **[2000]** 2001. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

	1997 actual	1998 est.	1999 est.
Program by activities:			
Program direction and coordination:			
Executive direction	1,604	1,657	1,690
Program review	601	740	767
Public affairs	3,336	3,445	3,496
Legal services	426	431	446
Civil rights	11,334	11,940	11,665
General program support:			
Policy	15,000	14,930	17,638
Research and development	55,183	59,399	60,711
Administrative support	79,853	96,696	101,298
Career development programs	926	1,067	1,224
Highway programs:			
Program development	28,757	30,633	38,640
Safety and system applications	32,915	30,314	30,856
Joint ITS program office	126,035	146,537	84,425
Motor carrier safety	27,380	33,629	34,534
Federal lands highway office	2,707	3,836	2,102
Eastern Financial Center	51	62	68
Eastern IRM Center	23	38	42
Eastern Human Resource Center	78	95	104
Western Financial Center	363	371	380
Western IRM Center	40	38	42
Western Human Resource Center	546	558	572
Field operations	141,207	145,140	147,638
Total obligations	528,365	581,556	538,338
Financing:			
Reimbursable Programs	-10,685	-16,455	-16,455
Unobligated balance available, start of year	-11,626	-12,835	0
Unobligated balance available, end of year	12,835	0	0
Limitation	518,889	552,266	521,883
Relation of obligations to outlays:			
Total obligations	528,365	581,556	538,338
Obligated balance, start of year	597,179	671,155	725,837
Obligated balance, end of year	-671,155	-725,837	-717,811
Outlays from limitation	454,389	526,874	546,364

This limitation provides for the salaries and expenses of the Federal Highway Administration. Resources are allocated from the Federal-aid highways program.

Program direction and coordination.—Provides overall management of the highway transportation program.

General program support.—Recognizing the importance of research as an investment in the efficiency of future transportation, the 1999 budget includes \$174 million for highway research and technology, of which \$54 million is requested for development of intelligent transportation systems and \$5.5 million for the Nationwide Differential Global Positioning System (NDGPS). Funding for the NDGPS is also provided in the Federal Railroad Administration.

Highway programs.—Provides engineering guidance to Federal and State agencies and to foreign governments, and conducts a program to encourage use of modern traffic engineering procedures to increase the vehicle-carrying capacity of existing highways and urban streets; and finances construction skill training programs for disadvantaged workers hired by contractors on federally aided highway projects.

Field operations.—Provides staff advisory and support services in field offices of the Federal Highway Administration;

and provides program and engineering supervision through regional and division offices.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
Personnel compensation:			
11.1 Full-time permanent	165	171	174
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	170	176	180
12.1 Civilian personnel benefits	41	42	43
13.0 Benefits for former personnel	2	2	2
21.0 Travel and transportation of persons	14	13	14
22.0 Transportation of things	1	1	1
23.3 Communications, utilities, and miscellaneous charges	26	27	28
24.0 Printing and reproduction	3	1	1
25.2 Other services	41	55	64
25.5 Research and development contracts	221	255	196
26.0 Supplies and materials	4	2	2
31.0 Equipment	5	7	8
93.0 Limitation on expenses	-528	-581	-538
99.0 Subtotal, limitation acct—direct obligations			

Personnel Summary

Identification code 69-8083-0-7-401	1997 actual	1998 est.	1999 est.
6001 Total compensable workyears: Full-time equivalent employment	3,182	3,165	3,087

HIGHWAY-RELATED SAFETY GRANTS

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8083-4-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Programs exempt from limitation:			
00.01 Minimum allocation		91	58
10.00 Total obligations (object class 41.0)		91	58
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority			61
22.00 New budget authority (gross)		152	36
23.90 Total budgetary resources available for obligation		152	97
23.95 New obligations		-91	-58
24.49 Unobligated balance available, end of year: Contract authority		61	39
New budget authority (gross), detail:			
66.10 Contract authority (definite)		152	36
Change in unpaid obligations:			
72.49 Unpaid obligations, start of year: Obligated balance: Contract authority			66
73.10 New obligations		91	58
73.20 Total outlays (gross)		-25	-53
74.49 Unpaid obligations, end of year: Obligated balance: Contract authority		66	72
Outlays (gross), detail:			
86.97 Outlays from new permanent authority		25	37
86.98 Outlays from permanent balances			16
87.00 Total outlays (gross)		25	53
Net budget authority and outlays:			
89.00 Budget authority		152	36
90.00 Outlays		25	53

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
Contract authority:			
49.00 Contract authority	11		
49.00 Contract authority—Pursuant to P.L. 102-240	-11		
49.90 Contract authority (total)			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	11	4	3
72.49 Contract authority	3	1	
72.99 Total unpaid obligations, start of year	14	5	3
73.20 Total outlays (gross)	-9	-4	-2
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	4	3	1
74.49 Contract authority	1		
74.99 Total unpaid obligations, end of year	5	3	1
Outlays (gross), detail:			
86.93 Outlays from current balances	9	4	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	9	4	2

Status of Contract Authority (in millions of dollars)

Identification code 69-8019-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	3	1	
Contract authority:			
0200 Contract authority			
0700 Balance, end of year	1		

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. Beginning in 1997, the Highway-Related Safety Grants program is merged with the highway traffic safety programs of the National Highway Traffic Safety Administration.

MOTOR CARRIER SAFETY PROGRAM
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, [85,000,000] \$100,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of [84,825,000] \$100,000,000 for "Motor Carrier Safety Grants". (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Motor carrier grants	77	84	99
00.02 Administration and research	1	1	1
10.00 Total obligations	78	85	100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	78	85	100
23.95 New obligations	-78	-85	-100
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	74	85	100

40.49 Portion applied to liquidate contract authority	-74	-85	-100
43.00 Appropriation (total)			
49.00 Contract authority	78	85	100
Permanent:			
66.10 Contract authority (definite)		15	
66.45 Portion not available for obligation		-15	
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)	78	85	100

Change in unpaid obligations:

Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	18	13	18
72.49 Contract authority	39	43	43
72.99 Total unpaid obligations, start of year	57	56	61
73.10 New obligations	78	85	100
73.20 Total outlays (gross)	-78	-80	-89
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	13	18	29
74.49 Contract authority	43	43	43
74.99 Total unpaid obligations, end of year	56	61	72

Outlays (gross), detail:

86.90 Outlays from new current authority	22	24	28
86.93 Outlays from current balances	56	56	61
87.00 Total outlays (gross)	78	80	89

Net budget authority and outlays:

89.00 Budget authority	78	85	100
90.00 Outlays	78	80	89

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	39	43	43
Contract authority:			
0200 Contract authority	78	85	100
0400 Appropriation to liquidate contract authority	-74	-85	-100
0700 Balance, end of year	43	43	43

The Motor Carrier Safety Program contains three components: safety grants, information system and analysis, and strategic safety reform. The purpose of the program is to provide grants to States to enforce Federal and compatible States standards applicable to commercial motor vehicle safety. As part of the NEXTEA proposal, this program adds a focus on performance.

The safety grant program is comprised of basic grants, which support uniform roadside driver and vehicle safety inspections, traffic enforcement, and compliance reviews, and performance incentive grants, which are designed to encourage States to plan, identify, and implement crash countermeasures that address those problems in their own State and measure program success based on the desired performance. The information system and analysis program would provide funding to collect and analyze information necessary to evaluate performance in a timely and accurate manner to support enforcement activities undertaken by the Federal and State governments. The strategic safety reform program focuses on providing funding for driver training programs, judicial outreach, and research to support regulatory reinvention initiatives.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	1997 actual	1998 est.	1999 est.
25.2 Other services	1	1	1
41.0 Grants, subsidies, and contributions	77	84	99
99.9 Total obligations	78	85	100

TRANSPORTATION INFRASTRUCTURE CREDIT ENHANCEMENT PROGRAM

(HIGHWAY TRUST FUND)

To carry out the Transportation Infrastructure Credit Enhancement Program, \$100,000,000, to be derived from the Highway Trust Fund and to remain available until September 30, 2001.

Program and Financing (in millions of dollars)

Identification code 69-8071-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			100
23.95 New obligations			-100
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			100
Change in unpaid obligations:			
73.10 New obligations			100
73.20 Total outlays (gross)			-75
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested			25
Outlays (gross), detail:			
86.90 Outlays from new current authority			75
Net budget authority and outlays:			
89.00 Budget authority			100
90.00 Outlays			75

The new Transportation Infrastructure Credit Enhancement Program will provide \$100 million per year in grants to assist in the funding of nationally-significant transportation projects that otherwise might be delayed or not constructed at all because of their size and uncertainty over timing of revenues. The goal is to encourage the development of large, capital-intensive infrastructure facilities through public-private partnerships consisting of a State or local government and one or more private sector firms involved in the design, construction or operation of the facility. It will encourage more private sector and non-Federal participation, and build on the public's willingness to pay user fees to receive the benefits and services of transportation infrastructure sooner than would be possible under traditional funding techniques. Grants may be used to secure junior lien debt or other obligations requiring credit enhancement.

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year			8
Receipts:			
02.01 Advances from other Federal agencies, FHA miscellaneous trust, DOT	6	6	6
02.03 Contributions from States, etc., cooperative work, forest highways, FHA, Miscellaneous trust, DOT	4	4	4
02.06 Advances from State cooperating agencies and Foreign governments	6	6	6
02.99 Total receipts	17	16	16
04.00 Total: Balances and collections	17	16	24
Appropriation:			
05.01 Miscellaneous trust funds	-17	-8	-8
07.99 Total balance, end of year		8	16

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	5	1	2
00.02 Technical assistance, U.S. dollars advanced from foreign governments		1	
00.03 Contributions for highway research programs		1	1
00.04 Advances from State cooperating agencies	6	23	5
00.05 Equipment Supplies etc. for Coop. Countries		1	
10.00 Total obligations	11	27	8
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	12	19	
22.00 New budget authority (gross)	17	8	8
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	30	27	8
23.95 New obligations	-11	-27	-8
24.40 Unobligated balance available, end of year: Uninvested	19		
New budget authority (gross), detail:			
60.27 Appropriation (trust fund, indefinite)	17	8	8
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	2	6	6
73.10 New obligations	11	27	8
73.20 Total outlays (gross)	-6	-27	-11
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	6	6	3
Outlays (gross), detail:			
86.97 Outlays from new permanent authority		8	8
86.98 Outlays from permanent balances	5	19	3
87.00 Total outlays (gross)	6	27	11
Net budget authority and outlays:			
89.00 Budget authority	17	8	8
90.00 Outlays	6	27	11
Distribution of budget authority by account:			
Cooperative work, forest highways	4	1	1
Contributions for highway research programs			
Advances from State cooperating agencies	13	5	5
Distribution of outlays by account:			
Cooperative work, forest highways	5	1	1
Technical assistance, U.S. dollars advanced from foreign governments			
Contributions for highway research programs		1	1
Advances from State cooperating agencies		21	7

Miscellaneous Trust Funds contains the following programs financed out of the highway trust fund and reimbursed by the requesting parties.

Cooperative work, forest highways.—Contributions are received from States and counties in connection with cooperative engineering, survey, maintenance, and construction projects for forest highways.

Technical assistance, U.S. dollars advanced from foreign governments.—The Federal Highway Administration renders technical assistance and acts as agent for the purchase of equipment and materials for carrying out highway programs in foreign countries.

Contributions for highway research programs.—In association with the General Services Administration and the Department of Defense, tests of highway equipment are conducted for the purpose of establishing performance standards upon which to base specifications for use by the Government in purchasing such equipment.

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivi-

sions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the Federal Highway Administration.

International highway transportation outreach.—Funds are collected to inform the domestic highway community of technological innovations, promote highway transportation expertise internationally, and increase transfers of transportation technology to foreign countries.

Object Classification (in millions of dollars)				
Identification code 69-9971-0-7-999		1997 actual	1998 est.	1999 est.
25.2	Other services	4	2	2
32.0	Land and structures	7	25	6
99.9	Total obligations	11	27	8

Personnel Summary

Identification code 69-9971-0-7-999		1997 actual	1998 est.	1999 est.
1001	Total compensable workyears: Full-time equivalent employment		14	14

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401		1997 actual	1998 est.	1999 est.
Obligations by program activity:				
00.02	Intermodal urban demonstration project	6	4	4
00.04	Highway safety improvement demonstration project		1	1
00.05	Highway-railroad grade crossing safety demonstration project	13		
00.08	Bridge capacity improvement	6		
00.13	Climbing lane and safety demonstration project		1	1
00.17	Urban highway corridor bicycle study		1	1
00.26	Highway projects	19	26	26
00.30	Mincola grade crossing	8		
10.00	Total obligations (object class 41.0)	52	33	33
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year: Uninvested	155	103	70
23.95	New obligations	-52	-33	-33
24.40	Unobligated balance available, end of year: Uninvested	103	70	37
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance: Uninvested	132	130	100
73.10	New obligations	52	33	33
73.20	Total outlays (gross)	-56	-64	-53
74.40	Unpaid obligations, end of year: Obligated balance: Uninvested	130	100	81
Outlays (gross), detail:				
86.93	Outlays from current balances	56	64	53
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	56	64	53

No further budget authority is requested for 1999. Other accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Funding for the National Highway Traffic Safety Administration is proposed as part of the Transportation Fund for America. This proposal highlights the Administration's priority to fund transportation programs. A discussion of the

Transportation Fund for America, and two other funds for the environment and research, can be found in Section II of the Budget.

In addition, the Budget proposes to present obligation limitations as discretionary budget authority. This will clarify the budget presentation and provide transportation programs with the same budgetary treatment as all other programs funded through obligation limitations.

The programs administered by the National Highway Traffic Safety Administration (NHTSA) are authorized by three separate laws: The National Traffic and Motor Vehicle Safety Act, and the Highway Safety Act, and the Motor Vehicle Information and Cost Savings Act. The following table shows the funding for NHTSA programs.

[In millions of dollars]			
Budget authority:	1997 actual	1998 est.	1999 est.
Operations and research	81	75	
Operations and research (Highway trust fund)	51	72	173
Highway traffic safety grants	168	187	233
Total budget authority	300	333	406
Program level (obligations):			
Operations and research	83	75	
Operations and research (Highway trust fund)	51	72	173
Highway traffic safety grants	168	187	233
Total program level	303	333	406
Outlays:			
Operations and research	52	96	52
Operations and research (Highway trust fund)	86	62	126
Highway traffic safety grants	148	177	205
Total outlays	285	336	383

Federal Funds

General and special funds:

[OPERATIONS AND RESEARCH]

[For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under part C of subtitle VI of title 49, United States Code, and chapter 301 of title 49, United States Code, \$74,901,000, of which \$40,674,000 shall remain available until September 30, 2000: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)			
Identification code 69-0650-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01	Safety performance standards	12	14
00.02	Safety assurance	19	21
00.03	Highway safety programs	46	51
00.04	Research and analysis	54	65
00.05	Office of the Administrator	4	4
00.06	General administration	8	10
00.91	Total direct program	143	165
09.01	Reimbursable program	28	42
10.00	Total obligations	171	207
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year: Uninvested	13	12
22.00	New budget authority (gross)	166	195
22.10	Resources available from recoveries of prior year obligations	3	
23.90	Total budgetary resources available for obligation	182	207

General and special funds—Continued

[OPERATIONS AND RESEARCH]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0650-0-1-401	1997 actual	1998 est.	1999 est.
23.95 New obligations	-171	-207	
24.40 Unobligated balance available, end of year: Uninvested	12		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	81	75	
40.75 Reduction pursuant to P.L. 104-208	-1		
43.00 Appropriation (total)	80	75	
Permanent:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)	86	120	
70.00 Total new budget authority (gross)	166	195	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	69	97	88
73.10 New obligations	171	207	
73.20 Total outlays (gross)	-138	-216	-52
73.40 Adjustments in expired accounts	-2		
73.45 Adjustments in unexpired accounts	-3		
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	97	88	36
Outlays (gross), detail:			
86.90 Outlays from new current authority	47	44	
86.93 Outlays from current balances	5	52	52
86.97 Outlays from new permanent authority	86	120	
87.00 Total outlays (gross)	138	216	52
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-86	-120	
Net budget authority and outlays:			
89.00 Budget authority	80	75	
90.00 Outlays	52	96	52

In 1999, the Budget proposes to fund all of Operations and Research from the Highway Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	37	41	
11.3 Other than full-time permanent	1	1	
11.5 Other personnel compensation	1	1	
11.9 Total personnel compensation	39	43	
12.1 Civilian personnel benefits	7	8	
21.0 Travel and transportation of persons	1	1	
23.3 Communications, utilities, and miscellaneous charges	3	3	
24.0 Printing and reproduction	3	3	
25.2 Other services	31	39	
25.5 Research and development contracts	42	53	
26.0 Supplies and materials	10	8	
31.0 Equipment	7	7	
99.0 Subtotal, direct obligations	143	165	
99.0 Reimbursable obligations	28	42	
99.9 Total obligations	171	207	

Personnel Summary

Identification code 69-0650-0-1-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	597	625	

Trust Funds

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to [traffic] motor vehicle safety, motor vehicle cost savings and information, and highway safety under chapter 301 of title 49, U.S.C.; part c of subtitle VI of title 49, U.S.C.; and 23 U.S.C. 403 [and section 2006 of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240)], to be derived from the Highway Trust Fund, [\$72,061,000] \$172,902,000, of which \$49,520,000 shall remain available until September 30, [2000] 2001. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards			17
00.02 Safety Assurance			21
00.03 Highway safety programs			62
00.04 Research and analysis			66
00.05 Office of the Administrator			4
00.06 General administration			9
09.00 Reimbursable program	51	72	35
10.00 Total obligations	51	72	214
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	51	72	214
23.95 New obligations	-51	-72	-214
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	51	72	173
Permanent:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)			41
70.00 Total new budget authority (gross)	51	72	214
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	62	28	39
73.10 New obligations	51	72	214
73.20 Total outlays (gross)	-86	-61	-167
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	28	39	86
Outlays (gross), detail:			
86.90 Outlays from new current authority	30	42	100
86.93 Outlays from current balances	56	19	26
86.97 Outlays from new permanent authority			41
87.00 Total outlays (gross)	86	61	167
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-39
88.40 Non-Federal sources			-2
88.90 Total, offsetting collections (cash)			-41
Net budget authority and outlays:			
89.00 Budget authority	51	72	173
90.00 Outlays	86	61	126

Programs funded under the Operations and Research appropriation are described below.

Safety Performance Standards (Rulemaking) Programs.— Supports the promulgation of Federal motor vehicle safety standards for motor vehicles, and safety-related equipment; automotive fuel economy standards required by the Energy Policy and Conservation Act; international harmonization of vehicle standards; and consumer information on motor vehicle safety, including the New Car Assessment Program.

Safety Assurance (Enforcement) Programs.—Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce Federal odometer law and encourage enforcement of State odometer law, conduct safety recalls when warranted, and provide safety information via the Auto Safety Hotline.

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crashworthiness and crash avoidance, with new emphasis on smart air bag technology and continuing emphasis on the National Biomechanics Center. The 1999 budget includes funds to continue a national crash data collection program and to improve problem identification, regulatory reform, and program evaluation activities, as well as an occupant protection survey. Grants will be offered to States desiring to link crash and health care data for determining the true costs of traffic crashes. Funding is also provided to support the Administration's Partnership for a New Generation of Vehicles (PNGV) initiative. Support of NHTSA's Intelligent Transportation Systems (ITS) program and the National Advanced Driving Simulator will be provided by funds to be transferred from the Federal Highway Administration. Resources will also be provided to support the Vehicle Research Test Center (VRTC).

Highway Safety Programs.—Provides for demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities and research units, and various safety associations and organizations. This assistance includes demonstration programs emphasizing alcohol and drug countermeasures, occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, State and community evaluation, motorcycle riders, pedestrian/bicycle safety and young and older driver safety programs. The Safe Communities demonstration project provides grants to communities and injury prevention centers to develop and manage local injury prevention programs. Special emphasis this year will be given to aggressive drivers, excessive speeding and air bag outreach education. The Department has set a goal for the Nation to reduce alcohol-related traffic fatalities to no more than 11,000 by the year 2005. The President has established a goal of increasing safety belt use to 85 percent by 2000.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			41
11.3 Other than full-time permanent			1
11.5 Other personnel compensation			1
11.9 Total personnel compensation			43
12.1 Civilian personnel benefits			7
21.0 Travel and transportation of persons			1
23.1 Rental payments to GSA			4
23.3 Communications, utilities, and miscellaneous charges			3
24.0 Printing and reproduction			4
25.2 Other services			43
25.5 Research and development contracts			59
26.0 Supplies and materials			8
31.0 Equipment			7
99.0 Subtotal, direct obligations			179
99.0 Reimbursable obligations	51	72	35
99.9 Total obligations	51	72	214

Personnel Summary

Identification code 69-8016-0-7-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment			631

HIGHWAY TRAFFIC SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)

For payment of obligations incurred carrying out the provisions of 23 U.S.C. [153,] 402[, 408,] and 410, and chapter 303 of title 49, [United States Code] U.S.C., to remain available until expended, [\$186,000,000], \$197,000,000 to be derived from the Highway Trust Fund: *Provided*, That, [notwithstanding subsection 2009(b) of the Intermodal Surface Transportation Efficiency Act of 1991,] none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal year [1998], 1999 are in excess of [\$186,500,000] \$233,000,000 for programs authorized under 23 U.S.C. 402, 410, and chapter 303 of title 49, [United States Code] U.S.C., of which [\$149,700,000] \$166,700,000 shall be for "State and community highway safety grants", \$2,300,000 shall be for the "National Driver Register", \$20,000,000 shall be for "Occupant Protection Incentive Grants", \$5,000,000 shall be for "Drugged Driving Incentive Grants," and [\$34,500,000] \$39,000,000 shall be for section 410 "Alcohol-impaired driving counter-measures programs": *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed \$5,434,000 of the funds made available for section 402 [may] shall be available to NHTSA for administering "State and community highway safety grants": *Provided further*, That not to exceed \$150,000 of the funds made available for section 402 may be available for administering the highway safety grants [authorized by section 1003(a)(7) of Public Law 102-240]: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-impaired driving counter-measures programs" shall be available for technical assistance to the States. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Section 402 formula grants	140	150	167
00.02 Section 410 Incentive Grants	26	35	39
00.03 National Driver Register	2	2	2
00.04 Occupant Protection Incentive Prg.			20
00.05 Drugged Driving Incentive Grants			5
10.00 Total obligations	168	187	233
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	167	187	233
23.95 New obligations	-168	-187	-233
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	168	186	197
40.49 Portion applied to liquidate contract authority	-168	-186	-197
43.00 Appropriation (total)			
Contract authority:			
49.00 Contract authority	156	187	233
49.00 Contract authority—Pursuant to P.L. 102-240	11		
49.90 Contract authority (total)	167	187	233
Permanent:			
66.10 Contract authority (definite)	8	58	12
66.45 Portion not available for obligation	-8	-58	-12
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)	167	187	233

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
(LIMITATION ON OBLIGATIONS)—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8020-0-7-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	20	41	49
72.49 Contract authority	127	126	128
72.99 Total unpaid obligations, start of year	147	167	177
73.10 New obligations	168	187	233
73.20 Total outlays (gross)	-148	-177	-205
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	41	49	41
74.49 Contract authority	126	128	164
74.99 Total unpaid obligations, end of year	167	177	205
Outlays (gross), detail:			
86.90 Outlays from new current authority	69	77	96
86.93 Outlays from current balances	79	100	109
87.00 Total outlays (gross)	148	177	205
Net budget authority and outlays:			
89.00 Budget authority	167	187	233
90.00 Outlays	148	177	205

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	127	126	128
Contract authority:			
0200 Contract authority	167	187	233
0400 Appropriation to liquidate contract authority	-168	-186	-197
0700 Balance, end of year	126	128	164

Section 402.—The Section 402 State and Community Grant Program is a performance based program administered by NHTSA. Grant allocations are determined on the basis of a statutory formula. States use this funding to reduce traffic crashes, fatalities, and injuries. The grants are used to support State highway safety programs, within national priorities, implemented jointly with all members of the highway safety community. States develop safety goals, performance measures, and strategic plans to manage use of grants to reduce deaths and injuries on the Nation's highways, such as grants associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving and roadway safety.

Alcohol-Impaired Driving Incentive Grants.—A new "Alcohol-Impaired Driving Countermeasures" two-tiered basic and supplemental grant program is being established to reward States that pass new laws and start more effective programs to attack drunk and impaired driving. This continues the Department's strong emphasis on impaired drivers that was addressed by the Section 410 incentive grant program. States may qualify for basic grants by implementing criteria that include: administrative license revocation, .08 BAC laws, stepped-up police enforcement coupled with publicity, and graduated licensing laws with nighttime driving restrictions and Zero Tolerance. States are also awarded basic grants for demonstrating consistently high performance in reducing alcohol-related fatalities. There are 10 supplemental grant criteria including open container laws; mandatory alcohol testing for drunk driving suspects involved in fatal or serious injury; and use of passive alcohol sensors by police.

Occupant Protection Incentive Grants.—A new "Occupant Protection Program" is being established as a two-tiered basic and supplemental incentive grant to encourage States to

strengthen laws and programs to increase safety belt and child safety seat use to meet the President's goal to reach 85 percent belt use by 2000.

Drugged Driving Incentive Grants.—A new incentive grant program is provided to encourage States to pass stronger anti-drugged driving laws and implement the most effective countermeasures to reduce drug-impaired driving, such as zero tolerance, mandatory drug testing, administrative license revocation, and graduated licensing systems.

National Driver Register.—Provides funding to implement and operate the Problem Driver Pointer System (PDPS) and improve traffic safety by assisting State motor vehicle administrators in communicating effectively and efficiently with other States to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, including impaired driving and hit and run.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	1997 actual	1998 est.	1999 est.
25.2 Other services	6	6	6
41.0 Grants, subsidies, and contributions	162	181	227
99.9 Total obligations	168	187	233

FEDERAL RAILROAD ADMINISTRATION

The following tables show the funding for all Federal Railroad Administration programs:

[In millions of dollars]	1997 actual			1998 est.			1999 est.		
Budget authority:									
Office of the Administrator	17	20	22						
Railroad safety	51	57	62						
Railroad research and development	20	21	21						
Nationwide Differential Global Positioning System			3						
Northeast corridor improvement program	175	250							
High-speed rail trainsets and facilities	80								
Rhode Island Rail Development	7	10	10						
Alaska Railroad rehabilitation	10	10							
Grants to the National Railroad Passenger Corporation	588	543							
Operating grants to the National Railroad Passenger Corporation									
Capital grants to the National Railroad Passenger Corporation			621						
Amtrak corridor improvement loans (liquidating account)	-1	-1	-1						
Railroad rehabilitation and improvement (liquidating account)	-12	-4	-4						
Next generation high-speed rail	25	20	13						
Emergency Railroad Rehab & Repair	19								
Direct Loan Financing Program	59								
Total budget authority	1,037	927	746						

[In millions of dollars]	1997 actual			1998 est.			1999 est.		
Program level (obligations):									
Office of the Administrator	17	27	23						
Railroad safety	51	57	62						
Railroad research and development	18	28	22						
Nationwide Differential Global Positioning System			3						
Northeast corridor improvement program	175	254							
Rhode Island Rail Development		18	10						
High-speed rail trainsets and facilities	80								
Alaska Railroad rehabilitation	10	10							
Capital grants to the National Railroad Passenger Corporation			621						
Grants to the National Railroad Passenger Corporation	602	478							
Trust fund share of next generation high-speed rail	1								
Next generation high-speed rail	27	22	13						
Emergency Railroad Rehab and Repair	19								
Direct Loan Financing Program	59								
Total program level	1,061	894	754						

[In millions of dollars]

	1997 actual	1998 est.	1999 est.
Outlays:			
Office of the Administrator	18	30	21
Local rail freight assistance	7	4	4
Railroad safety	51	54	61
Railroad research and development	18	28	31
Nationwide Differential Global Positioning System			2
Conrail commuter transition assistance	2	2	11
Northeast corridor improvement program	340	191	197
Rhode Island Rail Development	1	9	12
High-speed rail trainsets and facilities	50	23	7
Penn Station redevelopment project	1		
Alaska Railroad rehabilitation	8	6	6
Grants to the National Railroad Passenger Corporation	613	465	17
Capital grants to the National Railroad Passenger Corporation			249
Amtrak corridor improvement loans (liquidating account)	-1	-1	-1
Railroad rehabilitation and improvement (liquidating account)	-12	-4	-4
Trust fund share of next generation high-speed rail	7	4	4
Next generation high-speed rail	9	35	32
Emergency Railroad Rehab and Repair		8	8
Direct Loan Financing Program	21	21	18
Total outlays	1,131	874	675

Note: Totals may not add due to rounding.

Federal Funds

General and special funds:

OFFICE OF THE ADMINISTRATOR

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [\$20,290,000] \$21,573,000, of which [\$1,389,000] \$1,784,000 shall remain available until expended: *Provided*, That none of the funds in this Act shall be available for the planning or execution of a program making commitments to guarantee new loans under the Emergency Rail Services Act of 1970, as amended, and no new commitments to guarantee loans under section 211(a) or 211(h) of the Regional Rail Reorganization Act of 1973, as amended, shall be made: *Provided further*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	16	20	21
00.02 Contract support		1	
00.03 Washington Union Station		1	
00.06 Alaska railroad liabilities	1	2	1
00.91 Total direct program	17	23	22
09.01 Reimbursable Services		2	1
09.02 Union Station Deed Payments		1	
09.99 Total reimbursable program		3	1
10.00 Total obligations	17	27	23
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	4	4	
22.00 New budget authority (gross)	17	23	23

23.90 Total budgetary resources available for obligation	21	27	23
23.95 New obligations	-17	-27	-23
24.40 Unobligated balance available, end of year:			
Uninvested	4		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	17	20	22
Permanent:			
Spending authority from offsetting collections:			
Offsetting collections (cash):			
88.00 Offsetting collections (cash)		2	1
88.00 Offsetting collections (cash)		1	
88.90 Spending authority from offsetting collections (total)		3	1
70.00 Total new budget authority (gross)	17	23	23
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	10	8	4
73.10 New obligations	17	27	23
73.20 Total outlays (gross)	-18	-33	-22
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	8	4	4

Outlays (gross), detail:			
86.90 Outlays from new current authority	13	18	20
86.93 Outlays from current balances	5	12	2
86.97 Outlays from new permanent authority		3	1
87.00 Total outlays (gross)	18	33	22

Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources		-1	-1
88.40 Non-Federal sources		-2	
88.90 Total, offsetting collections (cash)		-3	-1

Net budget authority and outlays:			
89.00 Budget authority	17	20	22
90.00 Outlays	18	30	21

The Office of the Administrator is authorized in the Department of Transportation Act (P.L. 88-670). The programs under this account are:

Salaries and expenses.—Provides the administrative and policy support for all FRA activities and the technical support for the passenger and freight programs funded under the Office of the Administrator.

Contract support.—Provides support for policy oriented economic, industry, and systems analysis.

Washington Union Station.—The Department of Transportation purchased Washington Union Station on November 1, 1988. Lease payments on the property are collected from the Union Station Redevelopment Corporation, credited to the Office of the Administrator account, and made from this account to the deed holder. Receipts are estimated to cover the mortgage payments in 1998 and 1999. The deed is expected to be paid in full in 2001.

Alaska Railroad liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites located at properties once owned by the FRA. The 1999 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	11
12.1 Civilian personnel benefits	2	3	3
23.1 Rental payments to GSA		3	3
25.2 Other services	1	5	2

General and special funds—Continued

OFFICE OF THE ADMINISTRATOR—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0700-0-1-401	1997 actual	1998 est.	1999 est.
25.3 Purchases of goods and services from Government accounts	1	1	1
31.0 Equipment	1		
99.0 Subtotal, direct obligations	15	23	20
99.0 Reimbursable obligations		3	1
99.5 Below reporting threshold	2	1	2
99.9 Total obligations	17	27	23

Personnel Summary

Identification code 69-0700-0-1-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	145	153	152

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	19		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	19		
23.95 New obligations	-19		
New budget authority (gross), detail:			
40.15 Appropriation (emergency)	19		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested		19	11
73.10 New obligations	19		
73.20 Total outlays (gross)		-8	-8
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	19	11	3
Outlays (gross), detail:			
86.93 Outlays from current balances		8	8
Net budget authority and outlays:			
89.00 Budget authority	19		
90.00 Outlays		8	8

This schedule reflects an emergency supplemental appropriation for 1997 to provide funds to repair and rebuild freight rail lines of regional and short-line railroads or State-owned railroads damaged by floods in South Dakota, North Dakota, Minnesota, and West Virginia. No funds are requested for this account in 1999.

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	17	10	6
73.20 Total outlays (gross)	-7	-4	-4
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	10	6	2
Outlays (gross), detail:			
86.93 Outlays from current balances	7	4	4

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	7	4	4

This program provided discretionary and flat-rate grants to States for rail planning, and for acquisition, track rehabilitation, and rail facility construction with respect to light density freight lines. No funds are requested for this account in 1999.

RAILROAD SAFETY

For necessary expenses in connection with railroad safety, not otherwise provided for, **[\$57,067,000]** \$61,959,000, of which **[\$5,511,000]** \$4,300,000 shall remain available until expended: *Provided*, That notwithstanding any other provision of law, funds appropriated under this heading are available for the reimbursement of out-of-state travel and per diem costs incurred by employees of State governments directly supporting the Federal railroad safety program, including regulatory development and compliance-related activities. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0702-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Federal Enforcement	39	41	46
00.02 Automated Track Inspection Program	1	4	3
00.03 Safety Regulation and Program Administration	11	12	13
10.00 Total obligations	51	57	62
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	51	57	62
23.95 New obligations	-51	-57	-62
New budget authority (gross), detail:			
40.00 Appropriation	51	57	62
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	7	7	11
73.10 New obligations	51	57	62
73.20 Total outlays (gross)	-51	-54	-61
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	7	11	10
Outlays (gross), detail:			
86.90 Outlays from new current authority	46	46	50
86.93 Outlays from current balances	5	7	11
87.00 Total outlays (gross)	51	54	61
Net budget authority and outlays:			
89.00 Budget authority	51	57	62
90.00 Outlays	51	54	61

The Federal role in the Railroad Safety program is to protect railroad employees and the public by ensuring the safe operation of passenger and freight trains. The authority to accomplish this role is found in Subtitle V of Title 49, United States Code. The programs of the Railroad Safety appropriation are grouped under three major activities. The Administration proposes that the cost of FRA's rail safety activities be fully offset by fees collected from rail carriers beginning in 1999.

Federal enforcement.—Provides support for the field staff of safety inspectors and clerical positions located in eight regional offices throughout the United States. This staff is responsible for the enforcement of Federal safety regulations and standards.

Automated track inspection program.—Provides support for vehicles which are used to survey Class I and regional and shortline routes for track maintenance and rehabilitation.

Safety regulation and program administration.—Provides support for safety headquarters which issues standards, pro-

cedures, and regulations, administers post-accident and random testing of railroad employees, provides technical training and manages highway-rail grade crossing projects.

Object Classification (in millions of dollars)

Identification code 69-0702-0-1-401	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent	29	32	36
12.1 Civilian personnel benefits	8	8	9
21.0 Travel and transportation of persons	6	5	6
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	5	9	7
25.3 Purchases of goods and services from Government accounts	1	1	2
31.0 Equipment	1	1	1
99.9 Total obligations	51	57	62

Personnel Summary

Identification code 69-0702-0-1-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	520	546	562

NATIONWIDE DIFFERENTIAL GLOBAL POSITIONING SYSTEM

For necessary expenses related to the installation of a nationwide Differential Global Positioning System and support of communications based positive train control, \$3,000,000, to remain available until September 30, 2000.

Program and Financing (in millions of dollars)

Identification code 69-0751-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 DGPS			2
00.02 Positive Train Control Initiatives			1
10.00 Total obligations (object class 41.0)			3
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			3
23.95 New obligations			-3
New budget authority (gross), detail:			
40.00 Appropriation			3
Change in unpaid obligations:			
73.10 New obligations			3
73.20 Total outlays (gross)			-2
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested			1
Outlays (gross), detail:			
86.90 Outlays from new current authority			2
Net budget authority and outlays:			
89.00 Budget authority			3
90.00 Outlays			2

This \$3 million appropriation, along with \$5.5 million in Federal Highway Administration funding, will enable installation, operation and maintenance of Nationwide Differential Global Positioning System (NDGPS) transmitters throughout the United States and allow enhancement and completion of the existing Coast Guard network. The primary beneficiary of NDGPS are commercial agricultural users. However, the NDGPS system will provide additional positioning, navigation, and timing accuracy for the Nation's surface intermodal transportation networks.

The Federal Railroad Administration and the Department of Transportation plans to complete, by the end of calendar year 1999, a rulemaking to require installation of NDGPS for use as positive train control on our Nation's Class I railroads. As part of this rulemaking, DOT will also examine

whether these requirements should also apply to automobile manufacturers.

Future capital funding, if any, for NDGPS, will be provided through contributions from federal agencies whose programs will benefit from the new technology. Future operational funding for the NDGPS system will come through fees on users or manufacturers of equipment.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$20,758,000] \$20,757,000**, to remain available until expended: *Provided, That the Secretary is authorized to sell aluminum reaction rail, power rail base, and other related materials located at the Transportation Technology Center, near Pueblo, Colorado and shall credit the receipts from such sale to this account, notwithstanding 31 U.S.C. 3302, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1998.)*

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Equipment, operations, and hazardous materials	6	7	6
00.02 Track, structures and train control	7	8	7
00.03 Safety of high speed ground transportation	4	7	5
00.05 Research and development facilities	1	1	1
00.06 Administration	2	3	2
00.91 Total direct program	20	26	21
09.10 Reimbursable program		2	1
09.19 Reimbursable Program by Activities—Subtotal line		2	1
10.00 Total obligations	20	28	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	5	6	
22.00 New budget authority (gross)	20	23	22
23.90 Total budgetary resources available for obligation	25	29	22
23.95 New obligations	-20	-28	-22
24.40 Unobligated balance available, end of year: Uninvested	6		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	20	21	21
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		2	1
70.00 Total new budget authority (gross)	20	23	22
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	31	32	30
73.10 New obligations	20	28	22
73.20 Total outlays (gross)	-18	-30	-32
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	32	30	20
Outlays (gross), detail:			
86.90 Outlays from new current authority	9	13	13
86.93 Outlays from current balances	9	15	18
86.97 Outlays from new permanent authority		2	1
87.00 Total outlays (gross)	18	30	32
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-2	-1
Net budget authority and outlays:			
89.00 Budget authority	20	21	21
90.00 Outlays	18	28	31

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

for rail safety rulemaking and enforcement and to stimulate technological advances in conventional and high-speed railroads. This activity is conducted with the cooperation and some cost-sharing from private sector organizations.

Equipment, operations and hazardous materials research.—Provides for research in safety and performance improvements in train occupant protection, rolling stock safety assurance and performance, human factors and transportation of hazardous materials.

Track, structures and train control.—Provides for research in safety and performance improvements to track structure, track components, railroad bridge and tunnel structures, signal and train control, and track-vehicle interaction.

Safety of high-speed ground transportation.—Provides for research in the development of safety performance standards, technological advances, and the conduct of safety and environmental assessments for new high-speed ground transportation systems.

R&D facilities.—Provides support for the Transportation Technology Center (TTC) near Pueblo, Colorado, which is a government-owned, contractor-operated facility. The Association of American Railroads (AAR) is the private operator under a contract for care, custody and control.

Administration.—Provides support for the salaries and related administrative expenses of the Office of Research and Development.

Old reaction rail aluminum located at the TTC near Pueblo will be sold as scrap by the Federal Railroad Administration.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services	1		
25.4 Operation and maintenance of facilities		1	
25.5 Research and development contracts	14	21	18
41.0 Grants, subsidies, and contributions	1	3	1
99.0 Subtotal, direct obligations	17	26	20
99.0 Reimbursable obligations		2	1
99.5 Below reporting threshold	3		1
99.9 Total obligations	20	28	22

Personnel Summary

Identification code 69-0745-0-1-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	20	18	20

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0747-0-1-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	18	16	14
73.20 Total outlays (gross)	-2	-2	-11
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	16	14	4
Outlays (gross), detail:			
86.93 Outlays from current balances	2	2	11
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	2	2	11

These funds helped to defray the one-time-only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. Between 1986 and 1993, funds were appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania region. No additional funds are requested in 1999.

[NORTHEAST CORRIDOR IMPROVEMENT PROGRAM]

[For necessary expenses related to Northeast Corridor improvements authorized by title VII of the Railroad Revitalization and Regulatory Reform Act of 1976, as amended (45 U.S.C. 851 et seq.) and 49 U.S.C. 24909, \$250,000,000, to remain available until September 30, 2000, of which \$12,000,000 shall be for the Pennsylvania Station Redevelopment Project.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-9914-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations	175	254	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	4	4	
22.00 New budget authority (gross)	175	250	
23.90 Total budgetary resources available for obligation	179	254	
23.95 New obligations	-175	-254	
24.40 Unobligated balance available, end of year: Uninvested	4		
New budget authority (gross), detail:			
40.00 Appropriation	175	250	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	374	209	272
73.10 New obligations	175	254	
73.20 Total outlays (gross)	-340	-191	-197
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	209	272	75
Outlays (gross), detail:			
86.90 Outlays from new current authority		50	
86.93 Outlays from current balances	340	141	197
87.00 Total outlays (gross)	340	191	197
Net budget authority and outlays:			
89.00 Budget authority	175	250	
90.00 Outlays	340	191	197

Provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. Funding is requested from the Highways Trust Fund in 1999.

Object Classification (in millions of dollars)

Identification code 69-9914-0-1-401	1997 actual	1998 est.	1999 est.
25.2 Other services	1		
41.0 Grants, subsidies, and contributions	174	254	
99.9 Total obligations	175	254	

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, \$10,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended: *Provided*, That as a condition of accepting such funds, the Providence and Worcester (P&W) Railroad shall enter into an

agreement with the Secretary to reimburse Amtrak and/or the Federal Railroad Administration, on a dollar-for-dollar basis, up to the first \$23,000,000 in damages resulting from the legal action initiated by the P&W Railroad under its existing contracts with Amtrak relating to the provision of vertical clearances between Davisville and Central Falls in excess of those required for present freight operations. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)		18	10
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1	8	
22.00 New budget authority (gross)	7	10	10
23.90 Total budgetary resources available for obligation	8	18	10
23.95 New obligations		-18	-10
24.40 Unobligated balance available, end of year:			
Uninvested	8		
New budget authority (gross), detail:			
40.00 Appropriation	7	10	10
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	5	4	13
73.10 New obligations		18	10
73.20 Total outlays (gross)	-1	-9	-12
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	4	13	11
Outlays (gross), detail:			
86.90 Outlays from new current authority		2	2
86.93 Outlays from current balances	1	7	10
87.00 Total outlays (gross)	1	9	12
Net budget authority and outlays:			
89.00 Budget authority	7	10	10
90.00 Outlays	1	9	12

Provides funds to continue the construction of a third rail line and related costs between Davisville and Central Falls, RI.

HIGH-SPEED RAIL TRAINSETS AND FACILITIES

Program and Financing (in millions of dollars)

Identification code 69-0755-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	80		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	80		
23.95 New obligations	-80		
New budget authority (gross), detail:			
40.00 Appropriation	80		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		30	7
73.10 New obligations	80		
73.20 Total outlays (gross)	-50	-23	-7
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	30	7	
Outlays (gross), detail:			
86.90 Outlays from new current authority	50		
86.93 Outlays from current balances		23	7
87.00 Total outlays (gross)	50	23	7

Net budget authority and outlays:			
89.00 Budget authority	80		
90.00 Outlays	50	23	7

Amtrak, the National Railroad Passenger Corporation, is acquiring trainsets specially designed to offer enhanced high-speed (150 mph) service on the Northeast Corridor from Washington, DC, to Boston, Massachusetts. Funds appropriated in 1997 continue to help finance the acquisition of the trainsets and related maintenance facilities. No funds are requested for this account in 1999.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	2	1	1
73.20 Total outlays (gross)	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	1	1	1
Outlays (gross), detail:			
86.93 Outlays from current balances	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Penn Station. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. Funding is sought in 1999 from the Capital Grants to the National Railroad Passenger Corporation (Highway Trust Fund) account.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM ACCOUNT

The Secretary of Transportation is authorized to issue to the Secretary of the Treasury notes or other obligations pursuant to section 512 of the Railroad Revitalization and Regulatory Reform Act of 1976 (Public Law 94-210), as amended, in such amounts and at such times as may be necessary to pay any amounts required pursuant to the guarantee of the principal amount of obligations under sections 511 through 513 of such Act, such authority to exist as long as any such guaranteed obligation is outstanding: *Provided*, That no new loan guarantee commitments shall be made during fiscal year [1998] 1999. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1	1	1
24.40 Unobligated balance available, end of year:			
Uninvested	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

Data above includes funds for the Railroad Rehabilitation and Improvement and Amtrak Corridor Improvement Loans program accounts. These accounts were funded under separate appropriations, and are being displayed in a consolidated

General and special funds—Continued

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM ACCOUNT—Continued

format to enhance presentation. The two accounts are loan administration accounts. No funding is requested in 1999.

[ALASKA RAILROAD REHABILITATION]

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$15,280,000 shall be for capital rehabilitation and improvements benefiting its passenger operations.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	10	10	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10	10	
23.95 New obligations	-10	-10	
New budget authority (gross), detail:			
40.00 Appropriation	10	15	
40.79 Line item veto cancellation		-5	
43.00 Appropriation (total)	10	10	
70.00 Total new budget authority (gross)	10	10	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		2	6
73.10 New obligations	10	10	
73.20 Total outlays (gross)	-8	-6	-6
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	2	6	
Outlays (gross), detail:			
86.90 Outlays from new current authority	8	4	
86.93 Outlays from current balances		2	6
87.00 Total outlays (gross)	8	6	6
Net budget authority and outlays:			
89.00 Budget authority	10	10	
90.00 Outlays	8	6	6

These funds provided direct payments to a for-profit State-run railroad. No funds are requested for 1999.

[GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION]

[To enable the Secretary of Transportation to make grants to the National Railroad Passenger Corporation authorized by 49 U.S.C. 24104, \$543,000,000, to remain available until expended, of which \$344,000,000 shall be available for operating losses, and \$199,000,000 shall be for capital improvements: *Provided*, That if Amtrak reform legislation as required by section 977(f) of the Taxpayer Relief Act of 1997 is enacted into law prior to the distribution by the Secretary of any of the funds appropriated above for capital improvements, then the portion of this appropriation made available for capital improvements shall not be available for obligation and the Secretary shall not transfer any of the funds appropriated under this heading for capital improvements to Amtrak: *Provided further*, That in the event Amtrak reform legislation required by section 977(f) of the Taxpayer Relief Act of 1997 is enacted into law after the distribution of some or all of the funds appropriated under this account for capital improvements are transferred by the Secretary to Amtrak, then the Secretary of the Treasury shall reduce the amount refunded to Amtrak under section 977 of the Taxpayer Relief Act of 1997 by an amount equal to the funds distributed to Amtrak under this heading for capital improvements and the portion of this appropriation made available for capital improvements shall not be available for obligation and no additional funds appropriated under this heading shall

be transferred by the Secretary to Amtrak for capital improvements: *Provided further*, That none of the funds provided for capital improvements may be transferred to operating losses to pay for debt service interest unless specifically authorized by law after the date of enactment of this Act: *Provided further*, That the incurring of any obligation or commitment by the Corporation for the purchase of capital improvements with funds appropriated herein which is prohibited by this Act shall be deemed a violation of 31 U.S.C. 1341: *Provided further*, That funding under this heading for capital improvements shall not be made available before July 1, 1998: *Provided further*, That none of the funds herein appropriated shall be used for lease or purchase of passenger motor vehicles or for the hire of vehicle operators for any officer or employee, other than the president of the Corporation, excluding the lease of passenger motor vehicles for those officers or employees while in official travel status.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Operating grants	365	344	
00.02 Capital grants	237	134	
10.00 Total obligations (object class 41.0)	602	478	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	148	134	
22.00 New budget authority (gross)	588	344	
23.90 Total budgetary resources available for obligation	736	478	
23.95 New obligations	-602	-478	
24.40 Unobligated balance available, end of year:			
Uninvested	134		
New budget authority (gross), detail:			
40.00 Appropriation	588	543	
40.75 Reduction pursuant to P.L. 105-66/P.L. 105-134		-199	
43.00 Appropriation (total)	588	344	
70.00 Total new budget authority (gross)	588	344	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	15	5	17
73.10 New obligations	602	478	
73.20 Total outlays (gross)	-613	-465	-17
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	5	17	
Outlays (gross), detail:			
86.90 Outlays from new current authority	454	344	
86.93 Outlays from current balances	159	122	17
87.00 Total outlays (gross)	613	465	17
Net budget authority and outlays:			
89.00 Budget authority	588	344	
90.00 Outlays	613	465	17

Funding for Amtrak will be derived from the Highway Trust Fund beginning in 1999. A description of the program accompanies the Trust Fund schedules.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for Next Generation High-Speed Rail studies, corridor planning, development, demonstration, and implementation, [\$20,395,000] \$12,594,000, to remain available until expended: *Provided*, That funds under this heading may be made available for grants to States for high-speed rail corridor design, feasibility studies, environmental analyses, and track and signal improvements. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.02 Technology development	26	21	12
00.04 Administration	1	1	1
10.00 Total obligations	27	22	13
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	3	1	
22.00 New budget authority (gross)	25	20	13
23.90 Total budgetary resources available for obligation	28	21	13
23.95 New obligations	-27	-22	-13
24.40 Unobligated balance available, end of year:			
Uninvested	1		
New budget authority (gross), detail:			
40.00 Appropriation	25	20	13
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	27	44	31
73.10 New obligations	27	22	13
73.20 Total outlays (gross)	-9	-35	-32
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	44	31	12
Outlays (gross), detail:			
86.90 Outlays from new current authority	3	8	5
86.93 Outlays from current balances	6	27	27
87.00 Total outlays (gross)	9	35	32
Net budget authority and outlays:			
89.00 Budget authority	25	20	13
90.00 Outlays	9	35	32

The Next Generation High-Speed Rail Program will fund: (1) the research, development, and technology demonstration programs sought to be reauthorized in the Administration's NEXTEA proposal; and (2) planning and analysis required to evaluate technology proposals under the program.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	1997 actual	1998 est.	1999 est.
25.2 Other services	24	20	11
41.0 Grants, subsidies, and contributions	2	1	1
99.0 Subtotal, direct obligations	26	21	12
99.5 Below reporting threshold	1	1	1
99.9 Total obligations	27	22	13

Personnel Summary

Identification code 69-0722-0-1-401	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	3	5	5

Credit accounts:

DIRECT LOAN FINANCING PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0536-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	59		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	59		
23.95 New obligations	-59		

New budget authority (gross), detail:			
40.00 Appropriation	59		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		38	18
73.10 New obligations	59		
73.20 Total outlays (gross)	-21	-21	-18
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested		38	18
Outlays (gross), detail:			
86.90 Outlays from new current authority	21		
86.93 Outlays from current balances		21	18
87.00 Total outlays (gross)	21	21	18
Net budget authority and outlays:			
89.00 Budget authority	59		
90.00 Outlays	21	21	18

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-0536-0-1-401	1997 actual	1998 est.	1999 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels	140		
Direct loan subsidy (in percent):			
1320 Subsidy rate	14.67	0.00	0.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority	59		
Direct loan subsidy outlays:			
1340 Subsidy outlays	21	21	18

The Alameda Transportation Corridor is an intermodal project connecting the Ports of Los Angeles and Long Beach to downtown Los Angeles. The project replaces the current 20 miles of at-grade rail line with a high-speed, below-grade corridor, thereby eliminating over 200 grade crossings. It also widens and improves the adjacent major highway on this alignment and mitigates the impact of increased international traffic transferring through the San Pedro Ports. The loan will permit construction to continue without interruption through the date of an anticipated revenue bond sale, the proceeds of which will fund the majority of the project's costs.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loan(s) obligated in 1997. The subsidy amounts are estimated on a present value basis. No funds are requested for this account in 1999, as all funds required to complete this project were provided in 1997.

DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Alameda Corridor Direct Loan Obligations	148	156	144
10.00 Total obligations	148	156	144
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	148	156	144
23.95 New obligations	-148	-156	-144
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)	120	128	121
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	28	28	23
70.00 Total new financing authority (gross)	148	156	144
Change in unpaid obligations:			
73.10 New obligations	148	156	144
73.20 Total financing disbursements (gross)	-148	-156	-144

Credit accounts—Continued

DIRECT LOAN FINANCING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4183-0-3-401	1997 actual	1998 est.	1999 est.
87.00 Total financing disbursements (gross)	148	156	144
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Program account	-21	-21	-17
88.00 Federal sources	-7	-7	-6
88.90 Total, offsetting collections (cash)	-28	-28	-23
Net financing authority and financing disbursements:			
89.00 Financing authority	120	128	121
90.00 Financing disbursements	120	128	121

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loan(s). The amounts in this account are a means of financing and are not included in the budget totals.

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	140	140	120
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year		140	280
1231 Disbursements: Direct loan disbursements	140	140	120
1290 Outstanding, end of year	140	280	400

Balance Sheet (in millions of dollars)

Identification code 69-4183-0-3-401	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net		38	18	
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross		140	280	400
1405 Allowance for subsidy cost (-)		-21	-42	-59
1499 Net present value of assets related to direct loans		119	238	341
1999 Total assets		157	256	341
LIABILITIES:				
2103 Federal liabilities: Debt		119	238	341
2999 Total liabilities		119	238	341
NET POSITION:				
3100 Appropriated capital		38	18	
3999 Total net position		38	18	
4999 Total liabilities and net position		157	256	341

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year		4	4
1290 Outstanding, end of year	4	4	4

1290 Outstanding, end of year	4	4	4
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As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Interest to Treasury	4	3	3
10.00 Total obligations (object class 43.0)	4	3	3
Budgetary resources available for obligation:			
21.41 Unobligated balance available, start of year: U.S. Securities: Par value	2		
22.00 New budget authority (gross)	2	3	3
23.90 Total budgetary resources available for obligation	4	3	3
23.95 New obligations	-4	-3	-3
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	16	7	7
68.47 Portion applied to debt reduction	-14	-4	-4
68.90 Spending authority from offsetting collections (total)	2	3	3
70.00 Total new budget authority (gross)	2	3	3
Change in unpaid obligations:			
73.10 New obligations	4	3	3
73.20 Total outlays (gross)	-4	-3	-3
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	2	3	3
86.98 Outlays from permanent balances	2		
87.00 Total outlays (gross)	4	3	3
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-16	-7	-7
Net budget authority and outlays:			
89.00 Budget authority	-14	-4	-4
90.00 Outlays	-12	-4	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	1997 actual	1998 est.	1999 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	71	57	53
1251 Repayments: Repayments and prepayments	-14	-4	-4
1290 Outstanding, end of year	57	53	49

Section 505—Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual outlays of -\$12 million in 1997, and projected outlays of -\$4 million in 1998 resulting from payments of principal and interest as well as repurchases of redeemable preference shares and the sale of redeemable preference shares to the private sector.

Section 511—Loan repayments.—This program reflects repayments of principal and interest on outstanding borrowings

by the railroads to the Federal Financing Bank under the section 511 loan guarantee program.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated and loan guarantees committed prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-4411-0-3-401	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Investments in US securities:				
1102 Federal assets: Treasury securities, par	2	2	2	2
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	72	67	56	56
1602 Interest receivable	26	22	19	19
1699 Value of assets related to direct loans	98	89	75	75
1999 Total assets	100	91	77	77
LIABILITIES:				
Federal liabilities:				
2102 Interest payable	26	22	19	19
2103 Debt	72	67	56	56
2999 Total liabilities	98	89	75	75
NET POSITION:				
3200 Invested capital	2	2	2	2
3999 Total net position	2	2	2	2
4999 Total liabilities and net position	100	91	77	77

AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4164-0-3-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Interest to Treasury	1		
10.00 Total obligations	1		
Budgetary resources available for obligation:			
23.95 New obligations	-1		
New financing authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	3		
68.47 Portion applied to debt reduction	-2		
68.90 Spending authority from offsetting collections (total)	1		
70.00 Total new financing authority (gross)	1		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested		1	
73.10 New obligations	1		
73.20 Total financing disbursements (gross)		-1	
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested		1	
87.00 Total financing disbursements (gross)		1	
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
Non-Federal sources:			
88.40 Repayment of Principal	-2		

88.40	Interest Received on Loans	-1		
88.90	Total, offsetting collections (cash)	-3		
Net financing authority and financing disbursements:				
89.00	Financing authority	-3		
90.00	Financing disbursements	-3	1	

Status of Direct Loans (in millions of dollars)

Identification code 69-4164-0-3-401	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on obligations:			
1131	Direct loan obligations exempt from limitation	1	
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	3	
1251	Repayments: Repayments and prepayments	-3	
1290	Outstanding, end of year		

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations in any year). The amounts in this account are a means of financing and are not included in the budget totals.

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0720-0-1-401	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	1	1
68.47	Portion applied to debt reduction	-1	-1
68.90	Spending authority from offsetting collections (total)		
Offsets:			
Against gross budget authority and outlays:			
88.40	Offsetting collections (cash) from: Non-Federal sources	-1	-1
Net budget authority and outlays:			
89.00	Budget authority	-1	-1
90.00	Outlays	-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	1997 actual	1998 est.	1999 est.
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	6	5
1251	Repayments: Repayments and prepayments	-1	
1290	Outstanding, end of year	6	5

As required by the Federal Credit Reform Act of 1990, this account records, for this program, all cash flows to and from the Government resulting from direct loans obligated prior to 1992. All new activity in this program (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year) is recorded in corresponding program accounts and financing accounts.

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
1601	Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross			
	8	6	5	5

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT—
Continued

Balance Sheet (in millions of dollars)—Continued

Identification code 69-0720-0-1-401	1996 actual	1997 actual	1998 est.	1999 est.
1999 Total assets	8	6	5	5

Trust Funds

TRUST FUND SHARE OF NEXT GENERATION HIGH-SPEED RAIL
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-9973-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	1		
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	1		
23.95 New obligations	-1		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	16	10	6
73.10 New obligations	1		
73.20 Total outlays (gross)	-7	-4	-4
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	10	6	2
Outlays (gross), detail:			
86.93 Outlays from current balances	7	4	4
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	7	4	4

This account provided funds for research, development, and demonstrations to support the advancement of high-speed rail technology. These activities are now supported through the Next Generation High-Speed Rail general fund account.

Status of Contract Authority (in millions of dollars)

Identification code 69-9973-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	1		

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION
(HIGHWAY TRUST FUND)

For necessary expenses of capital improvements of the National Railroad Passenger Corporation, \$621,476,000, to be derived from the Highway Trust Fund; of which not less than \$200,000,000, to remain available until September 30, 2001, shall be for Northeast Corridor improvements authorized by chapter 249 of title 49, United States Code, and U.S.C. §24104(a); of which no more than \$409,229,470, to become available on July 1, 1999 and remain available until expended, shall be for capital grants authorized by 49 U.S.C. §24104(a); of which \$11,746,530 shall be for the Pennsylvania Station Redevelopment Project, to remain available until expended; and of which \$500,000, to remain available until September 30, 2000, shall be for administrative expenses of the Secretary under section 202 of the Amtrak Reform and Accountability Act of 1997 (Public Law 105-134) and for administrative expenses of the Amtrak Reform Council authorized by section 203 of such Act; Provided, That the funding under this heading, shall be available only after (1) deposit in the Treasury of the sums made available to the Corporation pursuant to section 977 of the Taxpayer's Relief Act of 1997, and (2) approval

of a comprehensive capital plan for use of section 977 funds and amounts provided under this heading by the Secretary of Transportation and the Director of the Office of Management and Budget: Provided further, That upon satisfaction of the prior proviso, section 977 funds shall be available.

Program and Financing (in millions of dollars)

Identification code 69-8399-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 General Capital			409
00.02 Northeast Corridor Improvement Program			200
00.03 NY Penn Station			12
10.00 Total obligations (object class 41.0)			621
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			621
23.95 New obligations			-621
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			621
Change in unpaid obligations:			
73.10 New obligations			621
73.20 Total outlays (gross)			-248
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested			373
Outlays (gross), detail:			
86.90 Outlays from new current authority			248
Net budget authority and outlays:			
89.00 Budget authority			621
90.00 Outlays			249

The National Railroad Passenger Corporation (Amtrak) was established in 1970 through the Rail Passenger Service Act. Amtrak is operated and managed as a for profit corporation with all Board members appointed by the Executive Branch of the Federal Government, with the advice and consent of the Senate, and is not an agency or instrumentality of the U.S. Government. Funding for Amtrak will be derived from the Highway Trust Fund beginning in 1999.

Northeast Corridor Improvements.—Provides support for capital improvements in the Northeast Corridor, including upgrading of passenger rail service between Washington, D.C. and Boston, MA.

Capital grants.—Provides support for Amtrak capital requirements. Financing for these programs was derived from the General Fund prior to 1999.

Pennsylvania Station Redevelopment Project.—Provides funds to complete the Federal commitment of \$100 million to this project.

The President's 1999 Budget provides Amtrak with record levels of Federal capital financial assistance. The budget requests \$621 million in discretionary capital appropriations in 1999 and significant amounts in the outyears (\$571 million in 2000 and \$521 million annually in 2001 through 2003). These discretionary appropriations, when combined with \$2.183 billion in funds made available under the Taxpayer Relief Act (TRA), will provide Amtrak with close to \$5 billion in Federal resources from 1999 through 2003: nearly \$4 billion to meet the Amtrak requested level of capital assistance and \$1 billion in funds to meet the previously agreed to glide path for operating assistance. This will also provide over \$5 billion in financial assistance from 1998 to 2002.

Federal Financial Assistance to Amtrak (1998-2002): \$5.011
(In billions of dollars)

Total assistance to Amtrak through the Taxpayer Relief Act of 1997 ...	\$2.183
Total assistance to Amtrak through discretionary appropriations in the Capital Grant Account/Northeast corridor	\$2.484

Total assistance to Amtrak through discretionary appropriations in Operating Accounts							\$0.344
Total Federal assistance to Amtrak: 1998-2002							\$5.011
	1998	1999	2000	2001	2002	1998-2002	
Operating Assistance:							
Source: Discretionary Taxpayer Relief Act funds	0.344	0.292	0.242	0.192	0.142	1.212	
Capital Assistance:							
Source: Taxpayer Relief Act funds	\$1.315 available throughout 1998-2002 time frame					1.315	
Source: Capital Grants Appropriation/NECIP appropriation	0.250	0.621	0.571	0.521	0.521	2.484	
				Total capital		3.789	
Total, operating and capital						5.011	

FEDERAL TRANSIT ADMINISTRATION

Funding for the Federal Transit Administration is proposed as part of the Transportation Fund for America. This proposal highlights the Administration's priority to fund transportation programs. A discussion of the Transportation Fund for America, and two other funds for the environment and research, can be found in Section II of the Budget.

In addition, the Budget proposes to present obligation limitations as discretionary budget authority. This will clarify the budget presentation and provide transportation programs with the same budgetary treatment as all other programs funded through obligation limitations.

The Federal Transit Administration (FTA) provides funding to transit operators, State and local governments and other recipients for the construction of facilities; the purchase of vehicles and equipment; the improvement of technology, service techniques, and methods; the support of regionwide transportation planning; and transit operations. In addition to improving general mobility, FTA provides financial assistance to help implement other national goals relating to mobility for the elderly, people with disabilities, and economically disadvantaged individuals. In 1999, FTA's budget request totals \$4.8 billion, all of which will come from the Mass Transit Account of the Highway Trust Fund under legislation proposed for FY 1998 to FY 2003.

In 1997, Congress enacted a six-month extension of the transit authorizations, and action on a full year authorization is pending. The Administration's NEXTEA proposal would provide a multi-year reauthorization of transit programs and restructure the programs accordingly.

The following tables show the funding for Federal Transit Administration programs.

The President's budget continues to highlight this Administration's support for Amtrak. By signing the Taxpayer Relief Act, and the Amtrak Reform and Accountability Act (ARAA) of 1997, President Clinton, working with the Congress, has provided Amtrak with record levels of Federal capital support while combining that support with the vigorous and essential reforms needed to increase Amtrak's long-term viability. This budget continues this approach charted in the TRA and ARAA by:

(1) Meeting Amtrak's stated capital needs over the next five years. In 1997 Amtrak stated that it would need an average of \$782 million per year over a five year period to meet its capital needs. This budget provides an average of \$786 million per year over a five year period to meet Amtrak's capital needs. This commitment of funds for capital will provide Amtrak the firm financial footing it needs to succeed as a vital part of our Nation's transportation network. Amtrak's need for this level of capital funding was acknowledged by Congress in passage of the TRA and ARAA and by the General Accounting Office in its analysis of Amtrak's finances presented to Congress in 1997. The capital investment in intercity rail passenger service is not solely the responsibility of the Federal Government, and Amtrak must continue to work with States, cities and the private sector to supplement these funds.

(2) Requiring the expenditure of these funds in a prudent and thoughtful fashion. The President asks the Congress to require Amtrak to deposit the capital funds it received under the TRA into the Capital Grant account and to make release of the TRA funds, as well as the \$621 million in 1999 capital appropriations, contingent upon creation of a thorough and prudent capital investment plan. The Administration is committed to working with Amtrak to ensure that the funds it has received are spent as part of a coherent capital plan which will lead to future corporate success for Amtrak.

(3) Conforming with the carefully crafted provisions of the TRA for providing financial assistance to Amtrak. Section 977 of the TRA allows Amtrak to use over \$2 billion in funding for "the acquisition of equipment, rolling stock, and other capital improvements, the upgrading of maintenance facilities, and the maintenance of existing equipment, in intercity passenger rail service. . . ." Amtrak estimates that approximately \$400 million of its annual "operating expenses" are spent on progressive overhauls and maintenance of existing equipment and that these expenses are eligible for funding under the TRA. Accordingly, an amount of Amtrak's "operating expenses" (consistent with the previously agreed glide path to reduce federal operating assistance) is funded through the TRA.

	[In millions of dollars]		
	1997 actual	1998 est.	1999 est.
Budget Authority:			
Administrative expenses (trust funded in 1999)	41	46	48
Transit planning and research (trust funded in 1999)	86	92	92
Washington Metro (trust funded in 1999)	200	200	50
Formula grants (including trust funded)	2,139	2,500	0
Formula programs (trust fund)	0	0	3,709
University Transportation Centers	6	6	0
Discretionary grants/Major capital investments (trust fund)	1,900	2,000	876
Total, budget authority	4,372	4,843	4,776
Program level (obligations):			
Administrative expenses (trust funded in 1999)	42	46	48
Transit planning and research (trust funded in 1999)	91	105	92
Interstate transfer grants—transit	3	21	0
Washington Metro (trust funded in 1999)	201	201	50
Formula grants (including trust funded)	2,166	2,855	355
Formula programs (trust fund)			3,709
University Transportation Centers	6	6	0
Discretionary grants/Major capital investments (trust fund)	1,704	2,329	1,205
Total, program level	4,212	5,562	5,459
Outlays:			
Administrative expenses (including trust funded)	42	44	48
Research, training and human resources	5	3	2
Transit planning and research (including trust funded)	84	81	97
Interstate transfer grants—transit	18	19	6
Washington Metro (including trust funded)	214	202	153
Formula grants (including trust funded)	2,199	2,054	1,710
Formula programs (trust fund)			185
University Transportation Centers	7	7	6
Miscellaneous expired accounts	8	2	1
Discretionary grants/Major capital investments (trust fund)	2,004	1,738	1,698
Total, Outlays	4,581	4,150	3,907

Federal Funds

General and special funds:

[ADMINISTRATIVE EXPENSES]

[For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, \$45,738,000: *Provided*, That none of the funds in this Act shall be available for the execution of contracts under section 5327(c) of title 49, United States Code, in an aggregate amount that exceeds \$15,000,000.] (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct program	42	46	.....
01.01 Reimbursable program	2	2	.....
10.00 Total obligations	44	48	.....
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	43	48	.....
22.22 Unobligated balance transferred from other accounts	1	.....	.....
23.90 Total budgetary resources available for obligation	44	48	.....
23.95 New obligations	-44	-48	.....
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	41	46	.....
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	.....
70.00 Total new budget authority (gross)	43	48	.....
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	3	3	5
72.95 Orders on hand from Federal sources .....	.....	1	.....
72.99 Total unpaid obligations, start of year	3	4	5
73.10 New obligations	44	48	.....
73.20 Total outlays (gross)	-44	-47	-5
73.40 Adjustments in expired accounts	-1	.....	.....
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	3	5	.....
74.95 Orders on hand from Federal sources	1	.....	.....
74.99 Total unpaid obligations, end of year	4	5	.....
Outlays (gross), detail:			
86.90 Outlays from new current authority	40	41	.....
86.93 Outlays from current balances	2	4	5
86.97 Outlays from new permanent authority	2	2	.....
87.00 Total outlays (gross)	44	47	5
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-2	.....
Net budget authority and outlays:			
89.00 Budget authority	41	46	.....
90.00 Outlays	42	45	5

Beginning in 1999, funds for this account will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	27	28	.....
11.3 Other than full-time permanent	1	1	.....
11.9 Total personnel compensation	28	29	.....

12.1 Civilian personnel benefits	5	5	.....
21.0 Travel and transportation of persons	1	1	.....
23.1 Rental payments to GSA .....	.....	3	.....
23.3 Communications, utilities, and miscellaneous charges	1	1	.....
25.2 Other services	2	2	.....
25.3 Purchases of goods and services from Government accounts	3	2	.....
99.0 Subtotal, direct obligations	40	43	.....
99.0 Reimbursable obligations	1	1	.....
99.5 Below reporting threshold	3	4	.....
99.9 Total obligations	44	48	.....

Personnel Summary

Identification code 69-1120-0-1-401	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	476	480	.....
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	20	22	.....

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
22.21 Unobligated balance transferred to other accounts	-1	.....	.....
23.90 Total budgetary resources available for obligation .....	.....	.....	.....
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40 Uninvested	13	7	4
73.20 Total outlays (gross)	-5	-3	-2
73.45 Adjustments in unexpired accounts	-1	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	7	4	2
Outlays (gross), detail:			
86.93 Outlays from current balances	5	3	2
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	5	3	2

Since 1993, the activities of this account have been financed in the Transit Planning and Research account along with other activities authorized by the Intermodal Surface Transportation Efficiency Act of 1991.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	3	21	.....
Budgetary resources available for obligation:			
Unobligated balance available, start of year: Uninvested			
21.40	22	21	.....
22.10 Resources available from recoveries of prior year obligations	3	.....	.....
23.90 Total budgetary resources available for obligation	25	21	.....
23.95 New obligations	-3	-21	.....
24.40 Unobligated balance available, end of year: Uninvested	21	.....	.....

Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested	20	3
73.10	New obligations	3	21
73.20	Total outlays (gross)	-18	-19
73.45	Adjustments in unexpired accounts	-3	
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	3	5
Outlays (gross), detail:			
86.93	Outlays from current balances	18	19
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	18	19

This account funds transit capital projects substituted for previously withdrawn segments of the Interstate Highway System under the provisions of 23 U.S.C. 103(e)(4).

[WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY]

[For necessary expenses to carry out the provisions of section 14 of Public Law 96-184 and Public Law 101-551, \$200,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401			
		1997 actual	1998 est.
Obligations by program activity:			
10.00	Total obligations (object class 41.0)	201	201
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested	1	1
22.00	New budget authority (gross)	200	200
23.90	Total budgetary resources available for obligation	201	201
23.95	New obligations	-201	-201
24.40	Unobligated balance available, end of year:		
	Uninvested	1	
New budget authority (gross), detail:			
40.00	Appropriation	200	200
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance:		
	Uninvested	454	441
73.10	New obligations	201	201
73.20	Total outlays (gross)	-214	-202
74.40	Unpaid obligations, end of year: Obligated balance:		
	Uninvested	441	440
Outlays (gross), detail:			
86.90	Outlays from new current authority	4	4
86.93	Outlays from current balances	210	198
87.00	Total outlays (gross)	214	202
Net budget authority and outlays:			
89.00	Budget authority	200	200
90.00	Outlays	214	202

In 1999, funds for the Washington Metropolitan Area Transit Authority will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program accompanies the Trust Fund schedules.

[FORMULA GRANTS]

[For necessary expenses to carry out 49 U.S.C. 5307, 5310(a)(2), 5311, and 5336, to remain available until expended, \$240,000,000: Provided, That no more than \$2,500,000,000 of budget authority shall be available for these purposes: Provided further, That of the funds provided under this heading for formula grants, no more than \$150,000,000 may be used for operating assistance under 49 U.S.C. 5336(d): Provided further, That the limitation on operating assistance

provided under this heading shall, for urbanized areas of less than 200,000 in population, be no less than 75 percent of the amount of operating assistance such areas are eligible to receive under Public Law 103-331: Provided further, That in the distribution of the limitation provided under this heading to urbanized areas that had a population under the 1990 census of 1,000,000 or more, the Secretary shall direct each such area to give priority consideration to the impact of reductions in operating assistance on smaller transit authorities operating within the area and to consider the needs and resources of such transit authorities when the limitation is distributed among all transit authorities operating in the area.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401			
		1997 actual	1998 est.
Obligations by program activity:			
Direct program:			
00.02	Urban formula-capital	26	496
00.03	Urban formula-operating	393	
00.05	Nonurban formula	88	99
00.91	Total direct program	507	595
09.01	Reimbursable program	1,659	2,260
10.00	Total obligations	2,166	2,855
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year:		
	Uninvested	689	710
22.00	New budget authority (gross)	2,149	2,500
22.10	Resources available from recoveries of prior year obligations	39	
22.21	Unobligated balance transferred to other accounts	-1	
23.90	Total budgetary resources available for obligation	2,876	3,210
23.95	New obligations	-2,166	-2,855
24.40	Unobligated balance available, end of year:		
	Uninvested	710	355
New budget authority (gross), detail:			
Current:			
40.00	Appropriation	490	240
Permanent:			
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	1,659	2,260
70.00	Total new budget authority (gross)	2,149	2,500
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance: Uninvested	3,694	3,623
72.95	Orders on hand from Federal sources	3	3
72.99	Total unpaid obligations, start of year	3,697	3,626
73.10	New obligations	2,166	2,855
73.20	Total outlays (gross)	-2,199	-2,055
73.45	Adjustments in unexpired accounts	-39	
Unpaid obligations, end of year:			
74.40	Obligated balance: Uninvested	3,623	4,423
74.95	Orders on hand from Federal sources	3	3
74.99	Total unpaid obligations, end of year	3,626	4,426
Outlays (gross), detail:			
86.90	Outlays from new current authority	245	95
86.93	Outlays from current balances	295	226
86.97	Outlays from new permanent authority	83	113
86.98	Outlays from permanent balances	1,576	1,620
87.00	Total outlays (gross)	2,199	2,055
Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-1,659	-2,260
Net budget authority and outlays:			
89.00	Budget authority	490	240
90.00	Outlays	540	-205

Beginning in 1999, all funding for Formula Grants will be derived from the Mass Transit Account of the Highway

General and special funds—Continued

[FORMULA GRANTS]—Continued

Trust Fund. A description of the Formula Programs can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
25.2 Other services	16	15	
41.0 Grants, subsidies, and contributions	491	580	355
99.0 Subtotal, direct obligations	507	595	355
99.0 Reimbursable obligations	1,659	2,260	
99.9 Total obligations	2,166	2,855	355

[UNIVERSITY TRANSPORTATION CENTERS]

[For necessary expenses for university transportation centers as authorized by 49 U.S.C. 5317(b), to remain available until expended, \$6,000,000.] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	6	6	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	
23.95 New obligations	-6	-6	
New budget authority (gross), detail:			
40.00 Appropriation	6	6	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	13	13	12
73.10 New obligations	6	6	
73.20 Total outlays (gross)	-7	-7	-6
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	13	12	6
Outlays (gross), detail:			
86.90 Outlays from new current authority	1	1	
86.93 Outlays from current balances	6	6	6
87.00 Total outlays (gross)	7	7	6
Net budget authority and outlays:			
89.00 Budget authority	6	6	
90.00 Outlays	7	7	6

Beginning in 1999, funding for the University Transportation Centers will be included in the trust-funded Transit Planning and Research Account. A description of the program can be found with the Trust Fund schedules.

[TRANSIT PLANNING AND RESEARCH]

[For necessary expenses for transit planning and research as authorized by 49 U.S.C. 5303, 5311, 5313, 5314, and 5315, to remain available until expended, \$92,000,000, of which \$39,500,000 shall be for activities under Metropolitan Planning (49 U.S.C. 5303); \$4,500,000 for activities under Rural Transit Assistance (49 U.S.C. 5311(b)(2)); \$8,250,000 for activities under State Planning and Research (49 U.S.C. 5313(b)); \$36,750,000 for activities including National Planning and Research (49 U.S.C. 5314 and 5313(a)); and \$3,000,000 for National Transit Institute (49 U.S.C. 5315).] (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Direct program	91	105	
09.01 Reimbursable program	3	14	
10.00 Total obligations	94	119	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	15	13	
22.00 New budget authority (gross)	89	106	
22.10 Resources available from recoveries of prior year obligations	2		
22.22 Unobligated balance transferred from other accounts	1		
23.90 Total budgetary resources available for obligation	107	119	
23.95 New obligations	-94	-119	
24.40 Unobligated balance available, end of year: Uninvested	13		
New budget authority (gross), detail:			
40.00 Current: Appropriation	86	92	
Permanent: Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	19	14	
68.10 Change in orders on hand from Federal sources	-16		
68.90 Spending authority from offsetting collections (total)	3	14	
70.00 Total new budget authority (gross)	89	106	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	146	150	174
72.95 Orders on hand from Federal sources	29	13	13
72.99 Total unpaid obligations, start of year	175	163	187
73.10 New obligations	94	119	
73.20 Total outlays (gross)	-103	-94	-88
73.45 Adjustments in unexpired accounts	-2		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	150	174	86
74.95 Orders on hand from Federal sources	13	13	13
74.99 Total unpaid obligations, end of year	163	187	99
Outlays (gross), detail:			
86.90 Outlays from new current authority	8	10	
86.93 Outlays from current balances	76	70	88
86.97 Outlays from new permanent authority	3	14	
86.98 Outlays from permanent balances	16		
87.00 Total outlays (gross)	103	94	88
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-19	-14	
88.95 Change in orders on hand from Federal sources	16		
Net budget authority and outlays:			
89.00 Budget authority	86	92	
90.00 Outlays	84	80	88

Beginning in 1999, funding for this activity will be derived from the Mass Transit Account of the Highway Trust Fund. A description of the program can be found with the Trust Fund schedules.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
25.1 Advisory and assistance services	5	6	
25.5 Research and development contracts	18	21	
41.0 Grants, subsidies, and contributions	68	78	
99.0 Subtotal, direct obligations	91	105	
99.0 Reimbursable obligations	3	14	
99.9 Total obligations	94	119	

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9913-0-1-401	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	3	3	
22.10 Resources available from recoveries of prior year obligations	1		
22.30 Unobligated balance expiring		-3	
23.90 Total budgetary resources available for obligation	4		
24.40 Unobligated balance available, end of year:			
Uninvested	3		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	12	3	1
73.20 Total outlays (gross)	-8	-2	-1
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	3	1	
Outlays (gross), detail:			
86.93 Outlays from current balances	8	2	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	8	2	1

This schedule displays programs that no longer require appropriations and thus reflects obligations and outlays made under prior year appropriations. Among these programs is the general funded appropriation for Discretionary grants for 1983 and earlier years.

Trust Funds

[DISCRETIONARY GRANTS] MAJOR CAPITAL INVESTMENTS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of **[\$2,000,000,000]** *\$876,114,857* in fiscal year **[1998]** *1999* for grants under the contract authority in 49 U.S.C. 5338(b): *Provided*, That *these funds be made available for the following fixed guideway systems:* [there shall be available for fixed guideway modernization, \$800,000,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$400,000,000; and there shall be available for new fixed guideway systems \$800,000,000, to be available as follows:

- \$44,600,000 for the Atlanta-North Springs project;
- \$1,000,000 for the Austin Capital metro project;
- \$46,250,000 for the Boston Piers MOS-2 project;
- \$1,000,000 for the Boston urban ring project;
- \$5,000,000 for the Burlington-Essex, Vermont commuter rail project;
- \$2,000,000 for the Canton-Akron-Cleveland commuter rail project;
- \$1,500,000 for the Charleston monobeam rail project;
- \$1,000,000 for the Charlotte South corridor transitway project;
- \$500,000 for the Cincinnati Northeast/Northern Kentucky rail line project;
- \$5,000,000 for the Clark County, Nevada fixed guideway project;
- \$800,000 for the Cleveland Blue Line extension to Highland Hills project;
- \$700,000 for the Cleveland Berea Red Line extension to Hopkins International Airport;
- \$1,000,000 for the Cleveland Waterfront Line extension project;
- \$8,000,000 for the Dallas-Fort Worth RAILTRAN project;
- \$11,000,000 for the DART North Central light rail extension project;
- \$1,000,000 for the DeKalb County, Georgia light rail project;
- \$23,000,000 for the Denver Southwest Corridor project;
- \$20,000,000 for the New York East Side access project;

- \$8,000,000 for the Florida Tri-County commuter rail project;
 - \$2,000,000 for the Galveston, Texas rail trolley system project;
 - \$1,000,000 for the Houston Advanced Regional Bus project;
 - \$51,100,000 for the Houston Regional Bus project;
 - \$1,250,000 for the Indianapolis Northeast corridor project;
 - \$3,000,000 for the Jackson, Mississippi intermodal corridor project;
 - \$61,500,000 for the Los Angeles MOS-3 project;
 - \$31,000,000 for MARC commuter rail improvements;
 - \$1,000,000 for the Memphis, Tennessee regional rail project;
 - \$5,000,000 for the Metro-Dade Transit east-west corridor project;
 - \$5,000,000 for the Miami-North 27th Avenue project;
 - \$1,000,000 for the Mission Valley East corridor project;
 - \$500,000 for the Nassau Hub rail link EIS project;
 - \$60,000,000 for the New Jersey Hudson-Bergen LRT project;
 - \$27,000,000 for the New Jersey Secaucus project;
 - \$6,000,000 for the New Orleans Canal Street corridor project;
 - \$2,000,000 for the New Orleans Desire Streetcar project;
 - \$12,000,000 for the North Carolina Research Triangle Park project;
 - \$4,000,000 for the Northern Indiana South Shore commuter rail project;
 - \$3,000,000 for the Oceanside-Escondido light rail project;
 - \$1,600,000 for the Oklahoma City MAPS corridor transit project;
 - \$2,000,000 for the Orange County transitway project;
 - \$31,800,000 for the Orlando Lynx light rail project;
 - \$500,000 for the Pennsylvania Strawberry Hill/Diamond Branch rail project;
 - \$4,000,000 for the Phoenix metropolitan area transit project;
 - \$5,000,000 for the Pittsburgh airport busway project;
 - \$63,400,000 for the Portland-Westside/Hillsboro project;
 - \$2,000,000 for the Roaring Fork Valley rail project;
 - \$20,300,000 for the Sacramento LRT project;
 - \$63,400,000 for the Salt Lake City South LRT project;
 - \$4,000,000 for the Salt Lake City regional commuter system project;
 - \$1,000,000 for the San Bernardino Metrolink project;
 - \$1,500,000 for the San Diego Mid-Coast corridor project;
 - \$29,900,000 for the San Francisco BART extension to the airport project;
 - \$15,000,000 for the San Juan Tren Urbano;
 - \$21,400,000 for the San Jose Tasman LRT project;
 - \$18,000,000 for the Seattle-Tacoma light rail and commuter rail projects;
 - \$30,000,000 for the St. Louis-St. Clair LRT extension project;
 - \$2,500,000 for the St. George Ferry terminal project;
 - \$500,000 for the Springfield-Branson, Missouri commuter rail project;
 - \$1,000,000 for the Tampa Bay regional rail project;
 - \$2,000,000 for the Tidewater, Virginia rail project;
 - \$1,000,000 for the Toledo, Ohio rail project;
 - \$12,000,000 for the Twin Cities transitways projects;
 - \$2,000,000 for the Virginia Rail Express Fredericksburg to Washington commuter rail project;
 - \$2,500,000 for the Whitehall ferry terminal project; and
 - \$3,000,000 for the Wisconsin central commuter rail project.]
- \$59,764,250 for the Atlanta North Springs project;*
\$88,463,931 for the Boston South Piers MOS-2 project;
\$47,243,350 for the Denver Southwest LRT project;
\$68,972,002 for the Houston Regional Bus project;
\$100,000,000 for the Los Angeles MOS-3 project;
\$17,617,408 for the MARC Commuter Rail project;
\$74,194,059 for the New Jersey Hudson-Bergen LRT project;
\$36,588,405 for the Portland Westside LRT project;
\$24,129,556 for the Sacramento LRT extension project;
\$100,591,375 for the San Francisco BART Airport Extension project;
\$38,669,214 for the San Jose Tasman LRT project;
\$78,990,148 for the San Juan Tren Urbano project;
\$64,320,298 for the St. Louis Metrolink St. Clair Extension project;
\$70,000,000 for the Salt Lake City South LRT project; and
\$6,570,861 for the oversight activities included in chapter 53 of 49 U.S.C. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

[MASS TRANSIT CAPITAL FUND] MAJOR CAPITAL INVESTMENTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For payment of obligations incurred in carrying out 49 U.S.C. 5338(b) administered by the Federal Transit Administration, [\$2,350,000,000] \$1,900,000,000, to be derived from the Highway Trust Fund and to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations	1,704	2,329	1,204
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	440	657	328
22.00 New budget authority (gross)	1,900	2,000	876
22.10 Resources available from recoveries of prior year obligations	21		
23.90 Total budgetary resources available for obligation	2,361	2,657	1,204
23.95 New obligations	-1,704	-2,329	-1,204
24.49 Unobligated balance available, end of year: Contract authority	657	328	
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	2,300	2,350	1,900
40.49 Portion applied to liquidate contract authority	-2,300	-2,350	-1,900
43.00 Appropriation (total)			
49.00 Contract authority	1,900	2,000	876
Permanent:			
66.10 Contract authority (definite)	392	263	74
66.45 Portion not available for obligation	-392	-263	-74
66.90 Contract authority (total)			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	5		
68.10 Change in orders on hand from Federal sources	-5		
68.90 Spending authority from offsetting collections (total)			
70.00 Total new budget authority (gross)	1,900	2,000	876
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	151	447	1,059
72.49 Contract authority	4,121	3,504	3,483
72.95 Orders on hand from Federal sources	8	3	3
72.99 Total unpaid obligations, start of year	4,280	3,954	4,545
73.10 New obligations	1,704	2,329	1,204
73.20 Total outlays (gross)	-2,009	-1,738	-1,698
73.45 Adjustments in unexpired accounts	-21		
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	447	1,059	1,261
74.49 Contract authority	3,504	3,483	2,787
74.95 Orders on hand from Federal sources	3	3	3
74.99 Total unpaid obligations, end of year	3,954	4,545	4,051
Outlays (gross), detail:			
86.90 Outlays from new current authority	95	100	44
86.93 Outlays from current balances	1,909	1,638	1,655
86.98 Outlays from permanent balances	5		
87.00 Total outlays (gross)	2,009	1,738	1,698
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5		
88.95 Change in orders on hand from Federal sources	5		
Net budget authority and outlays:			
89.00 Budget authority	1,900	2,000	876
90.00 Outlays	2,004	1,738	1,698

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	4,561	4,161	3,811
Contract authority:			
0200 Contract authority	1,900	2,000	876
0400 Appropriation to liquidate contract authority	-2,300	-2,350	-1,900
0700 Balance, end of year	4,161	3,811	2,787

In 1999, \$876 million will be available for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. This will fully fund all projects that are currently under Full Funding Grant Agreements.

The Administration's NEXTEA proposal is pending and would restructure this program beginning in 1998. Funding previously provided in this program for fixed guideway modernization and bus and bus-related facilities has been merged into the Formula Programs account.

Object Classification (in millions of dollars)

Identification code 69-8191-0-7-401	1997 actual	1998 est.	1999 est.
25.2 Other services	6	7	9
41.0 Grants, subsidies, and contributions	1,698	2,322	1,195
99.9 Total obligations	1,704	2,329	1,204

[TRUST FUND SHARE OF EXPENSES]

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

[For payment of obligations incurred in carrying out 49 U.S.C. 5338(a), \$2,210,000,000, to remain available until expended and to be derived from the Highway Trust Fund: *Provided*, That \$2,210,000,000 shall be paid from the Mass Transit Account of the Highway Trust Fund to the Federal Transit Administration's formula grants account.] (Department of Transportation and Related Agencies Appropriations Act, 1998)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)	1,659	2,260	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	11	1	1
22.00 New budget authority (gross)	1,649	2,260	
23.90 Total budgetary resources available for obligation	1,660	2,261	1
23.95 New obligations	-1,659	-2,260	
24.40 Unobligated balance available, end of year:			
Uninvested	1	1	1
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	1,920	2,260	
40.49 Portion applied to liquidate contract authority	-1,920	-2,260	
43.00 Appropriation (total)			
49.00 Contract authority	1,649	2,260	
Permanent:			
66.10 Contract authority (definite)		397	
66.45 Portion not available for obligation		-397	
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)	1,649	2,260	
Change in unpaid obligations:			
73.10 New obligations	1,659	2,260	
73.20 Total outlays (gross)	-1,659	-2,260	
Outlays (gross), detail:			
86.90 Outlays from new current authority	1,648	2,260	
86.93 Outlays from current balances	11		

87.00	Total outlays (gross)	1,659	2,260	.....
Net budget authority and outlays:				
89.00	Budget authority	1,649	2,260	.....
90.00	Outlays	1,659	2,260	.....

Status of Contract Authority (in millions of dollars)

Identification code 69-8350-0-7-401	1997 actual	1998 est.	1999 est.
Contract authority:			
0200	Contract authority	1,649	2,260
0400	Appropriation to liquidate contract authority	-1,920	-2,260

For 1997 and 1998 this account tracks the portion of Formula Grants derived from the Mass Transit Account of the Highway Trust Fund. In 1998 \$2,210 million was made available to this account in P.L. 105-66, while an additional \$50 million was made available in section 607 of P.L. 105-78.

The Administration's NEXTEA proposal would restructure the program such that all formula funds are included in the Formula Programs account beginning in 1998.

ADMINISTRATIVE EXPENSES

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary administrative expenses of the Federal Transit Administration to carry out programs authorized by chapter 53 of title 49, U.S.C., \$48,142,000, to be derived from the Mass Transit Account of the Highway Trust Fund, together with advances and reimbursements received by the Federal Transit Administration.

Program and Financing (in millions of dollars)

Identification code 69-8394-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01	Direct Program		48
01.01	Reimbursable program		2
10.00	Total obligations		50
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		50
23.95	New obligations		-50
New budget authority (gross), detail:			
<i>Current:</i>			
40.26	Appropriation (trust fund, definite)		48
<i>Permanent:</i>			
68.00	Spending authority from offsetting collections: Off-setting collections (cash)		2
70.00	Total new budget authority (gross)		50
Change in unpaid obligations:			
73.10	New obligations		50
73.20	Total outlays (gross)		-45
74.40	Unpaid obligations, end of year: Obligated balance: Uninvested		5
Outlays (gross), detail:			
86.90	Outlays from new current authority		43
86.97	Outlays from new permanent authority		2
87.00	Total outlays (gross)		45
Offsets:			
<i>Against gross budget authority and outlays:</i>			
88.00	Offsetting collections (cash) from: Federal sources		-2
Net budget authority and outlays:			
89.00	Budget authority		48
90.00	Outlays		43

For 1999, \$48.1 million is requested to fund the personnel and other support costs associated with management and direction of FTA programs.

Recognizing the importance of streamlining through automation, FTA has been a forerunner in expanding automated systems to provide better access to our customers. Our Electronic Grant Making and Management (EGM&M) efforts provide on-line access to grantees for grant awards and disbursements. FTA has become a model of automation within the Department.

Object Classification (in millions of dollars)

Identification code 69-8394-0-7-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
<i>Personnel compensation:</i>			
<i>Full-time permanent:</i>			
11.1	Full-time permanent		29
11.1	Full-time permanent		1
11.9	Total personnel compensation		30
12.1	Civilian personnel benefits		5
21.0	Travel and transportation of persons		1
23.1	Rental payments to GSA		3
23.3	Communications, utilities, and miscellaneous charges		1
25.2	Other services		2
25.3	Purchases of goods and services from Government accounts		3
99.0	Subtotal, direct obligations		45
99.0	Reimbursable obligations		1
99.5	Below reporting threshold		4
99.9	Total obligations		50

Personnel Summary

Identification code 69-8394-0-7-401	1997 actual	1998 est.	1999 est.
Direct:			
1001	Total compensable workyears: Full-time equivalent employment		467
Reimbursable:			
2001	Total compensable workyears: Full-time equivalent employment		22

TRANSIT PLANNING AND RESEARCH

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary expenses for transit planning and research as authorized by chapter 53 of title 49, U.S.C., to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended, \$91,900,000; of which \$39,500,000 shall be for Metropolitan Planning; \$8,250,000 for Statewide Planning; \$26,900,000 for National Planning and Research; \$8,250,000 for Transit Cooperative Research; \$3,000,000 for National Transit Institute; \$6,000,000 for University Transportation Centers; together with advances and reimbursements received by the Federal Transit Administration.

Program and Financing (in millions of dollars)

Identification code 69-8395-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01	Direct program		92
09.01	Reimbursable program		11
10.00	Total obligations		103
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		103
23.95	New obligations		-103
New budget authority (gross), detail:			
<i>Current:</i>			
40.26	Appropriation (trust fund, definite)		92
<i>Permanent:</i>			
68.00	Spending authority from offsetting collections: Off-setting collections (cash)		11
70.00	Total new budget authority (gross)		103

TRANSIT PLANNING AND RESEARCH—Continued

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8395-0-7-401	1997 actual	1998 est.	1999 est.
Change in unpaid obligations:			
73.10 New obligations			103
73.20 Total outlays (gross)			-21
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested			82
Outlays (gross), detail:			
86.90 Outlays from new current authority			10
86.97 Outlays from new permanent authority			11
87.00 Total outlays (gross)			21
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			-11
Net budget authority and outlays:			
89.00 Budget authority			92
90.00 Outlays			10

Funding of \$91.9 million is requested from the Mass Transit Account of the Highway Trust Fund for the Transit Planning and Research (TPR) Program to fund a wide variety of activities. Of the TPR funding, \$39.5 million will be apportioned to States for Metropolitan Planning, \$8.25 million for the Transit Cooperative Research Program, \$8.25 million for Statewide Planning, \$26.9 million for the National Planning and Research Program, \$3.0 million for the National Transit Institute, and \$6.0 million for University Transportation Centers.

Under the national component of the program, the FTA is a catalyst in the research, development and deployment of transportation methods and technologies addressing such issues as accessibility for the disabled, air quality, traffic congestion, and transit service and operational improvements. The National Planning and Research Program supports the development of innovative transit technologies, such as hybrid electric buses, fuel cells, and battery powered propulsion systems. National program funds also support the implementation of the Government Performance and Results Act (GPRA).

Funds for the State and local component of the program improve the State and local planning process.

In 1999, this account will also include \$6 million for the University Transportation Centers previously funded under a general fund appropriation. FTA's \$6 million will be combined with a like amount of funding from the Federal Highway Administration to support research, education, and technology development activities aimed at addressing regional and national transportation problems.

Object Classification (in millions of dollars)

Identification code 69-8395-0-7-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
25.1 Advisory and assistance services			5
25.5 Research and development contracts			18
41.0 Grants, subsidies, and contributions			69
99.0 Subtotal, direct obligations			92
99.0 Reimbursable obligations			11
99.9 Total obligations			103

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For necessary expenses to carry out section 14 of Public Law 96-184 and Public Law 101-551, \$50,300,000, to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-8396-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			50
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			50
23.95 New obligations			-50
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)			50
Change in unpaid obligations:			
73.10 New obligations			50
73.20 Total outlays (gross)			-1
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested			49
Outlays (gross), detail:			
86.90 Outlays from new current authority			1
Net budget authority and outlays:			
89.00 Budget authority			50
90.00 Outlays			1

In 1999, funds for the Washington Metropolitan Area Transit Authority (WMATA) are requested from the Mass Transit Account of the Highway Trust Fund.

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile system.

For 1999, \$50 million is requested under the 1990 authorization to complete the Federal funding for the final 13.5 miles of the 103-mile system under the Federal Transit Administration's Full Funding Grant Agreements with WMATA. These funds will be used for the Green Line's Mid-City segment and Branch Avenue extension, and to provide for project management and other expenses such as contingencies and insurance. An additional \$25 million will be transferred to WMATA in 1999 for transportation-related expenses associated with the new D.C. convention center.

FORMULA PROGRAMS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

None of the funds in this Act shall be available for programs the obligations for which are in excess of \$3,709,235,000 for grants authorized by 49 U.S.C. 5338(a), to be derived from the Mass Transit Account of the Highway Trust Fund, together with advances and reimbursements received by the Federal Transit Administration, to remain available until expended.

(LIQUIDATION OF CONTRACT AUTHORITY)

(HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

For payment of obligations to carry out chapter 53 of title 49, U.S.C., administered by the Federal Transit Administration, \$1,500,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund.

Program and Financing (in millions of dollars)

Identification code 69-8398-0-7-401	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations			3,709
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			3,709
23.95 New obligations			-3,709
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)			1,500
40.49 Portion applied to liquidate contract authority			-1,500
43.00 Appropriation (total)			
49.00 Contract authority			3,709
Permanent:			
66.10 Contract authority (definite)			262
66.45 Portion not available for obligation			-262
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)			3,709
Change in unpaid obligations:			
73.10 New obligations			3,709
73.20 Total outlays (gross)			-185
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested			1,315
74.49 Contract authority			2,209
74.99 Total unpaid obligations, end of year			3,524
Outlays (gross), detail:			
86.90 Outlays from new current authority			185
Net budget authority and outlays:			
89.00 Budget authority			3,709
90.00 Outlays			185

Formula Programs, requested at a \$3.7 billion level in 1999, consist of several activities designed to provide safe and reliable transportation service to the American public. In areas over 200,000 in population, formula funding can be used for all transit capital purposes (including planning, bus and rail-car purchases, preventive maintenance and construction). In areas under 200,000 population, operating costs are also eligible. This helps maximize flexibility for transit authorities and allows them to prioritize and target funds to their most important needs.

The Administration's NEXTEA proposal is pending and would restructure this program beginning in 1998. This new account includes funds previously appropriated for fixed guideway modernization and bus and bus-related facilities in the Discretionary Grants program.

All Formula Programs are proposed to be financed from the Mass Transit Account of the Highway Trust Fund and apportioned to urbanized areas and governors of the States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority.

Urbanized Area Formula Grants.—\$3,411 million in funds will be apportioned to areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. Last year, the definition of capital was expanded to include costs associated with routine maintenance, thus allowing transit providers the flexibility to more effectively manage Federal capital investments. Also, in urbanized areas under 200,000 both capital and operating costs were eligible expenditures. This redefinition will be continued in 1999. This funding will assist public transit agencies in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. These

funds are critical to preserving mobility in our cities and supporting welfare reform by providing an affordable commute for people making the transition to work.

Fixed Guideway Modernization.—Beginning in 1999, funds distributed by statutory formula for Fixed Guideway Modernization under the current Discretionary Grants program will be included in Formula Programs and will continue to be distributed by the current statutory formula. Grantees will be able to use this funding for any eligible activity under the Urbanized Area Formula Grants program, as well as to upgrade rail facilities and equipment and replace rail rolling stock.

Formula Program for other than Urbanized Areas.—\$135 million will be apportioned according to a legislative formula based on each State's nonurban population to areas with populations of less than 50,000. Available funding may be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs. This will also include resources under the Rural Transit Assistance Program.

Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities.—\$63 million will be apportioned to each State according to a legislatively required formula to assist in providing transportation to the elderly and individuals with disabilities. Grants are made for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement.

Access to Jobs and Training.—\$100 million. Legislation is proposed to establish a new activity to help assure that efforts to reform welfare will be successful. State and local entities may apply for funds to support new or modified service for low-income individuals, including former welfare recipients traveling to jobs or training centers.

Status of Contract Authority (in millions of dollars)

Identification code 69-8398-0-7-401	1997 actual	1998 est.	1999 est.
Contract authority:			
0200 Contract authority			3,709
0400 Appropriation to liquidate contract authority			-1,500
0700 Balance, end of year			2,209

Object Classification (in millions of dollars)

Identification code 69-8398-0-7-401	1997 actual	1998 est.	1999 est.
25.2 Other services			28
41.0 Grants, subsidies, and contributions			3,681
99.9 Total obligations			3,709

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

	[In millions of dollars]		
	1997 actual	1998 est.	1999 est.
Unexpended balance, start of year	9,525	9,698	9,826
Cash income during the year, Governmental receipts:			
Motor fuel taxes	3,198	3,514	5,416
Interest on investments	638	612	599
Total annual income	3,836	4,126	6,015
Cash outlays during the year:			
Discretionary grants/Major Capital Investments (liquidation of contract authorization)	2,004	1,738	1,698
Trust fund share of transit programs	1,659	2,260	0
Formula programs	0	0	185
Washington metro	0	0	1
Administrative expenses	0	0	43
Transit planning and research	0	0	10
Total annual outlays	3,663	3,998	1,937
Unexpended balance, end of year	9,698	9,826	13,909

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal Funds

Public enterprise funds:

【SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION】

【The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.】 (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Operations and maintenance	11	12	12
00.02 Replacement and improvements	2	1	1
10.00 Total obligations	13	13	13
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	14	13	13
22.00 New budget authority (gross)	12	12	14
23.90 Total budgetary resources available for obligation	26	25	27
23.95 New obligations	-13	-13	-13
24.40 Unobligated balance available, end of year:			
Uninvested	13	13	14
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	12	12	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	3	3	3
73.10 New obligations	13	13	13
73.20 Total outlays (gross)	-13	-13	-13
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	3	3	3
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	12	12	13
86.98 Outlays from permanent balances	1	1	
87.00 Total outlays (gross)	13	13	13
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-10	-11	-13
88.40 Non-Federal sources	-2	-1	-1
88.90 Total, offsetting collections (cash)	-12	-12	-14
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	1	-1

The Saint Lawrence Seaway Development Corporation (SLSDC) is a wholly owned Government Corporation responsible for the operation, maintenance and development of the United States portion of the St. Lawrence Seaway between Montreal and Lake Erie. Major priorities are to control Seaway Corporation costs and to encourage increased use of the Seaway system.

SLSDC is proposed as a performance-based organization (PBO) for 1999-2003. The PBO will focus on four key performance goals: safety, long and short term reliability, trade development, and management accountability including customer service, fiscal performance and cost effectiveness. No appropriation is requested as financing is proposed to be derived

from an automatic annual payment from the Harbor Maintenance Trust Fund, based on five-year average tonnage through the Seaway.

Statement of Operations (in millions of dollars)

Identification code 69-4089-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	11	10	11	14
0102 Expense	-11	-11	-11	-13
0109 Net income or loss (-)		-1		1

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
1101 Federal assets: Fund balances with				
Treasury	2	1	1	1
Other Federal assets:				
1801 Cash and other monetary assets	14	13	14	14
1803 Property, plant and equipment, net	88	88	88	89
1901 Other assets	1	2	2	2
1999 Total assets	105	104	105	106
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	1	2	2	2
2999 Total liabilities	3	4	4	4
NET POSITION:				
3200 Invested capital	103	102	104	105
3300 Cumulative results of operations	-1	-2	-3	-3
3999 Total net position	102	100	101	102
4999 Total liabilities and net position	105	104	105	106

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	1997 actual	1998 est.	1999 est.
11.1 Personnel compensation: Full-time permanent	7	8	8
12.1 Civilian personnel benefits	2	2	2
26.0 Supplies and materials	1	1	1
32.0 Land and structures	1	1	1
99.0 Subtotal, direct obligations	11	12	12
99.5 Below reporting threshold	2	1	1
99.9 Total obligations	13	13	13

Personnel Summary

Identification code 69-4089-0-3-403	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	156	162	160

Trust Funds

【OPERATIONS AND MAINTENANCE】

【(HARBOR MAINTENANCE TRUST FUND)】

【For necessary expenses for operation and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, including the Great Lakes Pilotage functions delegated by the Secretary of Transportation, \$11,200,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.】 (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	10	11	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10	11	

23.95	New obligations	-10	-11	.....
New budget authority (gross), detail:				
40.26	Appropriation (trust fund, definite)	10	11	.....
Change in unpaid obligations:				
73.10	New obligations	10	11	.....
73.20	Total outlays (gross)	-10	-11	.....
Outlays (gross), detail:				
86.90	Outlays from new current authority	10	11	.....
Net budget authority and outlays:				
89.00	Budget authority	10	11	.....
90.00	Outlays	10	11	.....

Summary of Budget Authority and Outlays

(in millions of dollars)

Enacted/requested:	1997 actual	1998 est.	1999 est.
Budget Authority	10	11	.....
Outlays	10	11	.....
Legislative proposal, subject to PAYGO:			
Budget Authority			13
Outlays			13
Total:			
Budget Authority	10	11	13
Outlays	10	11	13

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as the major source of funding for the Corporation's operations and maintenance activities. Proposed legislation to establish a performance-based organization (PBO) would finance this using mandatory (permanent) budget authority.

A legislative proposal to establish a PBO will be transmitted following the 1999 budget. This proposal would finance this program using mandatory (permanent) budget authority.

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8003-4-7-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)			13
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			13
23.95 New obligations			-13
New budget authority (gross), detail:			
60.27 Appropriation (trust fund, indefinite)			13
Change in unpaid obligations:			
73.10 New obligations			13
73.20 Total outlays (gross)			-13
Outlays (gross), detail:			
86.97 Outlays from new permanent authority			13
Net budget authority and outlays:			
89.00 Budget authority			13
90.00 Outlays			13

**RESEARCH AND SPECIAL PROGRAMS
ADMINISTRATION**

The following table shows proposed program levels for the Research and Special Programs Administration.

(In millions of dollars)

Budget authority:	1997 actual	1998 est.	1999 est.
Research and Special Programs	30	28	30
Emergency Preparedness Grants	7	7	.....
Pipeline Safety	29	29	32

Trust Fund Share of Pipeline Safety	3	3	3
Pipeline Safety Subtotals	32	33	35
Volpe Transportation Systems Center	0	0	0
Total budget authority	69	68	79
Program level (obligations):			
Research and Special Programs	28	32	30
Emergency Preparedness Grants	7	10	14
Pipeline Safety	29	32	32
Trust Fund Share of Pipeline Safety	4	3	3
Pipeline Safety Subtotals	33	35	35
Volpe Transportation Systems Center (reimbursable)	210	205	205
Total program level, net	278	282	284

Outlays:			
Research and Special Programs	26	29	29
Emergency Preparedness Grants	7	8	9
Pipeline Safety	30	28	29
Trust Fund Share of Pipeline Safety	2	5	4
Pipeline Safety Subtotals	31	34	33
Volpe Transportation Systems Center	1	0	0
Total outlays	66	70	73

Note: Totals may not add due to rounding.

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, [\$28,450,000] \$29,655,000, of which \$574,000 shall be derived from the Pipeline Safety Fund, and of which [\$4,950,000] \$3,460,000 shall remain available until September 30, [2000] 2001: *Provided*, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	15	17	16
00.03 Emergency transportation	1	1	1
00.04 Research and technology	5	5	4
00.05 Program and administrative support	7	8	9
00.91 Total direct program	28	32	30
09.01 Reimbursable program	31	43	43
10.00 Total obligations	59	75	73
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	2	4	.....
22.00 New budget authority (gross)	61	71	73
22.10 Resources available from recoveries of prior year obligations	1	.....	.....
22.30 Unobligated balance expiring	-1	.....	.....
23.90 Total budgetary resources available for obligation	62	75	73
23.95 New obligations	-59	-75	-73
24.40 Unobligated balance available, end of year:			
Uninvested	4	.....	.....

New budget authority (gross), detail:

Current:			
Appropriation:			
40.00 Appropriation	26	28	29
40.00 Appropriation	3	.....	.....

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0104-0-1-407	1997 actual	1998 est.	1999 est.
40.79 Line item veto cancellation		-1	
42.00 Transferred from other accounts	1	1	1
43.00 Appropriation (total)	30	28	30
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	21	43	43
68.10 Change in orders on hand from Federal sources	10		
68.90 Spending authority from offsetting collections (total)	31	43	43
70.00 Total new budget authority (gross)	61	71	73
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	5	5	7
72.95 Orders on hand from Federal sources	37	47	47
72.99 Total unpaid obligations, start of year	42	51	54
73.10 New obligations	59	75	73
73.20 Total outlays (gross)	-47	-72	-72
73.40 Adjustments in expired accounts	-1		
73.45 Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	5	7	8
74.95 Orders on hand from Federal sources	47	47	47
74.99 Total unpaid obligations, end of year	51	54	55
Outlays (gross), detail:			
86.90 Outlays from new current authority	20	19	20
86.93 Outlays from current balances	6	10	9
86.97 Outlays from new permanent authority	19	37	37
86.98 Outlays from permanent balances	2	6	6
87.00 Total outlays (gross)	47	72	72
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-21	-43	-43
88.95 Change in orders on hand from Federal sources	-10		
Net budget authority and outlays:			
89.00 Budget authority	30	28	30
90.00 Outlays	26	29	29

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to transportation of hazardous cargo by all modes of transportation. In 1999, resources are requested for hazardous materials safety programs, including emergency preparedness activities. Funding is also provided for the management and execution of the Office of Emergency Transportation, the Office of Research, Technology and Training, the Transportation Safety Institute and the Volpe National Transportation Systems Center (VNTSC).

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	1997 actual	1998 est.	1999 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	11	13	13
12.1 Civilian personnel benefits	2	3	3
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	1	1	1
25.2 Other services	6	5	6
25.3 Purchases of goods and services from Government accounts	1	1	2
25.5 Research and development contracts	5	7	3
31.0 Equipment	1		
99.0 Subtotal, direct obligations	27	31	29

99.0 Reimbursable obligations	31	42	42
99.5 Below reporting threshold	1	2	2
99.9 Total obligations	59	75	73

Personnel Summary

Identification code 69-0104-0-1-407	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	170	189	187
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	40	40	39

PIPELINE SAFETY

(PIPELINE SAFETY FUND)

(OIL SPILL LIABILITY TRUST FUND)

For expenses necessary to conduct the functions of the pipeline safety program, for grants-in-aid to carry out a pipeline safety program, as authorized by 49 U.S.C. 60107, and to discharge the pipeline program responsibilities of the Oil Pollution Act of 1990, [\$31,300,000] \$35,463,000, of which \$3,300,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, [2000] 2001; and of which [\$28,000,000] \$32,163,000 shall be derived from the Pipeline Safety Fund, of which [\$14,839,000] \$16,919,000 shall remain available until September 30, [2000: Provided, That in addition to amounts made available for the Pipeline Safety Fund, \$1,100,000 shall be available for grants to States for the development and establishment of one-call notification systems and shall be derived from amounts previously collected under 49 U.S.C. 60301, and that an additional \$365,000 in amounts previously collected under 49 U.S.C. 60301 is available to conduct general functions of the pipeline safety program] 2001. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year	20	19	18
Receipts:			
02.01 Pipeline safety user fees	30	29	32
04.00 Total: Balances and collections	50	48	50
Appropriation:			
05.01 Pipeline safety	-31	-30	-33
07.99 Total balance, end of year	19	18	17

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	15	15	15
00.02 Research and development	2	3	2
00.03 Grants	13	14	15
00.91 Total direct program	29	32	32
09.01 Reimbursable program	3	4	4
10.00 Total obligations	32	36	36

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year:			
Uninvested	2	2	
22.00 New budget authority (gross)	32	33	36
23.90 Total budgetary resources available for obligation	34	35	36
23.95 New obligations	-32	-36	-36
24.40 Unobligated balance available, end of year:			
Uninvested	2		

New budget authority (gross), detail:

Current:			
40.20 Appropriation (special fund, definite)	31	30	33

41.00	Transferred to other accounts	-2	-1	-1
43.00	Appropriation (total)	29	29	32
	Permanent:			
	Spending authority from offsetting collections:			
68.00	Offsetting collections (cash)	2	4	4
68.10	Change in orders on hand from Federal sources	1		
68.90	Spending authority from offsetting collections (total)	3	4	4
70.00	Total new budget authority (gross)	32	33	36
	Change in unpaid obligations:			
	Unpaid obligations, start of year:			
72.40	Obligated balance: Uninvested	19	18	22
72.95	Orders on hand from Federal sources	2	3	3
72.99	Total unpaid obligations, start of year	21	21	24
73.10	New obligations	32	36	36
73.20	Total outlays (gross)	-31	-32	-33
	Unpaid obligations, end of year:			
74.40	Obligated balance: Uninvested	18	22	24
74.95	Orders on hand from Federal sources	3	3	3
74.99	Total unpaid obligations, end of year	21	24	27
	Outlays (gross), detail:			
86.90	Outlays from new current authority	15	14	16
86.93	Outlays from current balances	15	16	14
86.97	Outlays from new permanent authority		2	2
86.98	Outlays from permanent balances	1		1
87.00	Total outlays (gross)	31	32	33
	Offsets:			
	Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-2	-4	-4
88.95	Change in orders on hand from Federal sources	-1		
	Net budget authority and outlays:			
89.00	Budget authority	29	29	32
90.00	Outlays	30	28	29

The Research and Special Programs Administration is responsible for the Department's pipeline safety program, which takes a risk-based approach to oversee the safety and environmental protection of pipelines, through damage prevention, compliance, research and development, and grants for State pipeline safety programs.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	1997 actual	1998 est.	1999 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	6	7
12.1 Civilian personnel benefits	1	2	2
21.0 Travel and transportation	1	1	1
23.1 Rental payments to GSA		1	1
25.2 Other services	5	3	3
25.3 Purchases of goods and services from Government accounts		1	1
25.5 Research and development contracts	2	3	2
41.0 Grants, subsidies, and contributions	13	14	15
99.0 Subtotal, direct obligations	27	31	32
99.0 Reimbursable obligations	3	4	4
99.5 Below reporting threshold	2	1	
99.9 Total obligations	32	36	36

Personnel Summary

Identification code 69-5172-0-2-407	1997 actual	1998 est.	1999 est.
1001 Total compensable workyears: Full-time equivalent employment	92	105	105

EMERGENCY PREPAREDNESS GRANTS

(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2000] 2001: Provided, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (Department of Transportation and Related Agencies Appropriations Act, 1998.)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	1997 actual	1998 est.	1999 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Emergency preparedness, hazardous materials	7	7	14
Appropriation:			
05.01 Emergency preparedness grants	-7	-7	-14
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Grants	6	9	13
00.06 Below reporting threshold	1	1	1
10.00 Total obligations	7	10	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	2	3	
22.00 New budget authority (gross)	7	7	14
23.90 Total budgetary resources available for obligation	9	10	14
23.95 New obligations	-7	-10	-14
24.40 Unobligated balance available, end of year:			
Uninvested	3		
New budget authority (gross), detail:			
60.20 Appropriation (special fund, definite)	7	7	14
	7	7	14

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	12	11	14
73.10 New obligations	7	10	14
73.20 Total outlays (gross)	-7	-8	-9
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	11	14	19

Outlays (gross), detail:			
86.97 Outlays from new permanent authority		1	1
86.98 Outlays from permanent balances	7	7	8
87.00 Total outlays (gross)	7	8	9

Net budget authority and outlays:			
89.00 Budget authority	7	7	14
90.00 Outlays	7	8	9

The Federal Hazardous Materials Transportation law (Federal hazmat law), 49 U.S.C. 5101 et seq., establishes a national registration program of shippers and carriers of hazardous materials. The registrants finance, through fees, emergency preparedness planning and training grants programs, a training curriculum for emergency responders, and monitoring and technical assistance to States, political subdivisions, and Indian tribes. In the Federal hazmat law, there are permanent appropriations for the planning and training grants, monitoring and technical assistance, and for administrative expenses. As enacted for 1998, the Budget proposes to limit 1999 activities to those authorized for the Department of Transportation. Appropriations are requested for the training curriculum.

The Research and Special Programs Administration (RSPA) intends to propose a rulemaking to increase the annual level

General and special funds—Continued

EMERGENCY PREPAREDNESS GRANTS—Continued
(EMERGENCY PREPAREDNESS FUND)—Continued

of funding for the Emergency Preparedness Grants program to approximately \$14.3 million beginning in 1999. RSPA is considering a number of ways to increase registration collections to this level.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	1997 actual	1998 est.	1999 est.
41.0 Grants, subsidies, and contributions	6	9	13
92.0 Undistributed	1	1	2
99.9 Total obligations	7	10	14

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Reimbursable program	210	205	205
10.00 Total obligations	210	205	205
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	131	127	130
22.00 New budget authority (gross)	202	208	210
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	336	335	340
23.95 New obligations	-210	-205	-205
24.40 Unobligated balance available, end of year:			
Uninvested	127	130	135
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	198	204	206
68.10 Change in orders on hand from Federal sources	4	4	4
68.90 Spending authority from offsetting collections (total)	202	208	210
70.00 Total new budget authority (gross)	202	208	210
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	-69	-66	-69
72.95 Orders on hand from Federal sources	158	162	166
72.99 Total unpaid obligations, start of year	89	96	97
73.10 New obligations	210	205	205
73.20 Total outlays (gross)	-199	-204	-206
73.45 Adjustments in unexpired accounts	-3		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	-66	-69	-74
74.95 Orders on hand from Federal sources	162	166	170
74.99 Total unpaid obligations, end of year	96	97	96
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	64	67	67
86.98 Outlays from permanent balances	135	137	139
87.00 Total outlays (gross)	199	204	206
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-198	-203	-205
88.40 Non-Federal sources		-1	-1
88.90 Total, offsetting collections (cash)	-198	-204	-206
88.95 Change in orders on hand from Federal sources	-4	-4	-4

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	1		

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe National Transportation Systems Center (VNTSC) in Cambridge, MA. The fund is financed through negotiated agreements with the Office of the Secretary, Departmental operating administrations, and other governmental elements requiring the Center's capabilities. These agreements also define the activities undertaken at VNTSC.

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	1997 actual	1998 est.	1999 est.
Personnel compensation:			
11.1 Full-time permanent	31	31	31
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	34	34	34
12.1 Civilian personnel benefits	6	6	6
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	3	3	3
24.0 Printing and reproduction	1	1	1
25.2 Other services	52	52	52
25.3 Purchases of goods and services from Government accounts	1	1	1
25.4 Operation and maintenance of facilities	3	3	3
25.5 Research and development contracts	92	93	93
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	1	1	1
31.0 Equipment	13	7	7
32.0 Land and structures	1		
99.9 Total obligations	210	205	205

Personnel Summary

Identification code 69-4522-0-4-407	1997 actual	1998 est.	1999 est.
2001 Total compensable workyears: Full-time equivalent employment	534	537	526

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)	4	3	3
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	1		
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	4	3	3
23.95 New obligations	-4	-3	-3
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	3	3	3
Change in unpaid obligations:			
Unpaid obligations, start of year: Obligated balance:			
72.40 Uninvested	2	4	2
73.10 New obligations	4	3	3
73.20 Total outlays (gross)	-2	-5	-4
Unpaid obligations, end of year: Obligated balance:			
74.40 Uninvested	4	2	1
Outlays (gross), detail:			
86.90 Outlays from new current authority		3	3
86.93 Outlays from current balances	2	2	1
87.00 Total outlays (gross)	2	5	4

Net budget authority and outlays:				
89.00	Budget authority	3	3	3
90.00	Outlays	2	5	4

The Oil Pollution Act of 1990 requires the preparation of oil spill response plans by pipeline operators to minimize the environmental impact of oil spills and to improve public and private sector response capabilities. The Office of Pipeline Safety is responsible for the review and approval of these plans, and to ensure that the public and environment is provided with an adequate level of protection from such spills through data analysis, spill monitoring, pipeline mapping, environmental indexing, and advancing technologies to detect and prevent leaks.

OFFICE OF INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, [\$42,000,000: *Provided*, That none of the funds under this heading shall be for the conduct of contract audits] \$42,491,000. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	1997 actual	1998 est.	1999 est.	
Obligations by program activity:				
01.01	General Administration	38	42	42
09.01	Reimbursable Program			1
10.00	Total obligations	38	42	43
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	38	42	43
23.95	New obligations	-38	-42	-43
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	38	42	42
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)			1
70.00	Total new budget authority (gross)	38	42	43
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance:			
	Uninvested	6	5	4
73.10	New obligations	38	42	43
73.20	Total outlays (gross)	-38	-43	-43
74.40	Unpaid obligations, end of year: Obligated balance:			
	Uninvested	5	4	4
Outlays (gross), detail:				
86.90	Outlays from new current authority	34	38	38
86.93	Outlays from current balances	4	5	4
86.97	Outlays from new permanent authority			1
87.00	Total outlays (gross)	38	43	43
Offsets:				
88.00	Against gross budget authority and outlays: Offsetting collections (cash) from: Federal sources			-1
Net budget authority and outlays:				
89.00	Budget authority	38	42	42
90.00	Outlays	38	43	42

This appropriation finances the cost of conducting and supervising audits and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud and abuse in such programs and operations. In addition, funding

for personnel to audit the Highway Trust Fund Financial Statements will be reimbursed from the Highway Trust Fund in accordance with provisions in NEXTEA.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	1997 actual	1998 est.	1999 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	24	27	27
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	25	28	28
12.1	Civilian personnel benefits	6	7	7
21.0	Travel and transportation of persons	2	2	2
23.1	Rental payments to GSA		2	2
25.3	Purchases of goods and services from Government accounts	1	1	1
31.0	Equipment	2		
99.0	Subtotal, direct obligations	36	40	40
99.0	Reimbursable obligations			1
99.5	Below reporting threshold	2	2	2
99.9	Total obligations	38	42	43

Personnel Summary

Identification code 69-0130-0-1-407	1997 actual	1998 est.	1999 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	406	440	433
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment			9

SURFACE TRANSPORTATION BOARD

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, [\$13,853,000: *Provided*, That \$2,000,000 in] \$16,000,000, to be derived from fees collected in fiscal year [1998] 1999 by the Surface Transportation Board [pursuant to 31 U.S.C. 9701 shall be made available to this appropriation in fiscal year 1998]: *Provided [further]*, That any fees received in excess of [\$2,000,000] \$16,000,000 in fiscal year [1998] 1999 shall remain available until expended, but shall not be available for obligation until October 1, [1998] 1999. (*Department of Transportation and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	1997 actual	1998 est.	1999 est.	
Obligations by program activity:				
Direct program:				
00.01	Rail carriers	11	13	
00.02	Other surface transportation carriers	1	1	
00.91	Total direct program	12	14	
Reimbursable program:				
09.12	Reimbursable Rail Carriers	3	2	15
09.13	Reimbursable Other Surface Transportation Carriers			1
10.00	Total obligations	15	16	16
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year:			
	Uninvested		1	1
22.00	New budget authority (gross)	16	16	16
23.90	Total budgetary resources available for obligation	16	17	17
23.95	New obligations	-15	-16	-16
24.40	Unobligated balance available, end of year:			
	Uninvested	1	1	1

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0301-0-1-401	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	12	14	
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	2	16
70.00 Total new budget authority (gross)	16	16	16
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance: Uninvested	5	2	1
73.10 New obligations	15	16	16
73.20 Total outlays (gross)	-18	-17	-17
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	2	1	
Outlays (gross), detail:			
86.90 Outlays from new current authority	12	13	
86.93 Outlays from current balances	2	2	1
86.97 Outlays from new permanent authority	4	2	16
87.00 Total outlays (gross)	18	17	17
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-4	-2	-16
Net budget authority and outlays:			
89.00 Budget authority	12	14	
90.00 Outlays	14	15	1

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). Consistent with the continued trend toward less regulation of the surface transportation industry, the ICCTA abolished the ICC; eliminated certain functions that had previously been implemented by the ICC; transferred core rail and certain other functions to the Board; and transferred motor licensing and certain other motor functions to the Federal Highway Administration. The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers. The new law empowers the Board through its exemption authority to promote deregulation administratively on a case-by-case basis and continues intact the important rail reforms of the Staggers Rail Act of 1980, which have helped to substantially improve rail service and the profitability of the railroad industry.

Rail Carriers.—This regulatory oversight encompasses the regulation of rates, mergers, and acquisitions, construction, and abandonment of railroad lines, as well as the planning, analysis and policy development associated with these activities. Staff ensure compliance with railroad regulations in order to protect the public interest.

Other Surface Transportation Carriers.—This regulatory oversight includes certain regulation of the intercity bus industry and surface pipeline carriers as well as the rate regulation of water transportation in the non-contiguous domestic trade, household good carriers, and collectively determined motor rates and the processing of truck undercharge matters.

1999 Program Request.—A total of \$16 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. The total program request amount is proposed to be derived from user fees collected from the beneficiaries of the Board's activities. This fee financing proposal stems from a proposal put forward by the Board's predecessor, the Inter-

state Commerce Commission (ICC). That proposal suggested ways of financing the ICC solely with fees and/or industry assessments. Fee financing will relieve the general taxpayer of the burden of supporting the Board. Further, fee financing will emphasize the accountability of the Board as to the value of the activities it provides to its customers.

The following paragraph is presented in compliance with Section 703 of the ICCTA. It is presented without change or correction.

The Board's Request to OMB.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 1999 appropriation request of \$14.190 million and a request for \$2.0 million from reimbursements from the offsetting collection of user fees. This funding request supports the 135 FTEs, which mirrors the Board's 1998 budgetary authority granted to date, and is necessary for continued expeditious processing of the Board's caseload. The appropriation request included \$13.853 million, the current level of funding provided by the 1998 Department of Transportation Appropriations Act, plus \$0.147 million for annual pay and non-pay adjustments. The \$2.0 million request from the offsetting collection of user fees is commensurate with the \$2.0 million offsetting collection level authorized by the 1998 Appropriations Act. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by the ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments and other restructuring proposals; and the resolution of motor carrier undercharge matters.

The Board's Request to Congress.—The Board has communicated to the Department of Transportation its support for a program level of \$16.0 million to be derived entirely from fees.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	1997 actual	1998 est.	1999 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	7	9	
12.1 Civilian personnel benefits	1	1	
13.0 Benefits for former personnel	1		
23.1 Rental payments to GSA	1	1	
25.3 Purchases of goods and services from Government accounts	1	2	
26.0 Supplies and materials	1	1	
99.0 Subtotal, direct obligations	12	14	
99.0 Reimbursable obligations	3	2	16
99.9 Total obligations	15	16	16

Personnel Summary

Identification code 69-0301-0-1-401	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	80	107	
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	50	28	133

BUREAU OF TRANSPORTATION STATISTICS

The Bureau's goal is the improvement of transportation-related decisionmaking, in both the public and private sectors, leading to increases in efficiency, effectiveness, and safety in all modes of transportation. The Bureau is responsible for compiling, analyzing, and disseminating information on

the nation's transportation systems. The Bureau's customers are Federal, State, and local governments, private entities and individuals.

Financing of the Bureau's operations is authorized as contract authority out of the Highway Trust Fund. The 1999 proposed funding level is \$31 million. The contract authority is included in the Federal-aid Highways program and subject to the obligation limitation applicable to that program. Funds are transferred to the Bureau from Federal-aid Highways, where all personnel obligations, and outlays are counted.

The Bureau also includes the Office of Airline Information and the responsibility for collecting motor carrier financial and safety data.

MARITIME ADMINISTRATION

The Maritime Administration (MARAD) is responsible for programs authorized by the Merchant Marine Act, 1936, as amended, and other related acts, to promote a strong U.S. Merchant Marine. Emphasis is placed on increasing the competitiveness and productivity of the U.S. maritime industries as well as ensuring adequate seafaring manpower for peacetime and national emergencies. Programs include: providing operating aid to U.S.-flag operators; administering the Maritime Guaranteed Loan (Title XI) portfolio; reimbursing the Commodity Credit Corporation for the expanded cargo preference requirement in the Food Security Act of 1985; preserving and maintaining merchant ships retained in the National Defense Reserve Fleet including the Ready Reserve Force; emergency planning and coordination; promoting port and intermodal development; and conducting Federal technology assessment projects.

The following table shows the funding for the Maritime Administration programs:

	[In millions of dollars]		
	1997 actual	1998 est.	1999 est.
Budget authority:			
Maritime security program (054)	54	36	98
Ocean freight differential	25	28	24
Operations and training	65	68	71
Maritime guaranteed loan program (Title XI) (403)	41	36	20
Total budget authority	185	167	213
Program level (obligations):			
Maritime security program (054)	50	86	98
Ocean freight differential	25	28	24
Operations and training	69	68	71
Ready reserve force ¹	6	8	.....
Vessel operations revolving fund .....	.....	.....	.....
Federal ship financing fund	9	47	19
Maritime guaranteed loan program (Title XI) (403)	32	88	30
Total program level	191	324	242
Outlays:			
Ship Construction	-5	.....	.....
Operating-differential subsidies	122	85	19
Maritime security program (054)	38	89	93
Ocean freight differential	25	28	24
Operations and training	93	65	69
Ready reserve force ¹	17	42	1
Vessel operations revolving fund	-16	-72	-72
War risk insurance revolving fund	-2	-1	-1
Federal ship financing fund	-33	-30	-30
Maritime guaranteed loan program (Title XI) (403)	13	91	30
Total outlays	251	289	125

Totals may not add due to rounding of details.

¹ Funded through the Department of Defense.

Federal Funds

General and special funds:

SHIP CONSTRUCTION

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	7	11	11
22.10 Resources available from recoveries of prior year obligations	5	.....	.....
23.90 Total budgetary resources available for obligation	11	11	11
24.40 Unobligated balance available, end of year:			
Uninvested	11	11	11
Change in unpaid obligations:			
73.20 Total outlays (gross)	5	.....	.....
73.45 Adjustments in unexpired accounts	-5	.....	.....
Outlays (gross), detail:			
86.93 Outlays from current balances	-5	.....	.....
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	-5	.....	.....

The Ship Construction account is currently inactive except for determinations regarding the use of vessels built under the program, final settlement of open contracts, and closing of financial accounts.

【OPERATING-DIFFERENTIAL SUBSIDIES】

【(LIQUIDATION OF CONTRACT AUTHORITY)】

【For the payment of obligations incurred for operating-differential subsidies, as authorized by the Merchant Marine Act, 1936, as amended, \$51,030,000, to remain available until expended.】 (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	1997 actual	1998 est.	1999 est.
New budget authority (gross), detail:			
40.00 Appropriation	148	51	.....
40.49 Portion applied to liquidate contract authority	-148	-51	.....
43.00 Appropriation (total) .....	.....	.....	.....
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	68	84	40
72.49 Contract authority	458	45	4
72.99 Total unpaid obligations, start of year	526	129	44
73.20 Total outlays (gross)	-122	-85	-19
73.40 Adjustments in expired accounts	-275	.....	.....
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	84	40	21
74.49 Contract authority	45	4	4
74.99 Total unpaid obligations, end of year	129	44	25
Outlays (gross), detail:			
86.93 Outlays from current balances	122	85	19
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	122	85	19

Status of Contract Authority (in millions of dollars)

Identification code 69-1709-0-1-403	1997 actual	1998 est.	1999 est.
0100 Balance, start of year	458	45	4

General and special funds—Continued**[OPERATING-DIFFERENTIAL SUBSIDIES]—Continued**
[(LIQUIDATION OF CONTRACT AUTHORITY)]—Continued**Status of Contract Authority (in millions of dollars)—Continued**

Identification code 69-1709-0-1-403	1997 actual	1998 est.	1999 est.
0360 Adjustments in expired accounts	-275		
0400 Appropriation to liquidate contract authority	-148	-51	
0700 Balance, end of year	45	4	4

The Operating-Differential Subsidies (ODS) account helps to maintain a U.S.-flag merchant fleet to serve both the commercial and national security needs of the U.S. by providing operating subsidies to U.S.-flag ship operators to offset certain differences between U.S. and foreign operating costs. Appropriations are provided to liquidate contract authority. This program has been replaced by the Maritime Security Program. 1998 appropriations were sufficient to honor existing contracts. No new ODS contracts will be entered into and no existing contracts will be modified.

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, **[\$35,500,000] \$97,650,000**, to remain available until expended. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	50	86	98
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	46	50	
22.00 New budget authority (gross)	54	36	98
23.90 Total budgetary resources available for obligation	100	86	98
23.95 New obligations	-50	-86	-98
24.40 Unobligated balance available, end of year:			
Uninvested	50		
New budget authority (gross), detail:			
40.00 Appropriation	54	36	98
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		12	8
73.10 New obligations	50	86	98
73.20 Total outlays (gross)	-38	-89	-93
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	12	8	13
Outlays (gross), detail:			
86.90 Outlays from new current authority		33	91
86.93 Outlays from current balances	38	56	2
87.00 Total outlays (gross)	38	89	93
Net budget authority and outlays:			
89.00 Budget authority	54	36	98
90.00 Outlays	38	89	93

The Maritime Security Program provides resources to maintain a U.S.-flag merchant fleet crewed by U.S. citizens to serve both the commercial and national security needs of the United States. The program provides direct payments to U.S.-flag ship operators engaged in U.S.-foreign trade. Participating operators are required to keep the vessels in active commercial service and are required to provide intermodal sealift support to the Department of Defense in times of war or national emergency.

OCEAN FREIGHT DIFFERENTIAL**Program and Financing (in millions of dollars)**

Identification code 69-1751-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 22.0)	25	28	24
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	25	28	24
23.95 New obligations	-25	-28	-24
New budget authority (gross), detail:			
60.05 Appropriation (indefinite)	25	28	24
60.47 Portion applied to debt reduction	-25	-28	-24
63.00 Appropriation (total)			
67.15 Authority to borrow (indefinite)	25	28	24
70.00 Total new budget authority (gross)	25	28	24
Change in unpaid obligations:			
73.10 New obligations	25	28	24
73.20 Total outlays (gross)	-25	-28	-24
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	25	28	24
Net budget authority and outlays:			
89.00 Budget authority	25	28	24
90.00 Outlays	25	28	24

Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent. These reimbursements are funded through borrowings from the Treasury. This account has a permanent, indefinite appropriation to liquidate debt provided in Public Law 100-202 to cover these costs.

The Maritime Administration's ocean freight differential costs are one portion of the government's cargo preference program. The ocean transportation subsidy costs related to cargo preference for all relevant agencies are presented in the following schedule.

CARGO PREFERENCE PROGRAM COSTS

AGENCY:	[In millions of dollars]					
	1997 actual		1998 est.		1999 est.	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
Department of Agriculture	44	39	54	63	38	44
Department of Transportation— Maritime Administration	25	25	28	28	24	24
Department of Defense (1998 nos.)	249	249	252	252	260	260
Agency for International Develop- ment	3	3	3	3	3	3
Export-Import Bank of the U.S.	24	20	34	22	25	30
Department of State	1	1	1	1	1	1
Total	346	337	372	369	351	362

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$67,600,000: Provided**, That reimbursements may be made to this appropriation from receipts to the "Federal Ship Financing Fund" for administrative expenses in support of that program in addition to any amount heretofore appropriated] **\$70,553,000**. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	31	32	33
00.02 State marine schools	7	7	7
00.03 MARAD Operations	29	29	31
00.23 Title XI—Administrative Expenses	1		
00.91 Total direct program	68	68	71
Reimbursable program:			
09.01 Ready Reserve Force/National Defense Reserve Fleet	30	31	31
09.02 Merchant Marine Academy		1	1
09.03 ARPA—Maritech Program	16	25	
09.04 Title XI Administrative Expenses	3	4	4
09.05 Marine Board Research Program and others	8	10	11
09.09 Total reimbursable program	57	71	47
10.00 Total obligations	125	139	118
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	3		
22.00 New budget authority (gross)	122	139	118
23.90 Total budgetary resources available for obligation	125	139	118
23.95 New obligations	-125	-139	-118
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	65	68	71
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	71	71	47
68.10 Change in orders on hand from Federal sources	7		
68.15 Adjustment to orders on hand from Federal sources	-21		
68.90 Spending authority from offsetting collections (total)	57	71	47
70.00 Total new budget authority (gross)	122	139	118
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	34	10	13
72.95 Orders on hand from Federal sources	44	51	51
72.99 Total unpaid obligations, start of year	78	61	64
73.10 New obligations	125	139	118
73.20 Total outlays (gross)	-164	-136	-116
73.40 Adjustments in expired accounts	21		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	10	13	14
74.95 Orders on hand from Federal sources	51	51	51
74.99 Total unpaid obligations, end of year	61	64	65
Outlays (gross), detail:			
86.90 Outlays from new current authority	55	58	60
86.93 Outlays from current balances	38	7	9
86.97 Outlays from new permanent authority	57	71	47
86.98 Outlays from permanent balances	14		
87.00 Total outlays (gross)	164	136	116
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force/National Defense Reserve Fleet	-30	-31	-31
88.00 Merchant Marine Academy		-1	-1
88.00 ARPA—Maritech Program	-16	-25	
88.00 Title XI Administrative Expenses	-3	-4	-4
88.00 Marine Board Research Program and others	-22	-10	-11
88.90 Total, offsetting collections (cash)	-71	-71	-47
88.95 Change in orders on hand from Federal sources	-7		
88.96 Adjustment to orders on hand from Federal sources	21		
Net budget authority and outlays:			
89.00 Budget authority	65	68	71
90.00 Outlays	93	65	69

This appropriation finances costs incurred by headquarters and region staffs in the administration and direction of Maritime Administration programs; the total cost of officer training at the U.S. Merchant Marine Academy as well as Federal financial support to six State maritime academies; planning for coordination of U.S. maritime industry activities under emergency conditions; activities promoting port and intermodal development; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations. The four year phase-out of the Student Incentive Payment (SIP) as well as facility improvements at the USMMA barracks are proposed in the 1999 Budget.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	1997 actual	1998 est.	1999 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	32	32	33
11.8 Special personal services payments	1	1	1
11.9 Total personnel compensation	33	33	34
12.1 Civilian personnel benefits	4	5	5
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.2 Other services	9	7	9
25.3 Purchases of goods and services from Government accounts	1	2	2
25.4 Operation and maintenance of facilities	3	3	3
25.7 Operation and maintenance of equipment	6	5	5
26.0 Supplies and materials	2	3	3
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Subtotal, direct obligations	68	68	71
99.0 Reimbursable obligations	57	71	47
99.9 Total obligations	125	139	118

Personnel Summary

Identification code 69-1750-0-1-403	1997 actual	1998 est.	1999 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	484	489	489
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	485	498	498

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.02 Maintenance and operations	6	8	
10.00 Total obligations (object class 25.2)	6	8	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: For completion of prior year plans	8	8	
22.10 Resources available from recoveries of prior year obligations	5		
23.90 Total budgetary resources available for obligation	13	8	
23.95 New obligations	-6	-8	
24.40 Unobligated balance available, end of year:			
Uninvested	8		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested	53	36	2
73.10 New obligations	6	8	
73.20 Total outlays (gross)	-17	-42	-1

General and special funds—Continued**READY RESERVE FORCE—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-1710-0-1-054	1997 actual	1998 est.	1999 est.
73.45 Adjustments in unexpired accounts	-5		
74.40 Unpaid obligations, end of year: Obligated balance: Uninvested	36	2	1
Outlays (gross), detail:			
86.93 Outlays from current balances	17	42	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	17	42	

Funding for the Ready Reserve Force (RRF) account is included in appropriations for the Department of Defense. Management of the RRF remains with MARAD. Reimbursements from the Department of Defense for the RRF account are reflected in MARAD's Vessel Operations Revolving Fund account. Obligations shown above are the spendout of funding appropriated directly to MARAD prior to 1996 for the RRF.

The RRF is comprised of Government-owned, U.S.-flag merchant ships laid up in the National Defense Reserve Fleet (NDRF). The RRF is maintained in an advanced state of readiness to meet surge shipping requirements during a national emergency.

Public enterprise funds:**VESSEL OPERATIONS REVOLVING FUND****Program and Financing (in millions of dollars)**

Identification code 69-4303-0-3-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
09.01 Reimbursable program	367	449	443
10.00 Total obligations	367	449	443
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year: Uninvested	27	32	
22.00 New budget authority (gross)	370	417	443
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	399	449	443
23.95 New obligations	-367	-449	-443
24.40 Unobligated balance available, end of year: Uninvested	32		
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	448	417	443
68.10 Change in orders on hand from Federal sources	-56		
68.15 Adjustment to orders on hand from Federal sources	-22		
68.90 Spending authority from offsetting collections (total)	370	417	443
70.00 Total new budget authority (gross)	370	417	443
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance: Uninvested	-36	-25	79
72.95 Orders on hand from Federal sources	437	381	381
72.99 Total unpaid obligations, start of year	401	356	460
73.10 New obligations	367	449	443
73.20 Total outlays (gross)	-432	-345	-371
73.40 Adjustments in expired accounts	22		
73.45 Adjustments in unexpired accounts	-2		
Unpaid obligations, end of year:			
74.40 Obligated balance: Uninvested	-25	79	151
74.95 Orders on hand from Federal sources	381	381	381

74.99 Total unpaid obligations, end of year	356	460	532
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	370	363	310
86.98 Outlays from permanent balances	62	-18	61
87.00 Total outlays (gross)	432	345	371
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Ready Reserve Force	-286	-302	-302
88.00 AWR-3	-92	-80	-80
88.00 510 (I) Transactions	-1	-6	-6
88.00 T-AVB	-16	-11	-10
88.00 APF	-16	-10	-15
88.00 DOD Exercises and other	-37	-8	-30
88.90 Total, offsetting collections (cash)	-448	-417	-443
88.95 Change in orders on hand from Federal sources	56		
88.96 Adjustment to orders on hand from Federal sources	22		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-17	-72	-72

The Maritime Administration is authorized to reactivate, operate, deactivate, and charter merchant vessels. These operations are financed through the Vessel Operations Revolving Fund with reimbursements from sponsoring agencies. In addition, the fund is available to finance the necessary expenses to protect, maintain, preserve, acquire, and use vessels involved in mortgage foreclosure or forfeiture proceedings instituted by the United States other than those financed by the Federal Ship Financing Fund; and to process advances received from Federal agencies. Also the acquisition of ships under the trade-in/scrap-out program is financed through this account.

Programs are funded by reimbursements from other Federal agencies. These programs include various DOD/Navy-sponsored activities, such as the operation of activated RRF vessels, installation of sealift enhancement features and other special projects. The Vessel Operations Revolving Fund account includes DOD/Navy reimbursements for the RRF account. DOD/Navy funding for RRF provides for additional RRF vessels, RRF ship activations and deactivations, maintaining RRF ships in an advanced state of readiness, berthing costs, capital improvements at fleet sites, and other RRF support costs.

Statement of Operations (in millions of dollars)

Identification code 69-4303-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	353	448	417	398
0102 Expense	-371	-448	-417	-398
0109 Net income or loss (-)	-18			

Balance Sheet (in millions of dollars)

Identification code 69-4303-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	-9	21	21	21
Investments in US securities:				
1106 Receivables, net	128	6	11	11
1999 Total assets	119	27	32	32
LIABILITIES:				
2101 Federal liabilities: Accounts payable	1	1	1	1
2999 Total liabilities	1	1	1	1
NET POSITION:				
3200 Invested capital	118	26	31	31
3999 Total net position	118	26	31	31
4999 Total liabilities and net position	119	27	32	32

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	1997 actual	1998 est.	1999 est.
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	11	11	11
24.0 Printing and reproduction	1	1	1
25.2 Other services	262	344	338
26.0 Supplies and materials	2	2	2
31.0 Equipment	87	87	87
42.0 Insurance claims and indemnities	1	1	1
99.9 Total obligations	367	449	443

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)		2	2
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.40 Uninvested	1	2	2
21.41 U.S. Securities: Par value	25	26	27
21.99 Total unobligated balance, start of year	26	28	29
22.00 New budget authority (gross)	2	2	2
23.90 Total budgetary resources available for obligation	28	30	31
23.95 New obligations		-2	-2
Unobligated balance available, end of year:			
24.40 Uninvested	2	2	2
24.41 U.S. Securities: Par value	26	27	29
24.99 Total unobligated balance, end of year	28	29	31
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	2	2	2
Change in unpaid obligations:			
73.10 New obligations		2	2
73.20 Total outlays (gross)		-2	-1
74.49 Unpaid obligations, end of year: Obligated balance:			
Contract authority			1
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	2	2	2
86.98 Outlays from permanent balances	-2	-1	-1
87.00 Total outlays (gross)		2	1
Offsets:			
Against gross budget authority and outlays:			
88.20 Offsetting collections (cash) from: Interest on U.S. securities	-2	-2	-2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-2		-1

Status of Contract Authority (in millions of dollars)

Identification code 69-4302-0-3-403	1997 actual	1998 est.	1999 est.
0700 Balance, end of year			1

The Maritime Administration is authorized to insure against loss or damage from marine war risks until commercial insurance can be obtained on reasonable terms and conditions. This insurance includes war risk hull and disbursements interim insurance, war risk protection and indemnity interim insurance, second seamen's war risk interim insurance, and war risk cargo insurance standby program.

Statement of Operations (in millions of dollars)

Identification code 69-4302-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	1	2	2	2
0102 Expense				
0109 Net income or loss (-)	1	2	2	2

Balance Sheet (in millions of dollars)

Identification code 69-4302-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	1	1	1	1
Investments in US securities:				
1102 Treasury securities, par	24	26	27	29
1106 Receivables, net	1	1	1	1
1999 Total assets	26	28	29	31
NET POSITION:				
3200 Invested capital	25	28	29	31
3999 Total net position	25	28	29	31
4999 Total liabilities and net position	25	28	29	31

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.01 Operating expenses	9	34	6
01.01 Default claims		13	13
10.00 Total obligations	9	47	19
Budgetary resources available for obligation:			
Unobligated balance available, start of year:			
21.40 Uninvested	5	43	
21.41 U.S. Securities: Par value	22	14	
21.99 Total unobligated balance, start of year	27	57	
22.00 New budget authority (gross)	39	38	38
22.40 Capital transfer to general fund		-48	-19
23.90 Total budgetary resources available for obligation	66	47	19
23.95 New obligations	-9	-47	-19
Unobligated balance available, end of year:			
24.40 Uninvested	43		
24.41 U.S. Securities: Par value	14		
24.99 Total unobligated balance, end of year	57		
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	39	38	38
	39	38	38
Change in unpaid obligations:			
Unpaid obligations, start of year:			
Obligated balance:			
72.40 Uninvested	9	12	59
72.42 U.S. Securities: Unrealized discounts	-17	-17	-17
72.95 Orders on hand from Federal sources	4	4	4
72.99 Total unpaid obligations, start of year	-4	-1	46
73.10 New obligations	9	47	19
73.20 Total outlays (gross)	-6		
Unpaid obligations, end of year:			
Obligated balance:			
74.40 Uninvested	12	59	78
74.42 U.S. Securities: Unrealized discounts	-17	-17	-17
74.95 Orders on hand from Federal sources	4	4	4
74.99 Total unpaid obligations, end of year	-1	46	65
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	6		

Credit accounts—Continued

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4301-0-3-403	1997 actual	1998 est.	1999 est.
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.20 Interest on U.S. securities	-5	-5	-5
Non-Federal sources:			
88.40 Insurance premiums and fees	-7	-7	-7
88.40 Repayment of loans	-7	-7	-7
88.40 Sale of assets	-11	-11	-11
88.40 Interest and other income	-9	-8	-8
88.90 Total, offsetting collections (cash)	-39	-38	-38

Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-33	-38	-38

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	1997 actual	1998 est.	1999 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	831	677	523
2251 Repayments and prepayments	-130	-130	-100
2261 Adjustments: Terminations for default that result in loans receivable	-24	-24	-24
2290 Outstanding, end of year	677	523	399

Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	677	523	399

Addendum:			
Cumulative balance of defaulted guaranteed loans that result in loans receivable:			
2310 Outstanding, start of year	48	46	44
2331 Disbursements for guaranteed loan claims	25	25	25
2351 Repayments of loans receivable	-27	-27	-27
2390 Outstanding, end of year	46	44	42

The Merchant Marine Act of 1936, as amended, established the Federal Ship Financing Fund to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United States. No new commitments for loan guarantees are projected for the Federal Ship Financing Fund as this Fund is used only to underwrite guarantees made under the Title XI loan guarantee program prior to 1992.

Statement of Operations (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
0101 Revenue	64	9	47	19
0102 Expense	-2	-9	-47	-19
0109 Net income or loss (-)	62			

Balance Sheet (in millions of dollars)

Identification code 69-4301-0-3-403	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	4			
Investments in US securities:				
1102 Treasury securities, par	27	31	31	31
1106 Receivables, net	19	11	15	15
1206 Non-Federal assets: Receivables, net	28	16	12	12
1803 Other Federal assets: Property, plant and equipment, net	2	4	6	6
1999 Total assets	80	62	64	64
LIABILITIES:				
2201 Non-Federal liabilities: Accounts payable	1	3	3	3

2999 Total liabilities	1	3	3	3
NET POSITION:				
3200 Invested capital	79	59	61	61
3999 Total net position	79	59	61	61
4999 Total liabilities and net position	80	62	64	64

Object Classification (in millions of dollars)

Identification code 69-4301-0-3-403	1997 actual	1998 est.	1999 est.
25.2 Other services	9	34	6
33.0 Investments and loans		13	13
99.9 Total obligations	9	47	19

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, [\$32,000,000] \$16,000,000, to remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$1,000,000,000.

In addition, for administrative expenses to carry out the guaranteed loan program, not to exceed [\$3,725,000] \$4,000,000, which shall be transferred to and merged with the appropriation for Operations and Training. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1998.*)

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-999	1997 actual	1998 est.	1999 est.
Obligations by program activity:			
00.02 Guaranteed loan subsidy	29	84	26
00.03 Administrative Expenses	3	4	4
10.00 Total obligations	32	88	30
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	38	62	10
22.00 New budget authority (gross)	57	36	20
23.90 Total budgetary resources available for obligation	95	98	30
23.95 New obligations	-32	-88	-30
24.40 Unobligated balance available, end of year:			
Uninvested	62	10	

New budget authority (gross), detail:

Current:			
40.00 Appropriation	41	36	20
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	16		
70.00 Total new budget authority (gross)	57	36	20

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance:			
Uninvested		4	
73.10 New obligations	32	88	30
73.20 Total outlays (gross)	-29	-91	-30
74.40 Unpaid obligations, end of year: Obligated balance:			
Uninvested	4		

Outlays (gross), detail:

86.90 Outlays from new current authority		36	20
86.93 Outlays from current balances	13	55	10
86.97 Outlays from new permanent authority	16		
87.00 Total outlays (gross)	29	91	30

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-16		

Net budget authority and outlays:

89.00 Budget authority	41	36	20
90.00 Outlays	13	91	30

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)

Identification code 69-1752-0-1-999	1997 actual	1998 est.	1999 est.
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Loan guarantee level 1, Category A		30	35
2150 Loan guarantee level 1, Category B		26	36
2150 Loan guarantee level 1, Category C	10	23	42
2150 Loan guarantee level 2, Category A	155	121	120
2150 Loan guarantee level 2, Category B	47	82	125
2150 Loan guarantee level 2, Category C	33	159	120
2150 Loan guarantee level 3	85	36	42
2159 Total loan guarantee levels	330	477	520
Guaranteed loan subsidy (in percent):			
2320 Subsidy rate, level 1, Category A	0.00	3.28	1.25
2320 Subsidy rate, level 1, Category B	0.00	3.78	1.75
2320 Subsidy rate, level 1, Category C	5.72	4.28	2.25
2320 Subsidy rate, level 2, Category A	8.25	5.78	3.75
2320 Subsidy rate, level 2, Category B	6.57	7.28	5.25
2320 Subsidy rate, level 2, Category C	8.54	8.78	6.75
2320 Subsidy rate, level 3	12.15	13.78	11.75
2329 Weighted average subsidy rate	8.97	7.00	5.01
Guaranteed loan subsidy budget authority:			
2330 Subsidy budget authority, level 1, Category A		1	
2330 Subsidy budget authority, level 1, Category B		1	
2330 Subsidy budget authority, level 1, Category C	1	1	1
2330 Subsidy budget authority, level 2, Category A	13	7	3
2330 Subsidy budget authority, level 2, Category B	3	6	4
2330 Subsidy budget authority, level 2, Category C	3	14	5
2330 Subsidy budget authority level 3	4	5	3
2339 Total subsidy budget authority	24	35	16
Guaranteed loan subsidy outlays:			
2340 Subsidy outlays, level 1, Category A		1	1
2340 Subsidy outlays, level 1, Category B		1	1
2340 Subsidy outlays, level 1, Category C		2	1
2340 Subsidy outlays, level 2, Category A	12	17	7
2340 Subsidy outlays, level 2, Category B	3	5	3
2340 Subsidy outlays, level 2, Category C	1	13	9
2340 Subsidy outlays, level 3		15	4
2349 Total subsidy outlays	16	54	26
Administrative expense data:			
3510 Budget authority	3	4	4
3590 Outlays from new authority	3	4	4

This program provides for guaranteed loans for purchasers of ships from the U.S. shipbuilding industry and for modernization of U.S. shipyards.

As required by the Federal Credit Reform Act of 1990, this account includes the subsidy costs associated with the loan guarantee commitments made in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The subsidy amounts are estimated on a present value basis, the administrative expenses are estimated on a cash basis.

Funds for administrative expenses for the Title XI program are appropriated to this account, then transferred by reimbursement to the Operations and Training account to be obligated and outlaid. The schedule above shows the post-transfer amounts for 1997. For 1998 and 1999, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-999	1997 actual	1998 est.	1999 est.
25.2 Other services	3	4	4
41.0 Grants, subsidies, and contributions	29	84	26
99.9 Total obligations	32	88	30

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	1997 actual	1998 est.	1999 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year:			
Uninvested	166	184	296
22.00 New financing authority (gross)	18	112	41
23.90 Total budgetary resources available for obligation	184	296	337
24.40 Unobligated balance available, end of year:			
Uninvested	184	296	337
New financing authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	18	112	41
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account	-14	-88	-16
88.25 Interest on uninvested funds		-13	-14
88.40 Insurance premiums	-4	-11	-11
88.90 Total, offsetting collections (cash)	-18	-112	-41
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-18	-112	-41
Status of Guaranteed Loans (in millions of dollars)			
Identification code 69-4304-0-3-999	1997 actual	1998 est.	1999 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	1,000	1,000	520
2112 Uncommitted loan guarantee limitation	-670	-523	
2150 Total guaranteed loan commitments	330	477	520
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	1,764	2,006	2,305
2231 Disbursements of new guaranteed loans	319	477	477
2251 Repayments and prepayments	-77	-178	-206
2290 Outstanding, end of year	2,006	2,305	2,576
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	2,006	2,305	2,576

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees committed in 1992 and beyond (including modifications of loan guarantees that resulted from commitments in any year). The amounts in this account are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999	1996 actual	1997 actual	1998 est.	1999 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	166	196	320	361
1999 Total assets	166	196	320	361
NET POSITION:				
3200 Invested capital	166	196	320	361
3999 Total net position	166	196	320	361

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make

Credit accounts—Continued

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION—
Continued

necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received therefor shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act or in any prior appropriation Act, and all receipts which otherwise would be deposited to the credit of said fund shall be covered into the Treasury as miscellaneous receipts. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1998.*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	1997 actual	1998 est.	1999 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	65	62	62
69-085500 Registration, filing, and permit fees, hazardous materials transportation	2	1	1
69-242100 Marine safety fees	15	26	27
69-244400 Railroad safety inspection fees, DOT			83
69-309900 Miscellaneous recoveries and refunds, not otherwise classified	1	5	5
General Fund Offsetting receipts from the public	83	94	178

OTHER CONSOLIDATED RECEIPT ACCOUNTS

(in millions of dollars)

	1997 actual	1998 est.	1999 est.
69-977110 Proprietary receipts, Miscellaneous trust funds		1	1

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

SEC. 301. During the current fiscal year applicable appropriations to the Department of Transportation shall be available for maintenance and operation of aircraft; hire of passenger motor vehicles and aircraft; purchase of liability insurance for motor vehicles operating in foreign countries on official department business; and uniforms, or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 302. Such sums as may be necessary for fiscal year [1998] 1999 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

SEC. 303. Funds appropriated under this Act for expenditures by the Federal Aviation Administration shall be available: (1) except as otherwise authorized by title VIII of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7701 et seq.), for expenses of primary and secondary schooling for dependents of Federal Aviation Administration personnel stationed outside the continental United States at costs for any given area not in excess of those of the Department of Defense for the same area, when it is determined by the Secretary that the schools, if any, available in the locality are unable to provide adequately for the education of such dependents; and (2) for transportation of said dependents between schools serving the area that they attend and their places of residence when the Secretary, under such regulations as may be prescribed, determines that such schools are not accessible by public means of transportation on a regular basis.

SEC. 304. Appropriations contained in this Act for the Department of Transportation shall be available for services as authorized by 5 U.S.C. 3109, but at rates for individuals not to exceed the per diem rate equivalent to the rate for an Executive Level IV.

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than 107 political and Presidential appointees in the Department of Transportation[: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation].

SEC. 306. None of the funds in this Act shall be used for the planning or execution of any program to pay the expenses of, or otherwise compensate, non-Federal parties intervening in regulatory or adjudicatory proceedings funded in this Act.

SEC. 307. None of the funds appropriated in this Act shall remain available for obligation beyond the current fiscal year, nor may any be transferred to other appropriations, unless expressly so provided herein.

SEC. 308. The Secretary of Transportation may enter into grants, cooperative agreements, and other transactions with any person, agency, or instrumentality of the United States, any unit of State or local government, any educational institution, and any other entity in execution of the Technology Reinvestment Project authorized under the Defense Conversion, Reinvestment and Transition Assistance Act of 1992 and related legislation: *Provided*, That the authority provided in this section may be exercised without regard to section 3324 of title 31, United States Code.

SEC. 309. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. 310. (a) *The obligation limitation for Federal-aid highways made available by this Act shall not apply to obligations of funds under—*

- (1) section 125 of title 23, United States Code;
- (2) section 157 of such title;
- (3) section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note, 92 Stat. 2714);
- (4) section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);
- (5) sections 131(b), 131(j), and 404 of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119, 2123, and 2156);
- (6) subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198); and
- (7) sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027).

[SEC. 310. (a)] (b) For fiscal year [1998] 1999, the Secretary of Transportation shall distribute the obligation limitation for Federal-aid highways by allocation in the ratio which sums authorized to be appropriated for Federal-aid highways that are apportioned or allocated to each State for such fiscal year bear to the total of the sums authorized to be appropriated for Federal-aid highways that are apportioned or allocated to all the States for such fiscal year.

[(b) During the period October 1 through December 31, 1997, no State shall obligate more than 25 percent of the amount distributed to such State under subsection (a), and the total of all State obligations during such period shall not exceed 12 percent of the total amount distributed to all States under such subsection.]

(c) Notwithstanding [subsections (a) and] subsection (b), the Secretary shall—

- (1) provide all States with authority sufficient to prevent lapses of sums authorized to be appropriated for Federal-aid highways that have been apportioned to a State;
- (2) after August 1, [1998] 1999, revise a distribution of the funds made available under subsection [(a)] (b) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 103(e)(4), 104, 144, and 160 of title 23, United States Code[, and under sections 1013(c) and 1015 of Public Law 102-240]; and
- (3) not distribute amounts authorized for administrative expenses, including Operation Lifesaver and reimbursements to the Office of Inspector General for conducting audits of the Highway

Trust Fund, and funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, the Federal lands highway program, the intelligent transportation systems program, the Truman-Hobbs bridges funded under the discretionary bridge program, the intelligent transportation infrastructure deployment incentive program, and amounts made available [under sections 1040, 1047, 1064, 6001, 6005, 6006, 6023, and 6024 of Public Law 102-240, and 49 U.S.C. 5316, 5317, and 5338: *Provided*, That amounts made available under section 6005 of Public Law 102-240 shall be subject to the obligation limitation for Federal-aid highways and highway safety construction programs under the heading "Federal-Aid Highways" in this Act] for the recreational trails program, the scenic byways program, the highway tax evasion program, the variable pricing program, the Woodrow Wilson Memorial Bridge project, the Bureau of Transportation Statistics, the gateway border crossing pilot program, construction of ferry boats and ferry terminal facilities, university transportation centers, university research institutes, the Research and Special Program Administration's strategic planning and intermodal research program, the Federal Highway Administration's research and technology programs, and those amounts designated for Appalachian Highways.

[(d) During the period October 1 through December 31, 1997, the aggregate amount of obligations under section 157 of title 23, United States Code, for projects covered under section 147 of the Surface Transportation Assistance Act of 1978, section 9 of the Federal-Aid Highway Act of 1981, sections 131(b), 131(j), and 404 of Public Law 97-424, sections 1061, 1103-1108, 4008, 6023(b)(8), and 6023(b)(10) of Public Law 102-240, and for projects authorized by Public Law 99-500 and Public Law 100-17, shall not exceed \$277,431,840.]

[(e) Notwithstanding any other provision of law, none of the funds in this Act shall be available for the distribution of bonus limitation under the Federal-aid highways program.]

SEC. 311. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation under the discretionary grants program.

SEC. 312. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 313. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. 314. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The FAA shall accept such equipment, which shall thereafter be operated and maintained by the FAA in accordance with agency criteria.

[SEC. 315. None of the funds in this Act shall be available to award a multiyear contract for production end items that: (1) includes economic order quantity or long lead time material procurement in excess of \$10,000,000 in any one year of the contract; or (2) includes a cancellation charge greater than \$10,000,000 which at the time of obligation has not been appropriated to the limits of the Government's liability; or (3) includes a requirement that permits performance under the contract during the second and subsequent years of the contract without conditioning such performance upon the appropriation of funds: *Provided*, That this limitation does not apply to a contract in which the Federal Government incurs no financial liability from not buying additional systems, subsystems, or components beyond the basic contract requirements.]

SEC. 315. Notwithstanding any other provision of law, an amount not to exceed 5 percent of any discretionary appropriation (pursuant to the Balanced Budget and Emergency Deficit Control Act, as amended) which is available in this Act for the current fiscal year for the Department of Transportation may be transferred between such appropriations: *Provided*, That no such appropriation, except as otherwise specifically provided, shall be increased by more than 10 percent as a result of any such transfers: *Provided further*, That any transfer pursuant to this section shall be treated as a reprogramming of funds.

SEC. 316. For the purposes of funds made available under the heading "Formula Grants", the term "Capital Project" includes a project for—

(A)(i) acquisition, construction, supervision, or inspection of a facility or equipment, including inspection thereof, for use in mass transportation; and

(ii) expenses incidental to the acquisition or construction (including designing, engineering, location survey, mapping, acquiring rights-of-way, associated pre-revenue startup costs, and environmental mitigation), payments for rail trackage rights, intelligent transportation systems, relocation assistance, acquiring replacement housing sites, and acquiring, constructing, relocating, and rehabilitating replacement housing;

(B) rehabilitating a bus;

(C) remanufacturing a bus;

(D) overhauling rail rolling stock;

(E) preventive maintenance; and

(F) financing the operating costs of equipment and facilities used in mass transportation in urbanized areas with a population of less than 200,000.

SEC. 317. Notwithstanding any other provision of law, [and except for fixed guideway modernization projects,] funds made available by this Act under "Federal Transit Administration, [Discretionary grants] Major Capital Investments" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2000] 2001, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 318. Notwithstanding any other provision of law, any funds appropriated before October 1, [1993] 1998, under any section of chapter 53 of title 49, United States Code, that remain available for expenditure may be transferred to and administered under the most recent appropriation heading for any such section.

[SEC. 319. None of the funds in this Act may be used to compensate in excess of 350 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 1998.]

[SEC. 320. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$3,000,000, which limits fiscal year 1998 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$118,800,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.]

SEC. 321. Funds received by the Federal Highway Administration, Federal Transit Administration, and Federal Railroad Administration from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training may be credited respectively to the Federal Highway Administration's "Limitation on General Operating Expenses" account, the Federal Transit Administration's "Transit Planning and Research" account, and to the Federal Railroad Administration's "Railroad Safety" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

[SEC. 322. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to enactment of this section.]

[SEC. 323. None of the funds in this Act may be used for planning, engineering, design, or construction of a sixth runway at the Denver International Airport, Denver, Colorado: *Provided*, That this provision shall not apply in any case where the Administrator of the Federal Aviation Administration determines, in writing, that safety conditions warrant obligation of such funds: *Provided further*, That funds may be used for activities related to planning or analysis of airport noise issues related to the sixth runway project.]

SEC. [324] 322. Notwithstanding 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall not be subject to the obligation limitation for Federal-aid highways and highway safety construction.

(INCLUDING TRANSFERS OF FUNDS)—Continued

【SEC. 325. None of the funds in this Act may be obligated or expended for employee training which: (1) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (2) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (3) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (4) contains any methods or content associated with religious or quasi-religious belief systems or “new age” belief systems as defined in Equal Employment Opportunity Commission Notice N-915.022, dated September 2, 1988; (5) is offensive to, or designed to change, participants’ personal values or lifestyle outside the workplace; or (6) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.】

【SEC. 326. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a Member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress on the request of any Member or to Congress, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.】

【SEC. 327. None of the funds in this Act may be used to support Federal Transit Administration’s field operations and oversight of the Washington Metropolitan Area Transit Authority in any location other than from the Washington, D.C. metropolitan area.】

【SEC. 328. Not to exceed \$1,000,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees.】

SEC. 【329】 323. Notwithstanding any other provision of law, the Secretary may use funds appropriated under this Act, or any subsequent Act, to administer and implement the exemption provisions of 49 CFR 580.6 and to adopt or amend exemptions from the disclosure requirements of 49 CFR part 580 for any class or category of vehicles that the Secretary deems appropriate.

SEC. 【330】 324. No funds other than those appropriated to the Surface Transportation Board or fees collected by the Board shall be used for conducting the activities of the Board.

【SEC. 331. (a) Compliance With Buy American Act.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).】

【(b) Sense of Congress; Requirement Regarding Notice.—

(1) Purchase of American-made equipment and products.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) Notice to recipients of assistance.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.】

【(c) Prohibition of Contracts With Persons Falsely Labeling Products as Made in America.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.】

SEC. 【332】 325. Notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users

of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.

【SEC. 333. None of the funds made available in this Act may be used for improvements to the Miller Highway in New York City, New York.】

【SEC. 334. None of the funds in this Act shall be available to implement or enforce regulations that would result in the withdrawal of a slot from an air carrier at O’Hare International Airport under section 93.223 of title 14 of the Code of Federal Regulations in excess of the total slots withdrawn from that air carrier as of October 31, 1993 if such additional slot is to be allocated to an air carrier or foreign air carrier under section 93.217 of title 14 of the Code of Federal Regulations.】

【SEC. 335. Notwithstanding any other provision of law, of amounts made available under Federal Aviation Administration “Operations”, the FAA shall provide personnel at Dutch Harbor, Alaska to provide real-time weather and runway observation and other such functions to help ensure the safety of aviation operations.】

SEC. 【336】 326. Notwithstanding 49 U.S.C. 41742, no essential air service shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large and medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.

SEC. 【337】 327. (a) In General.—For purposes of the exception set forth in section 29(a)(2) of the International Air Transportation Competition Act of 1979 (Public Law 96–192; 94 Stat. 48), the term “passenger capacity of 56 passengers or less” includes any aircraft, except aircraft exceeding gross aircraft weight of 300,000 pounds, reconfigured to accommodate 56 or fewer passengers if the total number of passenger seats installed on the aircraft does not exceed 56.

(b) Inclusion of Certain States in Exemption.—The first sentence of section 29(c) of the International Air Transportation Competition Act of 1979 (Public Law 96–192; 94 Stat. 48 et seq.) is amended by inserting “Kansas, Alabama, Mississippi,” before “and Texas”.

(c) Safety Assurance.—The Administrator of the Federal Aviation Administration shall monitor the safety of flight operations in the Dallas-Fort Worth metropolitan area and take such actions as may be necessary to ensure safe aviation operations. If the Administrator must restrict aviation operations in the Dallas-Fort Worth area to ensure safety, the Administrator shall notify the House and Senate Committees on Appropriations as soon as possible that an unsafe airspace management situation existed requiring the restrictions.

SEC. 【338】 328. Rebates, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until 【December 31, 1998】 expended.

【SEC. 339. Notwithstanding any other provision of law, the Department of the Navy is directed to transfer the USNS EDENTON (ATS-1), currently in Inactive Ship status, to the United States Coast Guard.】

【SEC. 340. (a) Findings.—The Congress finds that—

(1) Congress has the authority under article I, section 8 of the Constitution to regulate the air commerce of the United States;

(2) section 47107 of title 49, United States Code, prohibits the diversion of certain revenue generated by a public airport as a condition of receiving a project grant;

(3) a grant recipient that uses airport revenues for purposes that are not airport-related in a manner inconsistent with chapter 471 of title 49, United States Code, illegally diverts airport revenues;

(4) illegal diversion of airport revenues undermines the interest of the United States in promoting a strong national air transportation system;

(5) the policy of the United States that airports should be as self-sustaining as possible and that revenues generated at airports should not be diverted from airport purposes was stated by Congress in 1982 and reaffirmed and strengthened in 1987, 1994, and 1996;

(6) certain airports are constructed on lands that may have belonged, at one time, to Native Americans, Native Hawaiians, or Alaska Natives;

(7) contrary to the prohibition against diverting airport revenues from airport purposes under section 47107 of title 49, United States

Code, certain payments from airport revenues may have been made for the betterment of Native Americans, Native Hawaiians, or Alaska Natives based upon the claims related to lands ceded to the United States;

(8) Federal law prohibits diversions of airport revenues obtained from any source whatsoever to occur in the future whether related to claims for periods of time prior to or after the date of enactment of this Act; and

(9) because of the special circumstances surrounding such past diversions of airport revenues for the betterment of Native Americans, Native Hawaiians, or Alaska Natives, it is in the national interest that amounts from airport revenues previously received by any entity for the betterment of Native Americans, Native Hawaiians, or Alaska Natives, as specified in subsection (b) of this section, should not be subject to repayment.

(b) Termination of Repayment Responsibility.—Notwithstanding the provisions of 47107 of title 49, United States Code, or any other provision of law, monies paid for claims related to ceded lands and diverted from airport revenues and received prior to April 1, 1996, by any entity for the betterment of Native Americans, Native Hawaiians, or Alaska Natives, shall not be subject to repayment.

(c) Prohibition on Further Diversion.—There shall be no further payment of airport revenues for claims related to ceded lands, whether characterized as operating expenses, rent, or otherwise, and whether related to claims for periods of time prior to or after the date of enactment of this Act.

(d) Clarification.—Nothing in this Act shall be construed to affect any existing Federal statutes, enactments, or trust obligations created thereunder, or any statute of the several States that define the obligations of such States to Native Americans, Native Hawaiians, or Alaska Natives in connection with ceded lands, except to make clear that airport revenues may not be used to satisfy such obligations.】

【SEC. 341. Limitation on Funds Used To Enforce Regulations Regarding Animal Fats and Vegetable Oils.—None of the funds made available in this Act may be used by the Coast Guard to issue, implement, or enforce a regulation or to establish an interpretation or guideline under the Edible Oil Regulatory Reform Act (Public Law 104–55), or the amendments made by that Act, that does not recognize and provide for, with respect to fats, oils, and greases (as described in that Act, or the amendments made by that Act) differences in—

- (1) physical, chemical, biological, and other relevant properties; and
- (2) environmental effects.】

SEC. 【342】 329. Notwithstanding the provisions of any other law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

【SEC. 343. Subsection (d)(4) of 49 U.S.C. 31112 is amended by striking “September 30, 1997” and inserting “February 28, 1998”.】

【SEC. 344. None of the funds in this Act shall be used to enforce against air carriers, conducting operations under part 135 of the Federal Aviation Administration (FAA) regulations (14 CFR 135.1 et seq.) that are not scheduled operations (as defined in 14 CFR 119.3), the requirement in section 44936(f)(1) of title 49, United States Code that records be checked before hiring an individual as a pilot, until the FAA determines, in writing, that it can furnish to such air carriers the requested records within 30 days, as required by section 44936(f)(5) of title 49, United States Code. If the Administrator cannot make the determination, in writing, within 150 days after enactment of this Act, then the Administrator shall report to the Committees on Appropriations, the Senate Committee on Commerce, Science, and Transportation, and the House Committee on Transportation and Infrastructure, the reasons why the determination cannot be made.】

【SEC. 345. Exemption Authority for Air Service To Slot-Controlled Airports.—Section 41714 of title 49, United States Code, is amended by adding at the end thereof the following:

“(i) Expedient Consideration of Certain Exemption Requests.—Within 120 days after receiving an application for an exemption under subsection (a)(2) to improve air service between a nonhub airport (as defined in section 41731(a)(4)) and a high density airport subject to the exemption authority under subsection (a), the Secretary shall grant or deny the exemption. The Secretary shall notify the Senate Committee on Commerce, Science, and Transportation and the House Committee on Transportation and Infrastructure

of the grant or denial within 14 calendar days after the determination and state the reasons for the determination.”.】

【SEC. 346. (a) As soon as practicable after the date of enactment of this Act, the Secretary of Transportation, acting for the Department of Transportation, may take receipt of such equipment and sites of the Ground Wave Emergency Network (referred to in this section as “GWEN”) as the Secretary of Transportation determines to be necessary for the establishment of a nationwide system to be known as the “Nationwide Differential Global Positioning System” (referred to in this section as “NDGPS”).

(b) As soon as practicable after the date of enactment of this Act, the Secretary of Transportation may establish the NDGPS. In establishing the NDGPS, the Secretary of Transportation may—

(1) if feasible, reuse GWEN equipment and sites transferred to the Department of Transportation under subsection (a);

(2) to the maximum extent practicable, use contractor services to install the NDGPS;

(3) modify the positioning system operated by the Coast Guard at the time of the establishment of the NDGPS to integrate the reference stations made available pursuant to subsection (a);

(4) in cooperation with the Secretary of Commerce, ensure that the reference stations referred to in paragraph (3) are compatible with, and integrated into, the Continuously Operating Reference Station (commonly referred to as “CORS”) system of the National Geodetic Survey of the Department of Commerce; and

(5) in cooperation with the Secretary of Commerce, investigate the use of the NDGPS reference stations for the Global Positioning System Integrated Precipitable Water Vapor System of the National Oceanic and Atmospheric Administration.

(c) The Secretary of Transportation may—

(1) manage and operate the NDGPS;

(2) ensure that the service of the NDGPS is provided without the assessment of any user fee; and

(3) in cooperation with the Secretary of Defense, ensure that the use of the NDGPS is denied to any enemy of the United States.

(d) In any case in which the Secretary of Transportation determines that contracting for the maintenance of 1 or more NDGPS reference stations is cost-effective, the Secretary of Transportation may enter into a contract to provide for that maintenance.

(e) The Secretary of Transportation may—

(1) in cooperation with appropriate representatives of private industries and universities and officials of State governments—

(A) investigate improvements (including potential improvements) to the NDGPS;

(B) develop standards for the NDGPS; and

(C) sponsor the development of new applications for the NDGPS; and

(2) provide for the continual upgrading of the NDGPS to improve performance and address the needs of—

(A) the Federal Government;

(B) State and local governments; and

(C) the general public.】

【SEC. 347. The Secretary of Transportation is authorized to transfer funds appropriated to the Coast Guard in Public Law 102–368 in order to pay rent assessments by the General Services Administration related to prior year space needs of the Department: *Provided*, That prior to any such transfer, notification shall be provided to the House and Senate Committees on Appropriations.】

【SEC. 348. (a) Subsection (b) of section 642 of the Treasury and General Government Appropriations Act, 1998, is amended by inserting “other than a Member of Congress,” after “Code.”.】

【(b) Paragraph (1) of section 642(c) of such Act is amended by striking “(1)(A) subject to subparagraph (B),” and inserting “(1),” and by striking “December 31, 1998” and all that follows through the end and inserting “December 31, 1998;” .】

SEC. 330. *The Department of Transportation is authorized to collect and use without further appropriation fees charged to providers of telecommunications services for using Federal property for the siting of mobile service antennas, as authorized by section 704(c) of the Telecommunications Act of 1996: Provided, That in fiscal year 1999 and thereafter, all such fees received by the Department shall be credited to appropriate agency accounts for operations, or salaries and expenses.*

SEC. 331. (a) *User Fees.—The Secretary of Transportation shall prescribe by regulation a schedule of fees for railroad carriers subject to 49 U.S.C. 201. The fees—*

(INCLUDING TRANSFERS OF FUNDS)—Continued

(1) shall cover the costs incurred by the Federal Railroad Administration in carrying out chapter 51 of title 49, U.S.C., and subtitle V, Part A of title 49, U.S.C.;

(2) shall be imposed fairly on the railroad carriers, in reasonable relationship to an appropriate combination of criteria, such as revenue ton-miles, track miles, passenger miles, or other relevant factors; and

(3) may not be based on that part of industry revenues attributable to railroad carrier or class of railroad carriers.

(b) *Collection Procedures.*—The Secretary shall prescribe procedures to collect the fees. The Secretary may use the services of a department, agency, or instrumentality of the United States Government or of

a State or local authority to collect fees, and may reimburse such department, agency, or instrumentality a reasonable amount for its services.

(c) *Collection, Deposit, and Use.*—(1) Beginning in fiscal year 1999 and thereafter, the Secretary shall impose and collect fees under this section for each fiscal year before the end of such fiscal year.

(2) Fees collected under this section shall be deposited in the General Fund of the Treasury as offsetting receipts. The fees may be used, to the extent provided in advance in appropriation Acts, only to carry out this part and Federal Railroad Administration activities in connection with chapter 51 of title 49, U.S.C., and Subtitle V, Part A of title 49, U.S.C. (Department of Transportation and Related Agencies Appropriations Act, 1998.)