

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

【IMMEDIATE OFFICE OF THE SECRETARY】

【For necessary expenses of the Immediate Office of the Secretary, \$1,624,000.】

【IMMEDIATE OFFICE OF THE DEPUTY SECRETARY】

【For necessary expenses of the Immediate Office of the Deputy Secretary, \$585,000.】

【OFFICE OF THE GENERAL COUNSEL】

【For necessary expenses of the Office of the General Counsel, \$8,750,000.】

【OFFICE OF THE ASSISTANT SECRETARY FOR POLICY】

【For necessary expenses of the Office of the Assistant Secretary for Policy, \$2,808,000.】

【OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS】

【For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, \$7,650,300: *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.】

【OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS】

【For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, \$6,349,000, including not to exceed \$40,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.】

【OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS】

【For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, \$1,940,600.】

【OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION】

【For necessary expenses of the Office of the Assistant Secretary for Administration, \$19,721,600.】

【OFFICE OF PUBLIC AFFAIRS】

【For necessary expenses of the Office of Public Affairs, \$1,565,500.】

【EXECUTIVE SECRETARIAT】

【For necessary expenses of the Executive Secretariat, \$1,046,900.】

【BOARD OF CONTRACT APPEALS】

【For necessary expenses of the Board of Contract Appeals, \$561,100.】

【OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION】

【For necessary expenses of the Office of Small and Disadvantaged Business Utilization, \$1,020,400.】

【OFFICE OF INTELLIGENCE AND SECURITY】

【For necessary expenses of the Office of Intelligence and Security, \$1,036,100.】

【OFFICE OF THE CHIEF INFORMATION OFFICER】

【For necessary expenses of the Office of the Chief Information Officer, \$4,874,600.】

【OFFICE OF INTERMODALISM】

【For necessary expenses of the Office of Intermodalism, \$956,900.】
For necessary expenses of the Office of the Secretary, \$62,577,000, of which not to exceed \$60,000 shall be allocated within the Depart-

ment for official reception and representation expenses as the Secretary may determine: Provided, That there may be credited to this appropriation up to \$1,250,000 in funds received in authorized user fees. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)				
Identification code 69-0102-0-1-407		1998 actual	1999 est.	2000 est.
Obligations by program activity:				
00.01	Direct program: General administration	61	67	63
09.01	Reimbursable program	2	3	3
10.00	Total new obligations	63	70	66
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	1	1	
22.00	New budget authority (gross)	63	69	66
23.90	Total budgetary resources available for obligation	64	70	66
23.95	Total new obligations	-63	-70	-66
24.40	Unobligated balance available, end of year	1		
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	61	60	63
40.76	Reduction pursuant to P.L. 105-277		-1	
42.00	Transferred from other accounts		7	
43.00	Appropriation (total)	61	66	63
Permanent:				
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	3	3	3
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders	1		
68.15	From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-2		
68.90	Spending authority from offsetting collections (total)	2	3	3
70.00	Total new budget authority (gross)	63	69	66
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	14	13	7
72.95	From Federal sources: Receivables and unpaid, unfilled orders	7	8	8
72.99	Total unpaid obligations, start of year	21	21	15
73.10	Total new obligations	63	70	66
73.20	Total outlays (gross)	-64	-76	-66
73.40	Adjustments in expired accounts	1		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	13	7	6
74.95	From Federal sources: Receivables and unpaid, unfilled orders	8	8	8
74.99	Total unpaid obligations, end of year	21	15	14
Outlays (gross), detail:				
86.90	Outlays from new current authority	55	59	57
86.93	Outlays from current balances	5	14	7
86.97	Outlays from new permanent authority	2	3	3
86.98	Outlays from permanent balances	1		
87.00	Total outlays (gross)	64	76	66
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-3	-3	-3
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	2		
89.00	Net budget authority and outlays:			
89.00	Budget authority	61	66	63

General and special funds—Continued

[OFFICE OF INTERMODALISM]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0102-0-1-407	1998 actual	1999 est.	2000 est.
90.00 Outlays	60	73	63

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.

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	30	31
11.3 Other than full-time permanent	3	4	4
11.9 Total personnel compensation	33	34	35
12.1 Civilian personnel benefits	6	6	7
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	6	7	7
25.2 Other services	13	19	13
31.0 Equipment	1		
99.0 Subtotal, direct obligations	60	67	63
99.0 Reimbursable obligations	2	3	3
99.5 Below reporting threshold	1		
99.9 Total new obligations	63	70	66

Personnel Summary

Identification code 69-0102-0-1-407	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	447	447	447
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	20	23	23

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **[\$6,966,000]** \$7,742,000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	6	7	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	7	8
23.95 Total new obligations	-6	-7	-8
New budget authority (gross), detail:			
40.00 Appropriation	6	7	8
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		1	1
73.10 Total new obligations	6	7	8
73.20 Total outlays (gross)	-5	-7	-8
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1	1	1
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	6	7
86.93 Outlays from current balances			1

87.00 Total outlays (gross)	5	7	8
Net budget authority and outlays:			
89.00 Budget authority	6	7	8
90.00 Outlays	5	7	8

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 -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	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	1	2	3
99.9 Total new obligations	6	7	8

Personnel Summary

Identification code 69-0118-0-1-407	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	61	70	70

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, \$2,900,000, of which \$2,635,000 shall remain available until September 30, [2000] 2001: 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, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	3	4	3
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	4	4	3
23.95 Total new obligations	-3	-4	-3
24.40 Unobligated balance available, end of year	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, start of year	2	2	
73.10 Total new obligations	3	4	3
73.20 Total outlays (gross)	-3	-6	-3
74.40 Unpaid obligations, end of year: Obligated balance, end of year	2		
Outlays (gross), detail:			
86.90 Outlays from new current authority	1	3	3
86.93 Outlays from current balances	2	3	
87.00 Total outlays (gross)	3	6	3
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	3	6	3

Minority business outreach.—This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms, in securing contracts

and subcontracts resulting from transportation-related Federal support. It also participates in cooperative agreements with historically black and hispanic colleges.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	1998 actual	1999 est.	2000 est.
25.2 Other services	1	2	2
41.0 Grants, subsidies, and contributions	2	2	1
99.9 Total new obligations	3	4	3

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	5		
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-5		
68.90 Spending authority from offsetting collections (total)			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	-3	1	
72.95 From Federal sources: Receivables and unpaid, unfilled orders	5		
72.99 Total unpaid obligations, start of year	2	1	
73.20 Total outlays (gross)	-1	-1	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1		
Outlays (gross), detail:			
86.93 Outlays from current balances	-4		
86.98 Outlays from permanent balances	5		
87.00 Total outlays (gross)	1	1	
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5		
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	5		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-4	1	

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 are reflected in the modal budgets.

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$9,000,000] \$6,275,000.** (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Transportation policy and planning	3	10	4
00.02 Systems development	1		2
10.00 Total new obligations	4	10	6
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	

22.00 New budget authority (gross)	4	9	6
23.90 Total budgetary resources available for obligation	5	10	6
23.95 Total new obligations	-4	-10	-6
24.40 Unobligated balance available, end of year	1		

New budget authority (gross), detail:

40.00 Appropriation	4	9	6
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Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	1		5
73.10 Total new obligations	4	10	6
73.20 Total outlays (gross)	-5	-5	-7
74.40 Unpaid obligations, end of year: Obligated balance, end of year		5	5

Outlays (gross), detail:

86.90 Outlays from new current authority	3	4	3
86.93 Outlays from current balances	2	1	4
87.00 Total outlays (gross)	5	5	7

Net budget authority and outlays:

89.00 Budget authority	4	9	6
90.00 Outlays	4	5	7

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.—Activities support 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. These also enable departmental leadership on aviation economic policy and international transportation issues. In 2000, the department will undertake new research in support of the protection of critical transportation infrastructure.

Systems Development.—This activity funds system development of departmentwide management systems. In 2000, it includes resources to develop an Automated Rulemaking System.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services	2	8	4
99.0 Subtotal, direct obligations	3	9	5
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	4	10	6

Personnel Summary

Identification code 69-0142-0-1-407	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	20	13	13

PAYMENTS TO AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-0150-0-1-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	-2		
22.10 Resources available from recoveries of prior year obligations	2		

General and special funds—Continued

PAYMENTS TO AIR CARRIERS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0150-0-1-402	1998 actual	1999 est.	2000 est.
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded	-2		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	2		
73.45 Adjustments in unexpired accounts	-2		
Net budget authority and outlays:			
89.00 Budget authority	-2		
90.00 Outlays			

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

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	46	50	50
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	50	50	50
23.95 Total new obligations	-46	-50	-50
23.98 Unobligated balance expiring	-4		
New budget authority (gross), detail:			
Current:			
42.00 Transferred from FAA Operations	50		
Permanent:			
62.00 Transferred from FAA Overflight Fees			50
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		50	
70.00 Total new budget authority (gross)	50	50	50
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		9	20
73.10 Total new obligations	46	50	50
73.20 Total outlays (gross)	-37	-39	-50
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	20	20
Outlays (gross), detail:			
86.90 Outlays from new current authority	37		
86.93 Outlays from current balances		9	
86.97 Outlays from new permanent authority		30	30
86.98 Outlays from permanent balances			20
87.00 Total outlays (gross)	37	39	50
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-50	
Net budget authority and outlays:			
89.00 Budget authority	50		50
90.00 Outlays	37	-11	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 take off 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. To the extent that fee collections fall below \$50 million, current law requires the difference to be covered by appropriated funds of the Federal Aviation Administration (though no funds of the agency are specifically budgeted for this purpose). The Administration proposes to change this program to permit financing of fee shortfalls through any appropriated funding of the Department of Transportation.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	1	1	1
41.0 Grants, subsidies, and contributions	45	49	49
99.9 Total new obligations	46	50	50

Personnel Summary

Identification code 69-5423-0-2-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	9	10	10

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$124,124,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That the preceding limitation shall not apply to activities associated with departmental Year 2000 conversion activities: *Provided further*, 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, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Service center activities	160	166	227
10.00 Total new obligations	160	166	227
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	8	7	7
22.00 New budget authority (gross)	154	166	227
22.10 Resources available from recoveries of prior year obligations	5		
23.90 Total budgetary resources available for obligation	167	173	234
23.95 Total new obligations	-160	-166	-227
24.40 Unobligated balance available, end of year	7	7	7
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	132	166	227
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	22		
68.90 Spending authority from offsetting collections (total)	154	166	227

Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	19	18	18
72.95	From Federal sources: Receivables and unpaid, unfilled orders	39	61	61
72.99	Total unpaid obligations, start of year	58	79	79
73.10	Total new obligations	160	166	227
73.20	Total outlays (gross)	-134	-166	-227
73.45	Adjustments in unexpired accounts	-5		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	18	18	18
74.95	From Federal sources: Receivables and unpaid, unfilled orders	61	61	61
74.99	Total unpaid obligations, end of year	79	79	79
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	132	166	227
86.98	Outlays from permanent balances	2		
87.00	Total outlays (gross)	134	166	227
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-132	-166	-227
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-22		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	2		

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. The budget proposes that the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography be transferred to TASC in 2000.

Object Classification (in millions of dollars)				
Identification code 69-4520-0-4-407				
Personnel compensation:				
11.1	Full-time permanent	15	16	37
11.3	Other than full-time permanent			1
11.5	Other personnel compensation			1
11.9	Total personnel compensation	15	16	39
12.1	Civilian personnel benefits	3	3	8
13.0	Benefits for former personnel	1	2	2
21.0	Travel and transportation of persons	1	1	1
22.0	Transportation of things			1
23.1	Rental payments to GSA	7	5	10
23.3	Communications, utilities, and miscellaneous charges	11	12	15
25.2	Other services	112	120	137
26.0	Supplies and materials	2	3	5
31.0	Equipment	8	4	9
99.9	Total new obligations	160	166	227

Personnel Summary				
Identification code 69-4520-0-4-407				
2001	Total compensable workyears: Full-time equivalent employment	277	286	692

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER

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 sub-

sidize gross obligations for the principal amount of direct loans not to exceed \$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, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)				
Identification code 69-0155-0-1-407				
1998 actual				
1999 est.				
2000 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	Total 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, start of year	4	5	5
73.10	Total new obligations	2	2	2
73.20	Total outlays (gross)		-2	-2
74.40	Unpaid obligations, end of year: Obligated balance, end of year	5	5	5
Outlays (gross), detail:				
86.90	Outlays from new current authority		2	2
Net budget authority and outlays:				
89.00	Budget authority	2	2	2
90.00	Outlays		2	2

Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)				
Identification code 69-0155-0-1-407				
1998 actual				
1999 est.				
2000 est.				
Direct loan levels supportable by subsidy budget authority:				
1150	Direct loan levels	15	14	14
1159	Total direct loan levels	15	14	14
Direct loan subsidy (in percent):				
1320	Subsidy rate	10.00	11.00	11.00
1329	Weighted average subsidy rate	10.00	11.00	11.00
Direct loan subsidy budget authority:				
1330	Subsidy budget authority	2	2	2
1339	Total subsidy budget authority	2	2	2
Direct loan subsidy outlays:				
1340	Subsidy outlays		2	2
1349	Total subsidy outlays		2	2

Office of Small and Disadvantaged Business Utilization (OSDBU)/Minority Business Resource Center (MBRC).—Provides assistance in obtaining short-term working capital and bonding for minority, women-owned and other disadvantaged businesses and Small Business Administration 8(a) Firms.

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.

Credit accounts—Continued**MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT****Program and Financing (in millions of dollars)**

Identification code 69-4186-0-3-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Direct loans	6	8	14
10.00 Total new obligations	6	8	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	8		
22.00 New financing authority (gross)	6	8	14
22.40 Capital transfer to general fund	-8		
23.90 Total budgetary resources available for obligation	6	8	14
23.95 Total new obligations	-6	-8	-14
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)	6	8	14
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	4	12	13
68.47 Portion applied to debt reduction	-4	-12	-13
68.90 Spending authority from offsetting collections (total)			
70.00 Total new financing authority (gross)	6	8	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	4	7	7
73.10 Total new obligations	6	8	14
73.20 Total financing disbursements (gross)	-4	-8	-14
74.40 Unpaid obligations, end of year: Obligated balance, end of year	7	7	7
87.00 Total financing disbursements (gross)	4	8	14
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1	-2	-2
88.40 Non-Federal sources	-3	-10	-11
88.90 Total, offsetting collections (cash)	-4	-12	-13
Net financing authority and financing disbursements:			
89.00 Financing authority	2	-4	1
90.00 Financing disbursements		-4	1

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	1998 actual	1999 est.	2000 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	15	14	14
1112 Unobligated direct loan limitation	-9	-6	
1150 Total direct loan obligations	6	8	14
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	6	7	4
1231 Disbursements: Direct loan disbursements	4	8	14
1251 Repayments: Repayments and prepayments	-3	-10	-11
1290 Outstanding, end of year	7	4	7

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.

Balance Sheet (in millions of dollars)

Identification code 69-4186-0-3-407	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury		4		
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross		6		
1405 Allowance for subsidy cost (-)		-1		
1499 Net present value of assets related to direct loans		5		
1999 Total assets		9		
LIABILITIES:				
2103 Federal liabilities: Debt		9		
2999 Total liabilities		9		
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position		9		

PAYMENTS TO AIR CARRIERS**Program and Financing (in millions of dollars)**

Identification code 69-8304-0-7-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)			1
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	4	
22.00 New budget authority (gross)		-3	
23.90 Total budgetary resources available for obligation	4	1	
23.95 Total new obligations		-1	
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
60.35 Unobligated balances rescinded			-3
66.10 Contract authority (definite)	39		
66.35 Contract authority rescinded	-39		
66.90 Contract authority (total)			
70.00 Total new budget authority (gross)			-3
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		10	7
73.10 Total new obligations			1
73.20 Total outlays (gross)		-3	-8
74.40 Unpaid obligations, end of year: Obligated balance, end of year		7	
Outlays (gross), detail:			
86.93 Outlays from current balances	3	8	
Net budget authority and outlays:			
89.00 Budget authority			-3
90.00 Outlays	3	8	

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 under the Essential Air Service and Rural Airport Improvement Fund.

COAST GUARD

The following table depicts funding for all Coast Guard programs for which detail is furnished in the budget schedules.

[In millions of dollars]

	1998 actual	1999 est.	2000 est.
Budget authority:			
Regular appropriations:			
Operating expenses ¹	2,715	2,698	2,941
Acquisition, construction and improvements ²	396	395	350
Offsetting user fees			-41
Environmental compliance and restoration	21	21	20
Alteration of bridges ⁵	17	43	
Retired pay	653	684	730
Reserve training	67	69	72
Research, development, test and evaluation ³	19	12	22
Trust fund share (Denali Commission)		4	
Boat safety ⁴	55	64	64
Oil spill recovery, Coast Guard, (OSLTF)	59	61	61
Subtotal, budget authority net	4,002	4,051	4,219
Supplemental appropriations		376	
Total, budget authority net	4,002	4,427	4,219
Direct Obligations:			
Operating expenses	2,724	2,834	2,941
Acquisition, construction, and improvements	336	635	360
Environmental compliance and restoration	23	21	21
Alteration of bridges	18	43	
Retired pay	648	684	730
Reserve training	67	74	72
Research, development, test, and evaluation	19	17	22
Trust fund share (Denali Commission)		4	
Boat safety	55	64	64
Oil spill recovery, Coast Guard, (OSLTF)	80	61	61
Obligation total net	3,970	4,437	4,271

For comparability purposes this table includes:

¹ \$25 million in 1998-2000 from the Oil Spill Liability Trust Fund; \$300 million in 1998-1999 and \$334 million in 2000 from Defense function.

² Includes \$20 million in 1998-2000 from the Oil Spill Liability Trust Fund.

³ \$3.5 million in 1998-2000 from the Oil Spill Liability Trust Fund.

⁴ Includes mandatory funds of \$20 million in 1998, and \$64 million in 1999-2000.

⁵ Includes \$29 million in 1999 transferred from Defense pursuant to P.L. 105-262.

\$100,000,000, of which \$28,000,000 is only available for expenses related to expansion of drug interdiction activities around Puerto Rico, the United States Virgin Islands, and other transit zone areas of operation, including costs to operate and maintain PC-170 patrol craft offered by the Department of Defense: *Provided*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title I, chapter 4.*)

[For an additional amount for necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for, \$16,300,000, available solely for expenses related to the expansion of drug interdiction activities around Puerto Rico, the United States Virgin Islands, and other transit zone areas of operation, including costs to operate and maintain PC-170 patrol craft offered by the Department of Defense: *Provided*, That \$4,000,000 of these funds shall be used only for the establishment and operating costs of a Caribbean International Support Tender, to train and support foreign coast guards in the Caribbean region: *Provided further*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title V, chapter 4.*)

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; [**\$2,700,000,000**], **\$2,941,039,000** of which [**\$300,000,000**] **\$334,000,000** shall be available for defense-related activities; and of which \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated in this or any other Act shall be available for pay [or] for 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 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 [1999: *Provided further*, That the Secretary may transfer funds to this account, from Federal Aviation Administration "Operations", not to exceed \$71,705,000 in total for the fiscal year, fifteen days after written notification to the House and Senate Committees on Appropriations, solely for the purpose of providing additional funds for drug interdiction activities: *Provided further*, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime user fees not specifically authorized by law after the date of enactment of this Act] 2000. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

[For an additional amount for necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for,

Program and Financing (in millions of dollars)

Identification code 69-0201-0-1-999	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	347	328	340
00.02 Aids to navigation	456	459	476
00.03 Marine safety	386	385	400
00.04 Marine environmental protection	301	325	338
00.05 Enforcement of laws and treaties	1,096	1,171	1,215
00.06 Ice operations	70	106	110
00.07 Defense readiness	68	60	62
08.00 Total direct program	2,724	2,834	2,941
09.01 Reimbursable program	73	92	94
10.00 Total new obligations	2,797	2,926	3,035
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1		
22.00 New budget authority (gross)	2,788	2,926	3,035
22.10 Resources available from recoveries of prior year obligations	8		
23.90 Total budgetary resources available for obligation	2,797	2,926	3,035
23.95 Total new obligations	-2,797	-2,926	-3,035
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	2,691	2,675	2,916
40.15 Appropriation (emergency)		116	
Reduction pursuant to P.L. 104-208:			
40.75 Reduction pursuant to P.L. 105-66	-1		
40.75 Reduction pursuant to P.L. 105-277		-3	
42.00 Transferred from other accounts		21	
43.00 Appropriation (total)	2,690	2,809	2,916
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	124	117	119
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-65		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	39		

General and special funds—Continued

OPERATING EXPENSES—Continued

[(INCLUDING TRANSFER OF FUNDS)]—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0201-0-1-999	1998 actual	1999 est.	2000 est.
68.90	98	117	119
70.00	2,788	2,926	3,035
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	567	590	738
72.95	229	164	164
72.99	796	754	902
73.10	2,797	2,926	3,035
73.20	-2,779	-2,778	-2,965
73.40	-52		
73.45	-8		
Unpaid obligations, end of year:			
74.40	590	738	808
74.95	164	164	164
74.99	754	902	972
Outlays (gross), detail:			
86.90	2,159	2,247	2,333
86.93	496	414	513
86.97	98	117	119
86.98	26		
87.00	2,779	2,778	2,965
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00	-30	-37	-38
88.00	-84	-74	-75
88.40	-10	-6	-6
88.90	-124	-117	-119
88.95	65		
88.96	-39		
Net budget authority and outlays:			
89.00	2,690	2,809	2,916
90.00	2,655	2,661	2,846

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 2000 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. The Coast Guard will increase its drug interdiction efforts over 1999 levels by annualizing the operation of additional vessels and aircraft brought into service with supplemental 1999 funds and initiating new activities.

As part of a continuing effort to streamline the Coast Guard, the 1999 Budget assumes facility closures and other savings that will yield over \$19 million in annual savings by 2001.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1	186	195	206
11.3	8	8	8
11.5	6	7	8
11.7	1,082	1,132	1,195
11.8	4	4	4
11.9	1,286	1,346	1,421
12.1	48	50	57
12.2	106	111	116
13.0	1	1	1
21.0	80	85	83
22.0	46	53	49
23.1	36	34	34
23.2	65	66	65
23.3	96	102	104
24.0	9	9	9
25.1	16	14	11
25.2	185	191	197
25.3	2	1	1
25.4	137	133	142
25.6	113	114	127
25.7	98	99	99
26.0	342	364	363
31.0	54	57	58
32.0	3	3	3
42.0	1	1	1
99.0	2,724	2,834	2,941
99.0	73	92	94
99.9	2,797	2,926	3,035

Personnel Summary

Identification code 69-0201-0-1-999	1998 actual	1999 est.	2000 est.
Direct:			
Total compensable workyears:			
1001	4,391	4,467	4,524
1101	34,174	34,239	34,869
Reimbursable:			
Total compensable workyears:			
2001	131	106	112
2101	135	125	138

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(INCLUDING TRANSFERS OF FUNDS)

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, [\$395,465,000] \$350,326,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which [\$219,923,000] \$152,760,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, [2003; \$35,700,000] 2004; \$22,110,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, [2001; \$36,569,000] 2002; \$53,726,000 shall be available for other equipment, to remain available until September 30, [2001; \$54,823,000] 2002; \$68,800,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, [2001] 2002; and [\$48,450,000] \$52,930,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, [2000] 2001: *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 \$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 \$1,000,000 shall be retained and remain available until expended, but shall not be available for obligation until October 1, 1999: *Provided further*, That the Secretary, with funds made available under this heading, acting through the Commandant, may enter into a long-term Use Agreement with the City of Homer for dedicated pier space on the Homer dock necessary to support Coast Guard vessels when such vessels call on Homer, Alaska] (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

[For an additional amount for acquisition, construction, renovation, and improvement of facilities and equipment, to be available for expansion of Coast Guard drug interdiction activities, \$100,000,000, to remain available until expended and to be distributed as follows:

Acquisition and construction of Barracuda class coastal patrol boats, \$33,000,000;

Reactivation costs for up to 3 HU-25 aircraft for maritime patrol, \$7,500,000;

Acquisition of installed or deployable electronic sensors and communication systems for Coast Guard cutters or boats, \$13,000,000;

Operational test and evaluation of the use of force from aircraft, \$2,500,000; and

Acquisition of installed or deployable electronic sensors for maritime patrol aircraft and not to exceed \$5,800,000 for C-130 engine upgrade, \$44,000,000:

Provided, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title I, chapter 4.*)

[For an additional amount for "Acquisition, Construction, and Improvements", for facility replacement or repairs arising from the consequences of Hurricane Georges, \$12,600,000, to remain available until expended: *Provided*, That the entire amount shall be available only to the extent an official budget request for a specific dollar amount that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress: *Provided further*, That the entire amount is designated as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title IV, chapter 6.*)

[For an additional amount for acquisition, construction, renovation, and improvement of facilities and equipment, to be available for expansion of Coast Guard drug interdiction activities, \$117,400,000, to remain available until expended: *Provided*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title V, chapter 4.*)

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	39	76	43
00.02 Aids to navigation	104	191	102
00.03 Marine safety	29	55	32
00.04 Marine environmental protection	43	83	46
00.05 Enforcement of laws and treaties	86	165	86
00.06 Ice operations	28	54	43
00.07 Defense readiness	7	11	8
09.01 Reimbursable program	11	11	11

10.00	Total new obligations	347	646	371
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	196	271	261
22.00	New budget authority (gross)	416	636	361
22.10	Resources available from recoveries of prior year obligations	7		
23.90	Total budgetary resources available for obligation	619	907	622
23.95	Total new obligations	-347	-646	-371
23.98	Unobligated balance expiring	-1		
24.40	Unobligated balance available, end of year	271	261	251
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	376	374	330
40.15	Appropriation (emergency)		230	
43.00	Appropriation (total)	376	604	330
Permanent:				
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	22	32	31
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders	16		
68.15	From Federal sources: Adjustments to receivables and unpaid, unfilled orders	2		
68.90	Spending authority from offsetting collections (total)	40	32	31
70.00	Total new budget authority (gross)	416	636	361
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	451	399	625
72.95	From Federal sources: Receivables and unpaid, unfilled orders	44	60	60
72.99	Total unpaid obligations, start of year	495	459	685
73.10	Total new obligations	347	646	371
73.20	Total outlays (gross)	-374	-420	-495
73.40	Adjustments in expired accounts	-3		
73.45	Adjustments in unexpired accounts	-7		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	399	625	501
74.95	From Federal sources: Receivables and unpaid, unfilled orders	60	60	60
74.99	Total unpaid obligations, end of year	459	685	561
Outlays (gross), detail:				
86.90	Outlays from new current authority	79	151	83
86.93	Outlays from current balances	273	237	381
86.97	Outlays from new permanent authority	22	32	31
87.00	Total outlays (gross)	374	420	495
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-22	-32	-31
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-16		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-2		
Net budget authority and outlays:				
89.00	Budget authority	376	604	330
90.00	Outlays	352	388	464

Summary of Budget Authority and Outlays

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Enacted/requested:			
Budget Authority	376	604	330
Outlays	352	388	464
Legislative proposal, not subject to PAYGO:			
Budget Authority			-41
Outlays			-41
Total:			
Budget Authority	376	604	289
Outlays	352	388	423

The Acquisition, construction, and improvements (AC&I) appropriation provides for the acquisition, construction, and

General and special funds—Continued

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS—Continued

(INCLUDING TRANSFERS OF FUNDS)—Continued

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 2000 Budget proposes the establishment and collection of a cost based user fee on commercial cargo and cruise vessels for navigation assistance provided by the Coast Guard.

A Presidential Advisory Council will review the Coast Guard's missions beginning in 1999. 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 2002. 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 2000, 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 commenced 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 2000, 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 2000, 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), Fleet Logistics System (FLS), National Distress System (NDS), and Commercial Satellite Communications projects will continue.

Shore Facilities.—In 2000, 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	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	14	17	17
11.7 Military personnel	19	19	20
11.9 Total personnel compensation	33	36	37
12.1 Civilian personnel benefits	5	3	4
12.2 Military personnel benefits	2	2	2
21.0 Travel and transportation of persons	6	12	7
22.0 Transportation of things	1	2	1
23.3 Communications, utilities, and miscellaneous charges	2	4	3
25.1 Advisory and assistance services	17		
25.2 Other services	60	114	59
26.0 Supplies and materials	36	67	38
31.0 Equipment	112	289	136
32.0 Land and structures	62	106	73
99.0 Subtotal, direct obligations	336	635	360
99.0 Reimbursable obligations	11	11	11
99.9 Total new obligations	347	646	371

Personnel Summary

Identification code 69-0240-0-1-403	1998 actual	1999 est.	2000 est.
Direct:			
Total compensable workyears:			
1001 Full-time equivalent employment	243	285	285
1101 Full-time equivalent employment	366	366	366
Reimbursable:			
Total compensable workyears:			
2001 Full-time equivalent employment			4
2101 Full-time equivalent employment			2

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Secretary shall establish and adjust user fees for Coast Guard navigational assistance services to commercial cargo vessels, and such user fees shall be deposited as offsetting collections to this appropriations, to remain available until expended for the purpose of such services: Provided further, That upon enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$41,000,000.

Program and Financing (in millions of dollars)

Identification code 69-0240-2-1-403	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
Current:			
40.00 Appropriation			-41
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			41
Outlays (gross), detail:			
86.90 Outlays from new current authority			-41
86.97 Outlays from new permanent authority			41
87.00 Total outlays (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.45 Offsetting collections (cash) from: Offsetting governmental collections			-41
Net budget authority and outlays:			
89.00 Budget authority			-41
90.00 Outlays			-41

The Administration will propose legislation to authorize the collection and spending of a user fee for Coast Guard navigational assistance services to commercial cargo vessels, contingent upon the enactment of the appropriations proviso above. If the proposed authorizing legislation is enacted, the proviso will reduce the General Fund appropriation by the amount of the estimated user fee collections. This will allow total discretionary resources to not exceed the amount allowed under the discretionary spending caps. The proviso will allow the Coast Guard to spend whatever amounts of user fees are collected, possibly more or less than the estimates in the schedule or the specified reduction in the General Fund appropriation.

Coast Guard navigational assistance services include buoy placement and maintenance, vessel traffic services, radio and satellite navigation systems, and waterways regulation. The 2000 fee collections are estimated to be \$41 million, based on one-quarter year implementation of the charge. When fully implemented, fees are expected to recover \$165 million of the Coast Guard's costs annually

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]** \$19,500,000, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	23	21	21
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	3	3
22.00 New budget authority (gross)	21	21	20
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	26	24	23
23.95 Total new obligations	-23	-21	-21
24.40 Unobligated balance available, end of year	3	3	1
New budget authority (gross), detail:			
40.00 Appropriation	21	21	20
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	15	15	19
73.10 Total new obligations	23	21	21
73.20 Total outlays (gross)	-21	-16	-18
73.45 Adjustments in unexpired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	15	19	22
Outlays (gross), detail:			
86.90 Outlays from new current authority	6	6	6
86.93 Outlays from current balances	15	10	12
87.00 Total outlays (gross)	21	16	18
Net budget authority and outlays:			
89.00 Budget authority	21	21	20
90.00 Outlays	21	16	18

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	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	4	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	18	16	16
99.9 Total new obligations	23	21	21

Personnel Summary

Identification code 69-0230-0-1-304	1998 actual	1999 est.	2000 est.
Total compensable workyears:			
1001 Full-time equivalent employment	50	53	53
1101 Full-time equivalent employment	2	2	2

[ALTERATION OF BRIDGES]

[For necessary expenses for alteration or removal of obstructive bridges, \$14,000,000, to remain available until expended.] (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	18	43	

Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1		
22.00 New budget authority (gross)	17	43	
23.90 Total budgetary resources available for obligation	18	43	
23.95 Total new obligations	-18	-43	

New budget authority (gross), detail:			
40.00 Appropriation	17	14	
42.00 Transferred from other accounts		29	
43.00 Appropriation (total)	17	43	

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	63	71	64
73.10 Total new obligations	18	43	
73.20 Total outlays (gross)	-10	-50	-36
74.40 Unpaid obligations, end of year: Obligated balance, end of year	71	64	28

Outlays (gross), detail:			
86.90 Outlays from new current authority	4	10	
86.93 Outlays from current balances	6	40	36
87.00 Total outlays (gross)	10	50	36

Net budget authority and outlays:			
89.00 Budget authority	17	43	
90.00 Outlays	10	50	36

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program. Up to \$11 million from Federal-Aid Highways will reimburse the costs of alterations. 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.

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), **[\$684,000,000]** such sums as may be necessary. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Regular military personnel	537	562	598
00.03 Reserve personnel	32	36	37
00.04 Survivor benefit programs	15	17	18
00.05 Medical care	64	69	77
10.00 Total new obligations	648	684	730

Budgetary resources available for obligation:			
22.00 New budget authority (gross)	653	684	730
23.95 Total new obligations	-648	-684	-730
23.98 Unobligated balance expiring	-5		

New budget authority (gross), detail:			
40.00 Appropriation	653	684	
40.05 Appropriation (indefinite)			730
43.00 Appropriation (total)	653	684	730

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	60	60	93
73.10 Total new obligations	648	684	730
73.20 Total outlays (gross)	-646	-651	-714

General and special funds—Continued

RETIRED PAY—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0241-0-1-403	1998 actual	1999 est.	2000 est.
73.40 Adjustments in expired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	60	93	109
Outlays (gross), detail:			
86.90 Outlays from new current authority	588	591	621
86.93 Outlays from current balances	59	60	93
87.00 Total outlays (gross)	646	651	714
Net budget authority and outlays:			
89.00 Budget authority	653	684	730
90.00 Outlays	647	651	714

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 1998 compared with estimated numbers for 1999 and 2000:

Category:	AVERAGE NUMBER		
	1998 actual	1999 est.	2000 est.
Commissioned officers	5,309	5,443	5,579
Warrant officers	4,277	4,369	4,452
Enlisted personnel	18,143	18,832	19,696
Former Lighthouse Service personnel	14	11	6
Reserve personnel	3,345	3,544	3,729
Total	31,088	32,199	33,462

Object Classification (in millions of dollars)

Identification code 69-0241-0-1-403	1998 actual	1999 est.	2000 est.
13.0 Benefits for former personnel	584	615	659
25.6 Medical care	64	69	71
99.9 Total new obligations	648	684	730

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; [\$69,000,000: *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: *Provided further*, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997] \$72,000,000. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

[For an additional amount for operating, maintenance, and training expenses of the Coast Guard Reserve, including supplies, equipment and services, \$5,000,000: *Provided*, That none of these funds may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserves: *Provided further*, That the highest priority for use of these funds shall be for enhancing drug interdiction activities conducted by the Coast Guard Reserves: *Provided further*, That the entire amount is designated by the Congress as an emer-

gency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title I, chapter 4.*)

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Initial training	3	2	2
00.02 Continuing training	38	46	44
00.03 Operation and maintenance support	14	15	16
00.04 Program management and administration	12	11	10
10.00 Total new obligations	67	74	72
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	67	74	72
23.95 Total new obligations	-67	-74	-72
New budget authority (gross), detail:			
40.00 Appropriation	67	69	72
40.15 Appropriation (emergency)		5	
43.00 Appropriation (total)	67	74	72
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	8	9	10
73.10 Total new obligations	67	74	72
73.20 Total outlays (gross)	-65	-74	-72
73.40 Adjustments in expired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	10	10
Outlays (gross), detail:			
86.90 Outlays from new current authority	58	64	63
86.93 Total outlays (gross)	7	9	9
87.00 Total outlays (gross)	65	74	72
Net budget authority and outlays:			
89.00 Budget authority	67	74	72
90.00 Outlays	65	74	72

The Coast Guard Reserve Forces provide qualified individuals and trained units for active duty in event of conflict, 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 2000 Selected Reserve program level will support a fully funded strength of 7,600 reservists.

DAYS OF TRAINING

	1998 actual	1999 est.	2000 est.	2001 est.
Initial training: Initial active duty for training	25,203	26,236	26,926	27,615
Continuing training: Selected Reserve (with pay):				
Active duty training	84,587	88,055	90,371	92,687
Drill training	142,457	148,298	152,198	156,094
Other Ready Reserve (without pay):				
Active duty for training	692	720	739	758
Drill training	3,108	3,235	3,321	3,406

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	1998 actual	1999 est.	2000 est.
Personnel compensation:			
11.1 Full-time permanent	3	4	3
11.7 Military personnel	49	53	52
11.9 Total personnel compensation	52	57	55
12.1 Civilian personnel benefits	1	1	1
12.2 Military personnel benefits	3	4	4

21.0	Travel and transportation of persons	3	3	3
22.0	Transportation of things	1	1	1
25.2	Other services	4	4	4
26.0	Supplies and materials	3	3	3
31.0	Equipment		1	1
99.9	Total new obligations	67	74	72

Personnel Summary

Identification code 69-0242-0-1-403	1998 actual	1999 est.	2000 est.
Total compensable workyears:			
1001 Full-time equivalent employment	82	87	87
1101 Full-time equivalent employment	396	394	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, [\$12,000,000] \$21,709,000, 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, 1999, as included in Public Law 105-277, section 101(g).*)

[For an additional amount for necessary expenses for applied scientific research, development, test, and evaluation, maintenance, rehabilitation, lease and operation of facilities and equipment, \$5,000,000, to remain available until expended: *Provided*, That the highest priority for use of these funds shall be the development of new technologies or operational procedures which enhance drug interdiction activities of the Coast Guard: *Provided further*, That the entire amount is designated by the Congress as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985, as amended: *Provided further*, That the entire amount shall be available only to the extent that an official budget request for a specific dollar amount, that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title I, chapter 4.*)

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	4	2	3
00.02 Aids to navigation	2	3	3
00.03 Marine safety	6	4	5
00.04 Marine environmental protection	3	3	4
00.05 Enforcement of laws and treaties	3	3	5
00.06 Ice operations	1	1	1
00.07 Defense readiness	1	1	1
10.00 Total new obligations	20	17	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	3	3
22.00 New budget authority (gross)	20	18	22
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	24	21	25
23.95 Total new obligations	-20	-17	-22
24.40 Unobligated balance available, end of year	3	3	3
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	16	9	18
40.15 Appropriation (emergency)		5	
43.00 Appropriation (total)	16	14	18

68.00	Permanent: Spending authority from offsetting collections: Offsetting collections (cash)	4	4	4
70.00	Total new budget authority (gross)	20	18	22

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	14	13	10
72.95	From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
72.99	Total unpaid obligations, start of year	16	15	12
73.10	Total new obligations	20	17	22
73.20	Total outlays (gross)	-20	-21	-21
73.45	Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	13	10	11
74.95	From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
74.99	Total unpaid obligations, end of year	15	12	13

Outlays (gross), detail:

86.90	Outlays from new current authority	8	7	10
86.93	Outlays from current balances	7	10	7
86.97	Outlays from new permanent authority	4	4	4
87.00	Total outlays (gross)	20	21	21

Offsets:

Against gross budget authority and outlays:				
88.45	Offsetting collections (cash) from: Offsetting governmental collections	-4	-4	-4

Net budget authority and outlays:

89.00	Budget authority	16	14	18
90.00	Outlays	15	17	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. Priorities for 2000 include drug interdiction surveillance, fuel cell vessel propulsion, computerized search-and-rescue tools, and more effective oil spill response techniques.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	1998 actual	1999 est.	2000 est.	
Personnel compensation:				
11.1	Full-time permanent	4	4	5
11.7	Military personnel	2	2	2
11.9	Total personnel compensation	6	6	7
12.1	Civilian personnel benefits	1	1	1
21.0	Travel and transportation of persons	1		1
25.2	Other services	2	1	2
25.5	Research and development contracts	7	6	8
26.0	Supplies and materials	1	1	1
99.0	Subtotal, direct obligations	18	15	20
99.5	Below reporting threshold	2	2	2
99.9	Total new obligations	20	17	22

Personnel Summary

Identification code 69-0243-0-1-403	1998 actual	1999 est.	2000 est.	
Total compensable workyears:				
1001	Full-time equivalent employment	70	74	74
1101	Full-time equivalent employment	33	33	33

Intragovernmental funds:

COAST GUARD SUPPLY FUND

Program and Financing (in millions of dollars)

Identification code 69-4535-0-4-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 26.0)	84	85	86
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	5		1
22.00 New budget authority (gross)	80	87	88
23.90 Total budgetary resources available for obligation	85	87	89
23.95 Total new obligations	-84	-85	-86
24.40 Unobligated balance available, end of year		1	1
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	80	87	88
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	17	16	14
73.10 Total new obligations	84	85	86
73.20 Total outlays (gross)	-86	-87	-88
74.40 Unpaid obligations, end of year: Obligated balance, end of year	16	14	13
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	80	87	88
86.98 Outlays from permanent balances	6		
87.00 Total outlays (gross)	86	87	88
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-68	-74	-75
88.40 Non-Federal sources	-12	-13	-13
88.90 Total, offsetting collections (cash)	-80	-87	-88
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	6		

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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Costs of goods sold	20	24	24
09.02 Other	42	50	51
09.03 Capital investment: Purchase of equipment	1	2	2
10.00 Total new obligations	63	76	77
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	12	7	7
22.00 New budget authority (gross)	57	75	77
23.90 Total budgetary resources available for obligation	69	82	84
23.95 Total new obligations	-63	-76	-77
24.40 Unobligated balance available, end of year	7	7	8
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	57	75	77
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	4	1	2

73.10 Total new obligations	63	76	77
73.20 Total outlays (gross)	-66	-75	-77
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1	2	3
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	57	75	77
86.98 Outlays from permanent balances	8		
87.00 Total outlays (gross)	66	75	77
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from: Federal sources			
88.00	-57	-75	-77
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	8		

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]		
	1998 actual	1999 est.	2000 est.
Vessel repairs and alterations	41	28	28
Boat repairs and construction	17	20	20
Buoy fabrication	1	1	1
Fabrication of special and miscellaneous items	41	51	51
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	1998 actual	1999 est.	2000 est.
Personnel compensation:			
11.1 Full-time permanent	20	22	23
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	5	4	4
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	28	29	30
12.1 Civilian personnel benefits	6	7	7
23.3 Communications, utilities, and miscellaneous charges	2	1	1
25.2 Other services	3	3	3
26.0 Supplies and materials	22	34	34
31.0 Equipment	2	2	2
99.9 Total new obligations	63	76	77

Personnel Summary

Identification code 69-4743-0-4-403	1998 actual	1999 est.	2000 est.
Total compensable workyears:			
2001 Full-time equivalent employment	609	632	632
2101 Full-time equivalent employment	24	24	24

Trust Funds

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	55	64	64
10.00 Total new obligations	55	64	64
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	4	4

22.00	New budget authority (gross)	55	64	64
23.90	Total budgetary resources available for obligation	59	68	68
23.95	Total new obligations	-55	-64	-64
24.40	Unobligated balance available, end of year	4	4	4
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	35		
Permanent:				
62.00	Transferred from other accounts	20	64	64
70.00	Total new budget authority (gross)	55	64	64
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	27	35	46
73.10	Total new obligations	55	64	64
73.20	Total outlays (gross)	-46	-53	-61
74.40	Unpaid obligations, end of year: Obligated balance, end of year	35	46	49
Outlays (gross), detail:				
86.90	Outlays from new current authority	15		
86.93	Outlays from current balances	17	15	6
86.97	Outlays from new permanent authority	8	27	28
86.98	Outlays from permanent balances	6	11	27
87.00	Total outlays (gross)	46	53	61
Net budget authority and outlays:				
89.00	Budget authority	55	64	64
90.00	Outlays	46	53	61

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 for 2000 from the Boat Safety Account of the Aquatic Resources Trust Fund. The Transportation Equity Act for the 21st Century (TEA-21) includes permanent appropriations from the Aquatic Resources Trust Fund of \$64 million annually beginning in 1999. Of this total, \$59 million is provided for grants to States and \$5 million is available for Coast Guard coordination efforts.

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	1998 actual	1999 est.	2000 est.
25.2	Other services	5	5
25.3	Purchases of goods and services from Government accounts	1	1
41.0	Grants, subsidies, and contributions	54	58
99.9	Total new obligations	55	64

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99	Balance, start of year	771	839
Receipts:			
02.01	Excise Taxes, Sport Fish Restoration	259	327
02.03	Excise Taxes, Boat Safety	31	7
02.05	Customs duties, Sport Fish Restoration	60	38
02.06	Interest on investments	44	45
02.99	Total receipts	394	417
04.00	Total: Balances and collections	1,165	1,256
Appropriation:			
05.01	Sport fish restoration	-377	-444
05.02	Boat safety	-35	
05.99	Subtotal appropriation	-412	-444
07.99	Total balance, end of year	753	812

Program and Financing (in millions of dollars)

Identification code 20-8147-0-7-403	1998 actual	1999 est.	2000 est.
Memorandum (non-add) entries:			
92.01	Total investments, start of year: U.S. securities: Par value	941	1,018
92.02	Total investments, end of year: U.S. securities: Par value	1,018	1,120

The Internal Revenue Code of 1986, as amended by TEA-21, provides 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. 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.

EXCISE TAXES, AQUATIC RESOURCES TRUST FUND

(In millions of dollars)				
	Source	1998 actual	1999 est.	2000 est.
	Motorboat Fuel Tax	146	205	172
	Fishing Equipment Tax	95	98	100
	Electric Sonar Tax	2	2	2
	Small Engine Fuel Tax	48	71	60
	Total	291	376	334

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99	Balance, start of year	945	894
Receipts:			
02.02	Interest on investments	68	47
02.03	Fines and penalties	7	8
02.04	Recoveries	5	9
02.06	Oil barrel fees, legislative proposal, subject to PAYGO		35
02.07	Interest on investments, legislative proposal, not subject to PAYGO		
02.99	Total receipts	80	99
04.00	Total: Balances and collections	1,025	993
Appropriation:			
05.03	Trust fund share of expenses	-48	-52
05.04	Environmental Protection Agency	-15	-15
05.05	Minerals Management Service	-6	-6
05.07	Research and special programs administration	-3	-4
05.09	Oil spill recovery, Coast Guard	-59	-61
05.99	Subtotal appropriation	-131	-138
07.99	Total balance, end of year	894	855

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 activities 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. The authority to collect the oil barrel tax expired on December 31, 1994. Legislation will be proposed to reinstate the tax and place a \$5 billion cap on the Fund's balance.

OIL SPILL LIABILITY TRUST FUND—Continued

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	1998 actual	1999 est.	2000 est.
Unexpended balance, start of year:			
0100 Uninvested balance	2	2	5
U.S. Securities:			
0101 Par value	1,168	1,120	1,076
0102 Unrealized discounts	-60	-46	-46
0199 Total balance, start of year	1,110	1,076	1,035
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0201 Excise taxes			
0201 Excise taxes, legislative proposal		35	339
0202 Fines and penalties	7	8	8
0204 Recoveries	5	9	9
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Earnings on investments, oil spill liability trust fund	68	47	45
0240 Earnings on investments, oil spill liability trust fund			2
Offsetting collections:			
0280 Offsetting collections	29	40	40
0297 Income under present law	109	104	102
0298 Income under proposed legislation		35	341
0299 Total cash income	109	139	443
Cash outgo during year:			
0500 Oil spill research	-6	-5	-5
0501 Oil spill response	-45	-55	-56
0502 Oil Spill Recovery, Coast Guard	-43	-61	-61
0504 Trust fund share of expenses	-48	-52	-48
0505 Trust fund share of pipeline safety	-2	-5	-5
0599 Total cash outgo	-144	-178	-175
Unexpended balance, end of year:			
0700 Uninvested balance	2	5	5
U.S. Securities:			
0701 Par value	1,120	1,076	1,344
0702 Unrealized discounts	-46	-46	-46
0799 Total balance, end of year	1,076	1,035	1,303

**OIL SPILL RECOVERY, COAST GUARD
(OIL SPILL LIABILITY TRUST FUND)**

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Emergency fund	70	50	50
00.02 Payment of claims	8	10	10
00.03 Prince William Sound Oil Spill Recovery Institute	1	1	1
10.00 Total obligations (object class 25.2)	79	61	61
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	88	77	77
22.00 New budget authority (gross)	59	61	61
22.10 Resources available from recoveries of prior year obligations	9		
23.90 Total budgetary resources available for obligation	156	138	138
23.95 Total new obligations	-79	-61	-61
24.40 Unobligated balance available, end of year	77	77	77
New budget authority (gross), detail:			
60.26 Appropriation (trust fund, definite)	50	50	50
60.27 Appropriation (trust fund, indefinite)	9	11	11
63.00 Appropriation (total)	59	61	61
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	48	76	76
73.10 Total new obligations	79	61	61
73.20 Total outlays (gross)	-43	-61	-61
73.45 Adjustments in unexpired accounts	-9		

74.40 Unpaid obligations, end of year: Obligated balance, end of year	76	76	76
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Outlays (gross), detail:

86.97 Outlays from new permanent authority	43	61	61
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Net budget authority and outlays:

89.00 Budget authority	59	61	61
90.00 Outlays	43	61	61

Distribution of budget authority by account:

Emergency Fund	35	50	50
Oil Spill Recovery Institute	8	10	10
Payment of Claims	1	1	1

Distribution of outlays by account:

Emergency Fund	35	50	50
Oil Spill Recovery Institute	6	10	10
Payment of Claims	1	1	1

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 clean-up, 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	1998 actual	1999 est.	2000 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	4	4	4
00.04 Denali Commission expenses		4	
10.00 Total obligations (object class 92.0)	48	52	48
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	48	52	48
23.95 Total new obligations	-48	-52	-48
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	48	48	48
Permanent:			
60.27 Appropriation (trust fund, indefinite)		4	
70.00 Total new budget authority (gross)	48	52	48
Change in unpaid obligations:			
73.10 Total new obligations	48	52	48
73.20 Total outlays (gross)	-48	-52	-48
Outlays (gross), detail:			
86.90 Outlays from new current authority	48	48	48
86.97 Outlays from new permanent authority		4	
87.00 Total outlays (gross)	48	52	48
Net budget authority and outlays:			
89.00 Budget authority	48	52	48
90.00 Outlays	48	52	48
Distribution of budget authority by account:			
Operating expenses	25	25	25
Acquisition, construction and improvement	20	20	20
Research, development, test, and evaluation	4	4	4
Denali Commission expenses		4	
Distribution of outlays by account:			
Operating expenses	25	25	25
Acquisition, construction and improvements	20	20	20

Research, development, test, and evaluation	4	4	4
Denali Commission expenses		4	

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	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	2	2	2
24.40 Unobligated balance available, end of year	2	2	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	2	2	2
92.02 Total investments, end of year: U.S. securities: Par value	2	2	2

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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	6	8	8
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	8	8
23.95 Total new obligations	-6	-8	-8
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	6	8	8
Change in unpaid obligations:			
73.10 Total new obligations	6	8	8
73.20 Total outlays (gross)	-6	-8	-8
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	6	8	8
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-6	-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

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]		
	1998 actual	1999 est.	2000 est.
Budget authority:			
Operations	5,253	5,567	6,039
Trust fund (memorandum entry)	(1,902)	(4,112)	(6,039)
Grants-in-aid for airports (trust)	1,640	2,322	1,600
Facilities and equipment (trust)	1,900	2,087	2,319
Research, engineering, and development (trust)	199	150	173
National Civil Aviation Review Commission		-1	
Miscellaneous Expired Accounts	-1		
Aviation User Fees	28		
Total net	9,019	10,125	10,131
Obligations:			
Operations	5,277	5,567	6,039
Trust fund (memorandum entry)	(1,925)	(4,112)	(6,039)
Grants-in-aid for airports (trust)	1,661	1,950	1,600
Facilities and equipment (trust)	2,161	2,098	2,188
Research, engineering, and development (trust)	202	158	173
Aviation User Fees	28		
Total net	9,329	9,773	10,000
Outlays:			
Operations	5,281	5,602	5,982
Trust fund (memorandum entry)	(1,929)	(4,124)	(6,039)
Grants-in-aid for airports (trust)	1,511	1,670	1,750
Facilities and equipment (trust)	2,226	1,921	2,006
Research, engineering, and development (trust)	203	204	202
Aviation insurance revolving fund	-3	-3	-3
Administrative services franchise fund	-3	4	
Aviation User Fees	28		
Total net	9,243	9,398	9,937

NOTES

The amount shown as Operations includes the trust fund share of operations.
The 1998 and 1999 budget authority for Grants-in-aid for Airports and the 1999 budget authority for National Civil Aviation Review Commission are net of enacted rescissions.

Federal Funds

General and special funds:

OPERATIONS

Notwithstanding any other provision of law, 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, 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, [\$5,562,558,000 of which \$4,112,174,000 shall] \$6,039,000,000, to 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 of the funds appropriated under this heading, \$6,000,000 shall be for the contract tower cost-sharing program:] *Provided further*,

General and special funds—Continued

OPERATIONS—Continued

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 no more than \$28,600,000 of funds appropriated to the Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center (TASC): *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than five years in length or greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of the FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency. *(Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)*

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	4,080	4,345	4,696
00.02 Regulation and certification	596	630	668
00.03 Civil aviation security	96	123	145
00.04 Airports	48	48	50
00.05 Research and acquisitions	93	74	184
00.06 Commercial space transportation	6	6	7
00.07 Administration	260	260	.....
00.08 Staff Offices	76	81	289
09.01 Reimbursable program	57	69	71
10.00 Total new obligations	5,311	5,636	6,110
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	5,315	5,636	6,110
23.95 Total new obligations	-5,311	-5,636	-6,110
23.98 Unobligated balance expiring	-4	.....	.....
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	3,400	1,450	.....
40.75 Reduction pursuant to P.L. 104-205 .....	.....	-5	.....
40.75 Reduction pursuant to P.L. 105-66	-1	.....	.....
41.00 Transferred to other accounts	-50	.....	.....
42.00 Transferred from other accounts	2	10	.....
43.00 Appropriation (total)	3,351	1,455	.....
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,964	4,181	6,110
70.00 Total new budget authority (gross)	5,315	5,636	6,110
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	700	691	668
73.10 Total new obligations	5,311	5,636	6,110
73.20 Total outlays (gross)	-5,315	-5,659	-6,053
73.40 Adjustments in expired accounts	-5	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance, end of year	691	668	725
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,798	1,280	.....
86.93 Outlays from current balances	554	691	175

86.97 Outlays from new permanent authority	1,964	3,688	5,385
86.98 Outlays from permanent balances .....	.....	.....	493
87.00 Total outlays (gross)	5,315	5,659	6,053
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-1,947	-4,161	-6,090
88.40 Non-Federal sources	-17	-20	-20
88.90 Total, offsetting collections (cash)	-1,964	-4,181	-6,110
Net budget authority and outlays:			
89.00 Budget authority	3,351	1,455	.....
90.00 Outlays	3,352	1,478	-57

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 2000 budget requests a total funding of \$6,039 million for FAA operations, all of which is to be funded from the Trust Fund. This funding represents an 8.5 percent increase over 1999 enacted levels and will provide funding for additional safety staff in Airway Facilities, Regulation and Certification, and Civil Aviation Security. The budget also provides resources to cover the cost of bringing on-line new air traffic control systems designed to improve safety and efficiency. Other funds are provided to ensure information security and cover key personnel and financial initiatives, including implementing personnel reform and developing a cost-accounting system.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	2,809	3,106	3,309
11.3 Other than full-time permanent	26	28	29
11.5 Other personnel compensation	276	304	353
11.9 Total personnel compensation	3,111	3,438	3,691
12.1 Civilian personnel benefits	800	835	872
13.0 Benefits for former personnel	1	1	1
21.0 Travel and transportation of persons	101	98	101
22.0 Transportation of things	21	18	16
23.1 Rental payments to GSA	69	75	87
23.2 Rental payments to others	31	33	33
23.3 Communications, utilities, and miscellaneous charges	340	305	327
24.0 Printing and reproduction	10	11	9
25.2 Other services	632	644	689
26.0 Supplies and materials	72	70	166
31.0 Equipment	64	38	46
32.0 Land and structures	1	.....	.....
42.0 Insurance claims and indemnities	1	1	1
99.0 Subtotal, direct obligations	5,254	5,567	6,039
99.0 Reimbursable obligations	57	69	71
99.9 Total new obligations	5,311	5,636	6,110

Personnel Summary

Identification code 69-1301-0-1-402	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	45,638	46,673	45,939
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	226	300	308

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Overflight user fees	28		50
Appropriation:			
05.01 FAA activities	-28		-50
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations (object class 44.0)	28		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	28		
23.95 Total new obligations	-28		
New budget authority (gross), detail:			
60.25 Appropriation (special fund, indefinite)	28		50
61.00 Transferred to other accounts			-50
63.00 Appropriation (total)	28		
Change in unpaid obligations:			
73.10 Total new obligations	28		
73.20 Total outlays (gross)	-28		
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	28		
Net budget authority and outlays:			
89.00 Budget authority	28		
90.00 Outlays	28		

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 (EAS) 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 \$50 million in overflight fees will be collected in 2000, and transferred to the Essential Air Service and Rural Airport Improvement Fund. No appropriated funds are budgeted within the FAA in 2000 to fund EAS should overflight fee collections fall below \$50 million.

NATIONAL CIVIL AVIATION REVIEW COMMISSION

Program and Financing (in millions of dollars)

Identification code 69-1334-0-1-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	
22.00 New budget authority (gross)		-1	
23.90 Total budgetary resources available for obligation	1		
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded		-1	
Net budget authority and outlays:			
89.00 Budget authority		-1	
90.00 Outlays			

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 2000, as the work of the Commission is completed.

This schedule displays outlays from prior year appropriations and rescissions under P.L. 105-277.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9912-0-1-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	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		
Net budget authority and outlays:			
89.00 Budget authority	-1		
90.00 Outlays			

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

None of the funds in this Act shall be available for activities under this heading during fiscal year [1999] 2000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

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, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	69	72	75
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	72	75	78
24.40 Unobligated balance available, end of year	72	75	78
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	3	3	3
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-3	-3	-3
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	-3	-3
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	68	71	75

Public enterprise funds—Continued

AVIATION INSURANCE REVOLVING FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 est.
92.02 Total investments, end of year: U.S. securities: Par value	71	75	78

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.

Personnel Summary

Identification code 69-4120-0-3-402	1998 actual	1999 est.	2000 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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Accounting	8	9	9
09.02 Payroll	3	5	5
09.03 Travel	1	1	1
09.04 Duplicating Services	6	7	6
09.05 Multi-media	1	1	1
09.06 Information technology	1	1	1
09.07 Training	2	2	2
09.08 Logistics			154
09.10 Aircraft Maintenance			39
10.00 Total new obligations	22	26	218

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year		1	
22.00 New budget authority (gross)	22	25	218
23.90 Total budgetary resources available for obligation	22	26	218
23.95 Total new obligations	-22	-26	-218
24.40 Unobligated balance available, end of year	1		

New budget authority (gross), detail:

68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	22	25	218
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Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	1	4	
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	
72.99 Total unpaid obligations, start of year	3	5	
73.10 Total new obligations	22	26	218
73.20 Total outlays (gross)	-19	-30	-218
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	4		
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1		
74.99 Total unpaid obligations, end of year	5		

Outlays (gross), detail:

86.97 Outlays from new permanent authority	19	25	218
86.98 Outlays from permanent balances		4	

87.00 Total outlays (gross)	19	30	218
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-22	-25	-218
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-3	4	

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 is expected to 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.

In 2000, there will be a major expansion of the franchise fund, as the activities of the FAA depot at the Mike Monroney Aeronautical Center in Oklahoma City become a franchise fund activity. This expansion will increase the efficiency of the depot by instituting a more rational and economic basis for procuring and distributing replacement parts and spares.

Also added to the fund in 2000 will be aircraft maintenance activities at the Mike Monroney Aeronautical Center. As with other franchise fund activities the entry of the aircraft maintenance function will allow the agency to achieve economies in performance by distributing fixed costs across a larger business base. This will, in time, lead to improved efficiency and reduced unit costs for the service provided.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	7	8	53
12.1 Civilian personnel benefits	2	2	12
21.0 Travel and transportation of persons			1
22.0 Transportation of things			3
23.3 Communications, utilities, and miscellaneous charges			2
24.0 Printing and reproduction	4	4	4
25.2 Other services	7	9	77
26.0 Supplies and materials			62
31.0 Equipment	2	3	4
99.9 Total new obligations	22	26	218

Personnel Summary

Identification code 69-4562-0-4-402	1998 actual	1999 est.	2000 est.
2001 Total compensable workyears: Full-time equivalent employment	151	184	1,066

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year	1,327	4,349	6,764
Receipts:			
02.01 Excise taxes	8,111	10,397	9,251
02.02 Interest	543	599	804
02.03 Aviation user fees, legislative proposal, discretionary offset			1,496
02.04 Federal fund payments		87	
02.99 Total receipts	8,654	11,083	11,551
04.00 Total: Balances and collections	9,981	15,432	18,315

Appropriation:				
05.01	Trust fund share of FAA operations	-1,902	-4,112	-6,039
05.02	Grants-in-aid for airports liq. cash	-2,347	-2,410	-1,600
05.03	Facilities and equipment	-1,900	-2,087	-2,319
05.04	Research, engineering and development	-199	-150	-173
05.06	Payments to air carriers (trust fund)	-39		
05.99	Subtotal appropriation	-6,387	-8,759	-10,131
06.10	Unobligated balance returned to receipts	755	91	
07.99	Total balance, end of year	4,349	6,764	8,184

Section 9502 of Title 26, U.S.C., as amended, 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 operations. The Budget assumes that the current excise taxes will be reduced over time as more efficient, service-based charges are phased in beginning in 2000. Under this proposal, the amount collected each year from the new service-based charges and excise taxes combined is equal to the total budget resources requested for the FAA in each succeeding year. The Administration will propose legislation that creates the service-based charges and will apply the offset to discretionary spending.

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	1998 actual	1999 est.	2000 est.	
Unexpended balance, start of year:				
0100	Uninvested balance	-2	590	
0101	U.S. Securities: Par value	6,360	8,550	12,296
0199	Total balance, start of year	6,358	9,140	12,296
Cash income during the year:				
Governmental receipts:				
0201	Passenger ticket tax	5,455	5,933	4,857
0202	Passenger flight segment tax	547	1,313	1,566
0203	Waybill tax	313	519	470
0204	Fuel tax	659	1,042	833
0205	International departure/arrival tax	948	1,390	1,334
0206	Rural airports tax	48	56	54
0207	Frequent flyer tax	141	144	137
0208	Aviation User Fees, Legislative Proposal			1,496
Intragovernmental transactions:				
0240	Interest, Airport and airway trust fund	543	599	804
0241	Federal fund payments, Airport and airway trust fund		87	
Offsetting collections:				
0280	Facilities and equipment	33	75	75
0281	Research, engineering, and development	9	15	15
0297	Income under present law	8,696	11,173	10,145
0298	Income under proposed legislation			1,496
0299	Total cash income	8,696	11,173	11,641
Cash outgo during year:				
0500	Trust fund share of FAA operations	-1,929	-4,124	-6,039
0501	Grants-in-aid for airports (Airport and airway trust fund)	-1,511	-1,670	-1,750
Cash outgo during the year (-):				
0502	Facilities and equipment (Airport and airway trust fund)	-2,226	-1,921	-2,006
0502	Facilities and equipment offsetting collections(-)	-33	-75	-75
Cash outgo during the year (-):				
0503	Research, engineering and development (Airport and airway trust fund)	-203	-204	-202
0503	Research, engineering and development offsetting collections(-)	-9	-15	-15
0504	Trust fund share of rental payments			
0505	Payments to air carriers (trust fund)	-3	-8	
0599	Total cash outgo (-)	-5,914	-8,017	-10,087
Unexpended balance, end of year:				
0700	Uninvested balance	590		
0701	U.S. Securities: Par value	8,550	12,296	13,850
0799	Total balance, end of year	9,140	12,296	13,850
0801	Obligated balance (-)	-4,349	-4,741	-4,744
0802	Unobligated balance (-)	-452	-802	-933
0899	Total commitments (-)	-4,801	-5,543	-5,677

0900	Uncommitted balance, end of year	4,339	6,753	8,173
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Note.—The invested balances shown above include both appropriated and unavailable balances.

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

Notwithstanding any other provision of law, 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] \$1,750,000,000, 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 [\$1,950,000,000] \$1,600,000,000 in fiscal year [1999] 2000 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 no more than \$975,000,000 of funds limited under this heading may be obligated prior to the enactment of a bill extending contract authorization for the Grants-in-Aid for Airports program to the third and fourth quarters of fiscal year 1999]. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

[SEC. 117. Notwithstanding any other provision of law, within the funding made available in the Department of Transportation and Related Agencies Appropriations Act, 1999 for discretionary grants under the obligation limitation for Federal Aviation Administration, "Grants-in-Aid for Airports" in fiscal year 1999, not less than \$11,250,000 shall be made available for capital improvement projects at the Wilkes-Barre/Scranton International Airport.]

[SEC. 118. Notwithstanding any other provision of law, within the funding made available in the Department of Transportation and Related Agencies Appropriations Act, 1999 for discretionary grants under the obligation limitation for Federal Aviation Administration, "Grants-in-Aid for Airports" in fiscal year 1999, not less than \$7,000,000 shall be made available for capital improvement projects at the Minneapolis-St. Paul International Airport.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.*)

Program and Financing (in millions of dollars)				
Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
10.00	Total obligations (object class 41.0)	1,661	1,950	1,600
Budgetary resources available for obligation:				
21.49	Unobligated balance available, start of year: Contract authority	72	88	460
22.00	New budget authority (gross)	1,640	2,322	1,600
22.10	Resources available from recoveries of prior year obligations	37		
23.90	Total budgetary resources available for obligation	1,749	2,410	2,060
23.95	Total new obligations	-1,661	-1,950	-1,600
24.49	Unobligated balance, end of year: Contract authority	88	460	460
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	1,600	1,600	1,750
40.49	Portion applied to liquidate contract authority	-1,600	-1,600	-1,750
43.00	Appropriation (total)			
Permanent:				
66.10	Contract authority (definite)	2,347	2,410	1,600
66.35	Contract authority rescinded	-707		
66.36	Contract authority rescinded (unobligated balances)		-88	
66.90	Contract authority (total)	1,640	2,322	1,600
70.00	Total new budget authority (gross)	1,640	2,322	1,600
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	423	512	442

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

Program and Financing (in millions of dollars)—Continued

Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.
72.49 Obligated balance, start of year: Contract authority	1,966	1,990	2,340
72.99 Total unpaid obligations, start of year	2,389	2,502	2,782
73.10 Total new obligations	1,661	1,950	1,600
73.20 Total outlays (gross)	-1,511	-1,670	-1,750
73.45 Adjustments in unexpired accounts	-37		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	512	442	442
74.49 Obligated balance, end of year: Contract authority	1,990	2,340	2,190
74.99 Total unpaid obligations, end of year	2,502	2,782	2,632
Outlays (gross), detail:			
86.90 Outlays from new current authority	272	351	288
86.93 Outlays from current balances	1,239	1,319	1,462
87.00 Total outlays (gross)	1,511	1,670	1,750
Net budget authority and outlays:			
89.00 Budget authority	1,640	2,322	1,600
90.00 Outlays	1,511	1,670	1,750

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	2,038	2,078	2,800
Contract authority:			
0200 Contract authority	1,640	2,322	1,600
0400 Appropriation to liquidate contract authority	-1,600	-1,600	-1,750
0700 Balance, end of year	2,078	2,800	2,650

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)

Notwithstanding any other provision of law, 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, [\$1,900,000,000] \$2,319,000,000, of which [\$1,652,000,000] \$2,010,206,100 shall remain available until September 30, [2001] 2002, and of which [\$248,000,000] \$308,793,900 shall remain available until September 30, [1999] 2000: *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[: *Provided further*, That none of the funds in this Act or any other Act making appropriations for fiscal year 1999 may be obligated for bulk explosive detection systems until 30 days after the FAA Administrator certifies to the House and Senate Committees on Appropriations, in writing, that the major air carriers responsible for providing aircraft security at Category X airports have agreed to: (1) begin assuming the operation and maintenance costs

of such machines beginning in fiscal year 1999; and (2) substantially increase the usage of such machines above the level experienced as of April 1, 1998: *Provided further*, That none of the funds provided under this heading for "Next Generation Navigation Systems" may be obligated or expended for activities related to phase two or phase three of the wide area augmentation system.】

In addition, for necessary expenses for capital cost 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 remain available until expended: fiscal year 2001, \$738,900,000; fiscal year 2002, \$438,700,000; fiscal year 2003, \$354,800,000; fiscal year 2004, \$191,200,000; fiscal year 2005, \$88,400,000; fiscal year 2006, \$79,500,000; and fiscal year 2007, \$89,800,000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

【For an additional amount for "Facilities and Equipment", \$100,000,000, for necessary expenses for acquisition, installation and related activities supporting the deployment of bulk and trace explosives detection systems and other advanced security equipment at airports in the United States, to remain available until September 30, 2001: *Provided*, That the entire amount shall be available only to the extent an official budget request for a specific dollar amount that includes designation of the entire amount of the request as an emergency requirement as defined in the Balanced Budget and Emergency Deficit Control Act of 1985, as amended, is transmitted by the President to the Congress: *Provided further*, That the entire amount is designated as an emergency requirement pursuant to section 251(b)(2)(A) of the Balanced Budget and Emergency Deficit Control Act of 1985.】 (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division B, Title II, chapter 6.*)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	439	465	439
00.02 Procurement and modernization of ATC facilities and equipment	1,071	825	1,012
00.03 Procurement and modernization of non-ATC facilities and equipment	133	169	185
00.04 Mission support	301	341	243
00.05 Personnel and related expenses	217	248	309
00.06 Undistributed		50	
09.01 Reimbursable program	33	75	75
10.00 Total new obligations	2,194	2,173	2,263
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	544	353	342
22.00 New budget authority (gross)	1,933	2,162	2,394
22.10 Resources available from recoveries of prior year obligations	78		
23.90 Total budgetary resources available for obligation	2,555	2,515	2,736
23.95 Total new obligations	-2,194	-2,173	-2,263
23.98 Unobligated balance expiring	-8		
24.40 Unobligated balance available, end of year	353	342	473
New budget authority (gross), detail:			
Current:			
40.15 Appropriation (emergency)		100	
40.26 Appropriation (trust fund, definite)	1,900	1,987	2,319
43.00 Appropriation (total)	1,900	2,087	2,319
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	33	75	75
70.00 Total new budget authority (gross)	1,933	2,162	2,394
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1,777	1,644	1,821
73.10 Total new obligations	2,194	2,173	2,263
73.20 Total outlays (gross)	-2,259	-1,996	-2,081
73.40 Adjustments in expired accounts	10		
73.45 Adjustments in unexpired accounts	-78		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1,644	1,821	2,003

Outlays (gross), detail:				
86.90	Outlays from new current authority	799	661	696
86.93	Outlays from current balances	1,427	1,260	1,310
86.97	Outlays from new permanent authority	33	75	75
87.00	Total outlays (gross)	2,259	1,996	2,081
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.00	Federal sources	-29	-67	-67
88.40	Non-Federal sources	-4	-8	-8
88.90	Total, offsetting collections (cash)	-33	-75	-75
Net budget authority and outlays:				
89.00	Budget authority	1,900	2,087	2,319
90.00	Outlays	2,226	1,921	2,006

Note.—Mission Support has an estimated contingent liability of \$82 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 advances modernization and improvement of 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 implementation of Free Flight Phase I.

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 Service 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	1998 actual	1999 est.	2000 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	137	180	199
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	5	9	8
11.9	Total personnel compensation	143	190	208
12.1	Civilian personnel benefits	31	48	53
21.0	Travel and transportation of persons	32	33	39
22.0	Transportation of things	3	3	5
23.2	Rental payments to others	42	41	48
23.3	Communications, utilities, and miscellaneous charges	12	12	16
24.0	Printing and reproduction	1	1	1
25.2	Other services	1,150	984	1,014
26.0	Supplies and materials	56	55	65
31.0	Equipment	510	501	518
32.0	Land and structures	182	179	219
41.0	Grants, subsidies, and contributions	1	1	2
92.0	Undistributed	50		
99.0	Subtotal, direct obligations	2,161	2,098	2,188
99.0	Reimbursable obligations	33	75	75
99.9	Total new obligations	2,194	2,173	2,263

Personnel Summary

Identification code 69-8107-0-7-402	1998 actual	1999 est.	2000 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	2,193	2,782	2,835
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	44	55	55

RESEARCH, ENGINEERING, AND DEVELOPMENT

(AIRPORT AND AIRWAY TRUST FUND)

Notwithstanding any other provision of law, 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, **[\$150,000,000]** \$173,000,000, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2001] 2002: 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. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
Direct program:				
00.01	System development and infrastructure	15	17	17
00.02	Capacity and air traffic management technology	22	2	16
00.03	Communications, navigation, and surveillance	20	1	
00.04	Weather	15	19	16
00.05	Airport technology	7		
00.06	Aircraft safety technology	49	35	40
00.07	System security technology	46	52	53
00.08	Human factors and aviation medicine	23	27	26
00.09	Environment and energy	3	4	4
00.10	Innovative/cooperative research	2	1	1
09.01	Reimbursable program	9	15	15
10.00	Total new obligations	211	173	188
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	8	7	
22.00	New budget authority (gross)	208	165	188
22.10	Resources available from recoveries of prior year obligations	3		
23.90	Total budgetary resources available for obligation	219	172	188
23.95	Total new obligations	-211	-173	-188
23.98	Unobligated balance expiring	-1		
24.40	Unobligated balance available, end of year	7		
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	199	150	173
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	9	15	15
70.00	Total new budget authority (gross)	208	165	188
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	188	184	138
73.10	Total new obligations	211	173	188
73.20	Total outlays (gross)	-212	-219	-217
73.45	Adjustments in unexpired accounts	-3		
74.40	Unpaid obligations, end of year: Obligated balance, end of year	184	138	109
Outlays (gross), detail:				
86.90	Outlays from new current authority	85	90	104
86.93	Outlays from current balances	118	114	98
86.97	Outlays from new permanent authority	9	15	15
87.00	Total outlays (gross)	212	219	217
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-9	-15	-15
Net budget authority and outlays:				
89.00	Budget authority	199	150	173
90.00	Outlays	203	204	202

The 2000 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security,

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

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.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	42	24	30
11.3 Other than full-time permanent	1	1	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	44	26	33
12.1 Civilian personnel benefits	9	7	8
21.0 Travel and transportation of persons	4	2	2
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.5 Research and development contracts	102	78	85
26.0 Supplies and materials	6	6	6
31.0 Equipment	3	3	3
41.0 Grants, subsidies, and contributions	33	35	35
99.0 Subtotal, direct obligations	202	158	173
99.0 Reimbursable obligations	9	15	15
99.9 Total new obligations	211	173	188

Personnel Summary

Identification code 69-8108-0-7-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	631	416	455

TRUST FUND SHARE OF FAA OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Regulation and certification	4		
00.02 Civil aviation security	19		
00.03 Undistributed	1,902	4,112	6,039
10.00 Total new obligations	1,925	4,112	6,039
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	23		
22.00 New budget authority (gross)	1,902	4,112	6,039
23.90 Total budgetary resources available for obligation	1,925	4,112	6,039
23.95 Total new obligations	-1,925	-4,112	-6,039
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	1,902	4,112	6,039
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	16	12	
73.10 Total new obligations	1,925	4,112	6,039
73.20 Total outlays (gross)	-1,929	-4,124	-6,039
74.40 Unpaid obligations, end of year: Obligated balance, end of year	12		
Outlays (gross), detail:			
86.90 Outlays from new current authority	1,902	4,112	6,039
86.93 Outlays from current balances	27	12	
87.00 Total outlays (gross)	1,929	4,124	6,039
Net budget authority and outlays:			
89.00 Budget authority	1,902	4,112	6,039

90.00 Outlays	1,929	4,124	6,039
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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 Trust Fund Code of 1981 (26 U.S.C. 9502) as amended, authorize use of the Airport and Airway Trust Fund as the source of financing a portion of FAA's operating costs. For 2000, a total funding level of \$6,039 million is requested for FAA Operations, all of which will be provided by the Trust Fund.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	8		
12.1 Civilian personnel benefits	2		
21.0 Travel and transportation of persons	1		
25.2 Other services	9		
26.0 Supplies and materials	1		
31.0 Equipment	2		
92.0 Undistributed	1,902	4,112	6,039
99.9 Total new obligations	1,925	4,112	6,039

Personnel Summary

Identification code 69-8104-0-7-402	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	165		

FEDERAL HIGHWAY ADMINISTRATION

The Transportation Equity Act for the 21st Century (TEA-21), enacted June 9, 1998, reauthorizes surface transportation programs through 2003. TEA-21 provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. TEA-21, along with title 23, U.S.C. ("Highways") and other supporting legislation, provides authority for the various programs of the Federal Highway Administration designed to improve highways throughout the Nation.

In 2000, 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 authorized by TEA-21 include Transportation Infrastructure Finance and Innovation and the National Corridor Planning and Border Infrastructure Programs.

In summary, the 2000 budget consists of \$31,406 million in new budget authority and \$25,743 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 1999 and 2000 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

[In millions of dollars]

	1998 actual	1999 est.	2000 est.
Obligations:			
Total Federal-aid highways	20,976	26,572	28,346
Federal-aid subject to limitation	19,570	25,032	27,214
Surface transportation program	5,936	5,818	5,935
National highway program	3,744	4,983	5,039
Interstate maintenance	2,932	4,135	4,196
Bridge program	2,259	3,547	3,599
Minimum guarantee	1,238	1,764	1,905
High priority projects	55	905	1,512
Congestion mitigation and air quality improvement	700	1,408	1,770
Federal lands highways program	492	614	626
Appalachian development highways program		397	405

Woodrow Wilson Memorial bridge	89	135	
National corridor and border program	124	126	
Revenue aligned budget authority		413	
Seat belts safety incentives grant program	72	83	
Transportation infrastructure finance and innovation program	71	81	
Intoxicated driving prevention program	18	57	72
Transportation and community and system preservation pilot program		14	73
Advanced vehicles technologies		5	18
Miscellaneous programs	1,544	248	178
Administration	333	325	345
Highway research programs	121	240	401
ITS deployment program	86	97	113
ITS research program	81	88	158
Bureau of Transportation Statistics	31	31	31
Federal-aid emergency relief supplements	363	116	
Exempt obligations:	1,043	1,424	1,132
Emergency relief	83	140	100
Minimum guarantee	555	834	717
Demonstration projects	405	450	315
National motor carrier safety program	84	100	105
Miscellaneous highways trust funds	43	19	19
State infrastructure banks (GF)	3	3	
Appalachian development highway system (GF)	258	174	
Miscellaneous appropriations (GF)	25	246	46
Miscellaneous trust funds	44	23	8
Total program level	21,433	27,137	28,524
Total discretionary	20,346	25,690	27,384
Total mandatory	1,087	1,447	1,140

Federal Funds

[MISCELLANEOUS APPROPRIATIONS]

[SEC. 111. Notwithstanding any other provision of law, for necessary expenses relating to construction of, and improvements to, surface transportation projects located in the Commonwealth of Massachusetts, \$100,000,000, to remain available until expended.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.*)

[SEC. 114. Notwithstanding any other provision of law, for necessary expenses relating to construction of, and improvements to, highway projects in the corridor designated by section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2032-2033), as amended by section 1211(i) of the Transportation Equity Act for the 21st Century, \$100,000,000, to remain available until expended.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.*)

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.04 Rail line consolidation	1	1	1
00.06 Interstate transfer grants	2	2	2
00.09 Bridge improvement demonstration project	1	1	1
00.10 Feasibility, design, environmental and engineering	1	1	1
00.14 Climbing lane demonstration	1	4	4
00.24 Highway demonstration projects	9	11	11
00.26 Corridor D improvement project	3	3	3
00.30 Highway demonstration projects—preliminary engineering	1	2	2
00.45 Highway bypass demonstration		3	3
00.46 Railroad highway crossing demonstration	5	8	8
00.79 Surface transportation projects	1	10	10
00.80 Arkansas I-69 Connector		100	
00.81 Miscellaneous Massachusetts Projects		100	
10.00 Total obligations (object class 41.0)	25	246	46
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	225	200	154
22.00 New budget authority (gross)		200	
23.90 Total budgetary resources available for obligation	225	400	154
23.95 Total new obligations	-25	-246	-46
24.40 Unobligated balance available, end of year	200	154	108
New budget authority (gross), detail:			
40.00 Appropriation		200	

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	257	171	282
73.10 Total new obligations	25	246	46
73.20 Total outlays (gross)	-111	-134	-156
74.40 Unpaid obligations, end of year: Obligated balance, end of year	171	282	172
Outlays (gross), detail:			
86.90 Outlays from new current authority		54	
86.93 Outlays from current balances	111	80	156
87.00 Total outlays (gross)	111	134	156
Net budget authority and outlays:			
89.00 Budget authority		200	
90.00 Outlays	111	134	156

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]

[SEC. 112. Notwithstanding any other provision of law, for necessary expenses relating to construction of, and improvements to, Corridor X of the Appalachian development highway system located in the State of Alabama, \$100,000,000, to remain available until expended.]

[SEC. 113. Notwithstanding any other provision of law, for necessary expenses relating to construction of, and improvements to, the Appalachian development highway system in the State of West Virginia, \$32,000,000, to remain available until expended.] (*Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.*)

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Appalachian Highway Development System FY 1998	258	42	
00.02 Appalachian Highway Development System FY 1999		132	
10.00 Total obligations (object class 25.2)	258	174	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		42	
22.00 New budget authority (gross)	300	132	
23.90 Total budgetary resources available for obligation	300	174	
23.95 Total new obligations	-258	-174	
24.40 Unobligated balance available, end of year	42		
New budget authority (gross), detail:			
40.00 Appropriation	300	132	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		185	209
73.10 Total new obligations	258	174	
73.20 Total outlays (gross)	-73	-150	-113
74.40 Unpaid obligations, end of year: Obligated balance, end of year	185	209	96
Outlays (gross), detail:			
86.90 Outlays from new current authority	73	36	
86.93 Outlays from current balances		114	112
87.00 Total outlays (gross)	73	150	113
Net budget authority and outlays:			
89.00 Budget authority	300	132	
90.00 Outlays	73	150	113

Funding for this program will be used for the necessary expenses relating to construction of, and improvements to, corridor X of the Appalachian Development Highway System (ADHS) in the State of Alabama, and to the ADHS in the State of West Virginia.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	3	3	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	6	3	
23.95 Total new obligations	-3	-3	
24.40 Unobligated balance available, end of year	3		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	142	80	47
73.10 Total new obligations	3	3	
73.20 Total outlays (gross)	-64	-37	-17
74.40 Unpaid obligations, end of year: Obligated balance, end of year	80	47	30
Outlays (gross), detail:			
86.93 Outlays from current balances	64	37	17
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	64	37	17

In accordance with TEA-21, new funding for the State Infrastructure Banks (SIBs) program is from within the Federal-aid highway program. This schedule shows the obligation and outlay of amounts made available in prior years.

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	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	18	18	18
74.40 Unpaid obligations, end of year: Obligated balance, end of year	18	18	18
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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, loan guarantees, or lines of credit 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 Transportation Infrastructure Finance and Innovation Act Program.

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	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	247	247	247
72.95 Receivables from program account	18	18	18
72.99 Total unpaid obligations, start of year	265	265	265
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	247	247	247
74.95 Receivables from program account	18	18	18
74.99 Total unpaid obligations, end of year	265	265	265
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

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	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net		18	18	18
1999 Total assets		18	18	18
LIABILITIES:				
2999 Total liabilities				
NET POSITION:				
3300 Cumulative results of operations		18	18	18
3999 Total net position		18	18	18
4999 Total liabilities and net position		18	18	18

HIGH PRIORITY CORRIDORS LOAN FINANCING ACCOUNT

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-4249-0-3-401	1998 actual	1999 est.	2000 est.
0101 High priority corridor loans, downward reestimates of subsidies	3		

Program and Financing (in millions of dollars)

Identification code 69-4249-0-3-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	3		
73.20 Total financing disbursements (gross)	-3		
87.00 Total financing disbursements (gross)	3		
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	3		

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.

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	16		
22.10 Resources available from recoveries of prior year obligations	22		
22.40 Capital transfer to general fund	-38		
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	9	22	24
68.27 Capital transfer to general fund	-9	-22	-24
68.90 Spending authority from offsetting collections (total)			
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	79	50	30
73.20 Total outlays (gross)	-7	-20	-20
73.45 Adjustments in unexpired accounts	-22		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	50	30	10
Outlays (gross), detail:			
86.93 Outlays from current balances	7	20	20
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-9	-22	-24
Net budget authority and outlays:			
89.00 Budget authority	-9	-22	-24
90.00 Outlays	-2	-2	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	1998 actual	1999 est.	2000 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	184	182	180
1231 Disbursements: Direct loan disbursements	7	20	20
1251 Repayments: Repayments and prepayments	-9	-22	-24
1290 Outstanding, end of year	182	180	176

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.

This program was terminated by TEA-21 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. No further obligations are proposed in 2000.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	1997 actual	1998 actual	1999 est.	2000 est.
0101 Revenue	18	7	22	22

0102 Expense	-16	-9	-14	-14
0109 Net income or loss (-)	2	-2	8	8

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Encumbered balance, start of year	-16,766	-17,529	-13,084
Receipts:			
02.01 Highway trust fund, deposits (highway account)	23,141	33,098	28,551
02.02 Highway trust fund, deposits (mass transit account)	3,487	5,366	4,546
02.03 Highway trust fund, interest (highway account)	1,165		
02.04 Highway trust fund, interest (mass transit account)	839		
02.05 Cash Management Improvement Act interest, Highway trust fund (highway account)	1		
02.99 Total receipts	28,633	38,464	33,097
04.00 Total: Balances and collections	11,867	20,935	20,013
Appropriation:			
05.02 Motor carrier safety grants	-84	-100	-105
05.03 Federal-aid highways	-32,909	-29,307	-31,398
05.05 Operations and research (trust fund share)	-72	-161	-72
05.06 Highway traffic safety grants	-184	-200	-207
05.08 Discretionary grants (trust fund)	-2,000		
05.09 Trust fund share of expenses	-2,260	-4,252	-4,638
05.99 Subtotal appropriation	-37,509	-34,020	-36,420
06.20 Reduction pursuant to Public Law 105-277	8,113	1	
07.99 Encumbered balance, end of year	-17,529	-13,084	-16,407

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. Revenues in 1999 reflect delayed deposits from the prior year pursuant to the Taxpayer Relief Act of 1997, P.L. 105-34.

The Transportation Equity Act for the 21st Century (TEA-21), which became law June 9, 1998, made some important changes to the operation of the Highway Trust Fund. TEA-21 provides that the Highway Trust Fund no longer receive interest earnings on its balances as of September 30, 1998. To implement this, the Omnibus Consolidated and Emergency Supplemental Appropriations Act, Public Law 105-277, clarified that obligations held by the Highway Trust Fund shall be non-interest bearing. TEA-21 also provides that Highway Trust Fund balances in the Highway Account in excess of \$8 billion as of October 1, 1998, be transferred to the General Fund.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	1998 actual	1999 est.	2000 est.
Unexpended balance, start of year:			
0100 Uninvested balance	92	499	
0101 U.S. Securities: Par value	22,341	17,926	27,758

HIGHWAY TRUST FUND—Continued

Status of Funds (in millions of dollars)—Continued

Identification code 20-8102-0-7-401	1998 actual	1999 est.	2000 est.
0199 Total balance, start of year	22,433	18,425	27,758
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0200 Highway trust fund, deposits (Highway account)	23,141	33,098	28,551
0200 Highway Trust Fund deposits (Transit account)	3,487	5,366	4,546
Proprietary receipts:			
0221 CMIA receipts	1		
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Highway trust fund, interest (Highway account)	1,165		
0240 Highway trust fund, interest (Transit account)	839		
Offsetting collections:			
Offsetting collections:			
0280 Rail Initiatives Trust Fund			20
0280 Federal-aid highways	48	75	75
0280 NHTSA Grants		22	21
0280 Major Capital Investments	2	1	
0282 Right-of-way revolving fund liquidating account	9	22	24
0299 Total cash income	28,692	38,584	33,238
Cash outgo during year:			
Federal-aid highways	-20,016	-23,019	-25,613
0505 National motor carrier safety program	-73	-95	-101
0506 Highway-related safety grants	-3	-2	
0507 Right-of-way revolving fund (trust revolving fund)	-7	-20	-20
0508 Miscellaneous highway trust funds	-46	-60	-43
0510 Operations and research (trust fund share)	-100	-115	-178
0511 Highway traffic safety grants	-152	-197	-209
0512 Trust fund share of next generation high speed rail program	-3	-4	-2
0514 Discretionary grants (trust fund)	-1,875	-1,459	-1,144
0516 Trust fund share of expenses	-2,260	-4,252	-4,929
0519 Construction, National Park Service, Interior	-5	-5	-5
0520 Trust fund share /Rail initiatives (-)			-32
0599 Total cash outgo (-)	-24,540	-29,228	-32,276
0645 Balance transferred, net	-8,113		
Other adjustments:			
0650 Other adjustments	-38	-1	
0650 Capital transfer to Treasury	-9	-22	-24
0699 Total adjustments	-8,160	-23	-24
Unexpended balance, end of year:			
0700 Uninvested balance	499		
0701 U.S. Securities: Par value	17,926	27,758	28,696
0799 Total balance, end of year	18,425	27,758	28,696
0900 Uncommitted balance, end of year	18,425	27,758	28,696

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]

	1998 actual	1999 est.	2000 est.
Unexpended balance, start of year	12,575	18,459	18,158
Cash income during the year:			
Total cash income	23,199	33,217	28,671
Interest on investments	1,165	0	0
Total annual income	24,364	33,217	28,671
Cash outgo during the year (outlays)	-20,405	-23,517	-26,203
Adjustments ²	-8,075	0	0
Unexpended balance, end of year	28,459	18,158	20,626

Note. The invested balances shown above include both appropriated and unavailable balances.

¹ Balance includes \$8,000 million of investments and \$459 million of cash.

² Includes \$8,113 million transfer to the General Fund and \$38 million adjustment from the Right of Way Revolving Fund.

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 **[\$25,511,000,000] \$27,312,000,000** for Federal-aid highways and highway safety construction programs for fiscal year **[1999] 2000**. *Provided*, That, notwithstanding any other provision of law, within the **[\$25,511,000,000] \$27,312,000,000** obligation limitation on Federal-aid highways and highway safety construction programs, not more than **[\$200,000,000] \$641,450,000** shall be available [for the implementation or execution of programs for Intelligent Transportation Systems (Sections 5204, 5205, 5206, 5207, 5208, and 5209 of Public Law 105-178) for fiscal year 1999; not more than \$178,150,000 shall be available] for the implementation or execution of programs for transportation research (Sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and [section] sections 5204-5209 and 5112 of Public Law 105-178) [for fiscal year 1999; not more than \$38,000,000 shall be available for the implementation or execution of programs for Ferry Boat and Ferry Terminal Facility Program (Section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991 (23 U.S.C. 129 note; 105 Stat. 2005) as amended)] for fiscal year 1999; not more than \$15,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (Section 1218 of Public Law 105-178) for fiscal year 1999, of which not to exceed \$500,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program;], *including magnetic levitation transportation research*; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (Section 111 of title 49, United States Code) for fiscal year **[1999] 2000**. *Provided further*, That notwithstanding any other provision of law, within the **[\$25,511,000,000] \$27,312,000,000** obligation limitation, **[\$4,000,000] \$20,000,000** of the amounts made available *in fiscal year 2000* as contract authority under section **[1221(e)] 1218** of the Transportation Equity Act for the 21st Century (Public Law 105-178) shall be [made available] to carry out section **[5113] 5111** of that Act [; *Provided further*, That within the \$200,000,000 obligation limitation on Intelligent Transportation Systems, not less than the following sums shall be made available for Intelligent Transportation system projects in the following specified areas:

- Amherst, Massachusetts, \$1,000,000;
- Arlington County, Virginia, \$750,000;
- Atlanta, Georgia, \$2,000,000;
- Brandon, Vermont, \$375,000;
- Buffalo, New York, \$500,000;
- Centre Valley, Pennsylvania, \$500,000;
- Cleveland, Ohio, \$1,000,000;
- Columbus, Ohio, \$1,000,000;
- Corpus Christi, Texas, \$900,000;
- Dade County, Florida, \$1,000,000;
- Del Rio, Texas, \$1,000,000;
- Delaware River, Pennsylvania, \$1,000,000;
- Fairfield, California, \$1,000,000;
- Fitchburg, Massachusetts, \$500,000;
- Greater metropolitan capital region, DC, \$5,000,000;
- Hammond, Louisiana, \$4,000,000;
- Houston, Texas, \$2,000,000;
- Huntington Beach, California, \$1,000,000;
- Huntsville, Alabama, \$1,000,000;
- Inglewood, California, \$1,500,000;
- Jackson, Mississippi, \$1,000,000;
- Kansas City, Missouri, \$500,000;
- Laredo, Texas, \$1,000,000;
- Middlesboro, Kentucky, \$3,000,000;
- Mission Viejo, California, \$1,000,000;
- Mobile, Alabama, \$2,500,000;
- Monroe County, New York, \$400,000;
- Montgomery, Alabama, \$1,250,000;
- Nashville, Tennessee, \$500,000;
- New Orleans, Louisiana, \$1,500,000;
- New York City, New York, \$2,500,000;
- New York/Long Island, New York, \$2,300,000;
- Oakland County, Michigan, \$1,000,000;

Onandaga County, New York, \$400,000;
Port Angeles, Washington, \$500,000;
Raleigh-Wake County, North Carolina, \$2,000,000;
Riverside, California, \$1,000,000;
San Francisco, California, \$1,500,000;
Scranton, Pennsylvania, \$1,000,000;
Silicon Valley, California, \$1,500,000;
Spokane, Washington, \$450,000;
Springfield, Virginia, \$500,000;
St. Louis, Missouri, \$750,000;
State of Alaska, \$1,500,000;
State of Idaho, \$1,000,000;
State of Maryland, \$2,500,000;
State of Minnesota, \$7,100,000;
State of Mississippi, \$1,000,000;
State of Missouri, \$500,000;
State of Montana, \$700,000;
State of Nevada, \$575,000;
State of New Jersey, \$3,000,000;
State of New Mexico, \$1,000,000;
State of New York, \$2,500,000;
State of North Dakota, \$1,450,000;
Commonwealth of Pennsylvania, \$14,000,000;
State of Texas, \$1,000,000;
State of Utah, \$3,600,000;
State of Washington, \$2,000,000;
State of Wisconsin, \$1,500,000;
Temucula, California, \$250,000;
Tucson, Arizona, \$1,000,000;
Volusia County, Florida, \$1,000,000;
Warren County, Virginia, \$250,000;
Wausau-Stevens Point-Wisconsin Rapids, Wisconsin, \$1,000,000;
Westchester and Putnam Counties, New York, \$500,000; and
White Plains, New York, \$1,000,000].

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for carrying out the provisions of title 23, U.S.C., 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 reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, [\$24,000,000,000] \$26,000,000,000 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, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
Direct program:				
Programs subject to obligation limitation:				
00.01	Surface transportation program	5,936	5,818	5,935
00.02	National highway program	3,744	4,983	5,039
00.03	Interstate maintenance	2,932	4,135	4,196
00.04	Bridge program	2,259	3,547	3,599
00.05	Congestion mitigation and air quality improvement	700	1,408	1,770
00.06	Minimum guarantee	1,238	1,764	1,905
00.07	Safety incentive grants for use of seat belts		72	83
00.08	Safety incentive to prevent operation of motor carrier by intoxicated persons	18	57	72
00.09	ITS standards, research and development	81	88	158
00.10	ITS deployment	86	97	113
00.11	Transportation research	121	245	401
00.12	Federal lands highways	492	614	626
00.13	Revenue aligned budget authority, net			413
00.14	National corridor planning and coordinated border infrastructure		124	126
00.15	Administration	333	325	345
00.16	Other programs	1,575	293	300
00.17	High priority projects	55	905	1,512
00.18	Woodrow Wilson memorial bridge		89	135
00.19	Transportation infrastructure finance and innovation		71	81
00.20	Appalachian development highway system		397	405
00.91	Programs subject to obligation limitation	19,570	25,032	27,214
02.11	Emergency relief program	83	140	100

Programs exempt from obligation limitation:				
02.13	Minimum allocation/guarantee	555	834	717
02.14	Demonstration projects	405	450	315
02.91	Programs exempt from obligation limitation	1,043	1,424	1,132
03.01	Emergency supplementals	363	116	
06.00	Total direct program	20,976	26,572	28,346
09.01	Reimbursable program	48	75	75
10.00	Total new obligations	21,024	26,647	28,421

Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	220	116	
21.49	Unobligated balance available, start of year: Contract authority	12,805	16,716	19,567
21.99	Total unobligated balance, start of year	13,025	16,832	19,567
22.00	New budget authority (gross)	24,844	29,382	31,022
22.75	Balance of contract authority withdrawn	-13		
23.90	Total budgetary resources available for obligation	37,856	46,214	50,589
23.95	Total new obligations	-21,024	-26,647	-28,421
24.40	Unobligated balance available, end of year	116		
24.49	Unobligated balance, end of year: Contract authority	16,716	19,567	22,168
24.99	Total unobligated balance, end of year	16,832	19,567	22,168

New budget authority (gross), detail:				
Current:				
Appropriation (trust fund, definite):				
40.26	Appropriation (trust fund, definite)	20,800	24,000	26,000
40.26	Appropriation (Emergency Relief Supplemental)	259		
40.49	Portion applied to liquidate contract authority	-20,800	-24,000	-26,000
43.00	Appropriation (total)	259		
Permanent:				
60.27	Appropriation (trust fund, indefinite)	8,113		
60.75	Reduction pursuant to P.L. 105-178	-8,113		
61.00	Transferred to other accounts			-451
63.00	Appropriation (total)			-451
66.10	Contract authority (definite)	24,537	29,307	29,942
66.15	Contract authority (indefinite)			1,456
66.90	Contract authority (total)	24,537	29,307	31,398
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	48	75	75
70.00	Total new budget authority (gross)	24,844	29,382	31,022

Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	894	2,090	3,263
72.49	Obligated balance, start of year: Contract authority	30,373	30,186	32,642
72.99	Total unpaid obligations, start of year	31,267	32,276	35,905
73.10	Total new obligations	21,024	26,647	28,421
73.20	Total outlays (gross)	-20,015	-23,018	-25,614
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	2,090	3,263	3,273
74.49	Obligated balance, end of year: Contract authority	30,186	32,642	35,439
74.99	Total unpaid obligations, end of year	32,276	35,905	38,712

Outlays (gross), detail:				
86.90	Outlays from new current authority	5,169	6,768	7,387
86.93	Outlays from current balances	13,273	14,579	16,655
86.97	Outlays from new permanent authority	328	458	379
86.98	Outlays from permanent balances	1,246	1,214	1,192
87.00	Total outlays (gross)	20,015	23,018	25,614

Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.40	Non-Federal sources	-10	-10	-10
88.45	Offsetting governmental collections	-38	-65	-65
88.90	Total, offsetting collections (cash)	-48	-75	-75

Net budget authority and outlays:				
89.00	Budget authority	24,796	29,307	30,947
90.00	Outlays	19,967	22,943	25,539

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

Status of Contract Authority (in millions of dollars)

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	43,178	46,902	52,209
Contract authority:			
0200 Contract authority	24,537	29,307	31,398
0400 Appropriation to liquidate contract authority	-20,800	-24,000	-26,000
0600 Balance of contract authority withdrawn	-13		
0700 Balance, end of year	46,902	52,209	57,607
Summary of Loan Levels, Subsidy Budget Authority and Outlays by Program (in millions of dollars)			
Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels—projects with mixed revenues		236	409
1150 Direct loan levels—projects with toll revenues		500	375
1150 Direct loan levels—projects with tax revenues		75	100
1159 Total direct loan levels		811	884
Direct loan subsidy (in percent):			
1320 Subsidy rate—projects with mixed revenues		11.00	11.00
1320 Subsidy rate—projects with toll revenues		8.00	8.00
1320 Subsidy rate—projects with tax revenues		4.00	4.00
1329 Weighted average subsidy rate		9.00	9.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority—projects with mixed revenues		26	45
1330 Subsidy budget authority—projects with toll revenues		40	30
1330 Subsidy budget authority—projects with tax revenues		3	4
1339 Total subsidy budget authority		69	79
Direct loan subsidy outlays:			
1340 Subsidy outlays—projects with mixed revenues		20	40
1340 Subsidy outlays—projects with toll revenues		30	33
1340 Subsidy outlays—projects with tax revenues		2	4
1349 Total subsidy outlays		52	77
Administrative expense data:			
3510 Budget authority		2	2
3580 Outlays from balances			
3590 Outlays from new authority		2	2

The Federal-Aid Highways (FAH) program is designed to aid in the development, operations and management 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 most are 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 a portion of the Minimum Guarantee program (\$639,000,000) will be exempt from the limitation.

The FAH program is funded by contract authority found in the Transportation Equity Act for the 21st Century (TEA-21) which authorizes surface transportation programs through 2003, as described below.

Surface Transportation Program (STP).—STP funds may be used by States and localities for any roads that are not classified as local or rural minor collector roads, bridge projects on any public road, transit capital projects, and intra-city and intercity bus terminals and facilities. TEA-21 set aside 10% of STP funds for transportation enhancements and safety and also provides State sub-allocations including the special rule for areas less than 5,000 population. Prior to apportionment, funds are set aside for Railway-Highway

Crossing Hazard Elimination in High Speed Rail Corridors and for Operation Lifesaver.

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. TEA-21 adds to the system the highways and connections to transportation facilities identified in the May 24, 1996 report to Congress.

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.

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.

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. The budget proposes that an additional \$341 million of authorized funding from revenue aligned budget authority be directed to the CMAQ program.

Federal lands.—This category includes Public Lands Highways, including Forest Highways; Park Roads and Parkways; Indian Reservation Roads; and Refuge Roads. 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. There are approximately 4,250 miles which are under the jurisdiction of the Fish and Wildlife Service. The new category of Refuge Roads consists of public roads that provide access to or within the National Wildlife Refuge System.

Border planning and infrastructure program.—The border planning and infrastructure program provides funds to make grants to State and local governments and Federal inspection agencies to facilitate planning and construction of facilities to improve the flow of people and goods in corridors of national significance and at our Nation's borders.

Transportation infrastructure finance and innovation act (TIFIA) program.—The TIFIA program will provide funds to

assist in the development of nationally-significant transportation projects. The goal is to encourage the development of large, capital-intensive infrastructure facilities through public-private partnerships consisting of State or local government and one or more private sector firms. 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. Loans, loan guarantees, and stand-by lines of credit may be used to secure junior lien debt or other obligations requiring credit enhancement.

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.

Federal highway research and technology.—The research and technology program develops new transportation technology that can be applied nationwide. Activities include surface transportation research, technology deployment, training and education, University Transportation Research, and funding for State research, development, and technology implementation. The budget proposes an additional \$190 million of authorized funding from revenue aligned budget authority for research activities. In addition, the Administration proposes to reallocate \$20 million from MAGLEV preconstruction activities to Advanced Vehicles Technology research. Research will continue within the Federal Railroad Administration (FRA) regarding ways to make MAGLEV affordable.

State infrastructure banks (SIBs) program.—TEA-21 authorizes four States to participate in the SIBs program. The Administration plans to propose authorization language to allow all States to participate. 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.

Intelligent Transportation Systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test and evaluate advanced electronic and information systems that can improve the safety, operational efficiency, and productivity of the existing surface transportation infrastructure. It includes the ITS research and development program and the ITS deployment incentives program. The ITS research and development program supports the development of the next generation of ITS technologies, including the Intelligent Vehicle Initiative; the development and maintenance of the National ITS architecture and standards; and the deployment of integrated ITS systems through guidance documents, training, and technical assistance. The budget proposes an additional \$60 million of authorized funding from revenue aligned budget authority for research activities. The ITS deployment incentive program supports the integration of existing ITS systems in metropolitan areas, integration and infrastructure deployment in rural areas; and the deployment of the commercial vehicle information systems and networks (CVISN).

Revenue Aligned Budget Authority (RABA).—Beginning in 2000, the budget authority and obligation limitation for Federal-aid highway and highway safety programs funded from the Highway Account (HA) of the Highway Trust Fund (HTF)

will be adjusted to reflect changes in tax receipt estimates of the HA of the HTF. The budget proposes to provide RABA funds in 2000 as follows: \$125 million to the National Highway Traffic Safety Administration; \$291 million to the Federal Transit Administration; \$35 million to the Federal Railroad Administration; \$250 million to Federal Highway Administration's Research and Technology program; \$341 million to the Federal Highway Administration's Congestion Mitigation and Air Quality Improvement Program; and \$25 million for the Federal Highway Administration's Transportation and Community and System Preservation Pilot Program. This reflects the Administration's commitment to safety, transit, the environment, and technology programs. RABA funds totaling \$388 million will be distributed among Federal-aid highway and highway safety construction programs.

Miscellaneous.—This category includes Scenic Byways, Highway Use Tax Evasion Projects, National Recreational Trails, Value Pricing, Ferry Boats, and Transportation and Community and System Preservation. The budget proposes to double the funding provided to Transportation and Community and System Preservation.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	16	18	18
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	18	20	20
12.1 Civilian personnel benefits	4	5	5
21.0 Travel and transportation of persons	5	5	5
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	40	50	49
26.0 Supplies and materials	1	1	1
31.0 Equipment	1	1	1
32.0 Land and structures	191	237	250
41.0 Grants, subsidies, and contributions	20,049	25,567	27,311
93.0 Limitation on general operating expenses (see separate schedule)	333	325	345
99.0 Subtotal, direct obligations	20,643	26,212	27,988
99.0 Reimbursable obligations	48	75	75
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	36	38	38
11.3 Other than full-time permanent	5	5	5
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	44	46	46
12.1 Civilian personnel benefits	8	9	9
21.0 Travel and transportation of persons	3	3	3
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	6	6	6
23.3 Communications, utilities, and miscellaneous charges	1	1	2
25.2 Other services	223	238	237
25.3 Purchases of goods and services from Government accounts	1	2	2
25.6 Medical care	1	1	1
25.8 Subsistence and support of persons	2	7	6
26.0 Supplies and materials	3	3	3
31.0 Equipment	2	2	2
32.0 Land and structures	34	29	29
41.0 Grants, subsidies, and contributions	3	11	10
99.0 Subtotal, allocation account	333	360	358
99.9 Total new obligations	21,024	26,647	28,421
Obligations are distributed as follows:			
Transportation: Federal Highway Administration	20,644	26,212	27,989
Bureau of Transportation Statistics	21	31	31
Agriculture: Forest Service	56	62	63
Interior: Bureau of Indian Affairs	231	232	229
National Park Service	21	18	17
Bureau of Land Management	4	3	4
Bureau of Reclamation			1
U.S. Fish and Wildlife		8	7
Defense: Department of Defense		6	7

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

Personnel Summary

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	248	260	260
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	169	163	163
Allocation account:			
3001 Total compensable workyears: Full-time equivalent employment	54	40	40

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON [GENERAL OPERATING] ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, not to exceed [\$327,413,000] \$344,616,000, 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 further*, That [\$53,375,000] \$55,418,000 shall be available to carry out the functions and operations of the office of motor carriers. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

	1998 actual	1999 est.	2000 est.
Program by activities:			
Program direction and coordination:			
Executive direction	1,529	1,577	1,644
Program review	770	797	828
Legal services	3,583	3,528	3,697
Public affairs	568	601	623
Civil rights	1,591	1,773	1,614
General program support:			
Policy	7,809	8,684	8,602
Research and development	12,228	11,633	10,459
Administrative support	100,559	92,018	98,913
Career development programs	985	998	998
Highway programs:			
Program development	16,993	17,740	18,333
Safety and system applications	12,818	12,476	11,007
Joint ITS program office	2,644	2,273	1,880
Motor carrier safety	25,815	26,310	26,574
Federal lands highway office	2,059	3,902	2,225
Other Highway Programs	0	7,500	6,800
Field operations and Resource Centers	142,961	155,437	162,374
Total obligations	332,912	347,247	376,571
Financing:			
Reimbursable Programs	-10,685	-11,955	-11,955
Unobligated balance available, start of year	-12,835	-10,525	0
Unobligated balance available, end of year	10,587	0	0
Limitation	319,979	324,767	344,616
Relation of obligations to outlays:			
Total obligations	332,912	347,247	356,571
Obligated balance, start of year	671,156	516,870	407,416
Obligated balance, end of year	-516,870	-407,416	-337,190
Outlays from limitation	487,199	456,700	426,797

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, including formulation of multi-year and long-range policy plans and goals for highway programs, development of data and analysis for current and long-range programming; providing administrative support services for all elements of the FHWA; and

providing training opportunities for highway related personnel.

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.

Safety Programs.—Provides program support for motor carrier and highway safety, includes promulgation of rulemakings, enforcement, research, education, analysis, and State grant administration designed to implement results oriented to a comprehensive safety program.

Field operations.—Provides staff advisory and support services in field offices of the Federal Highway Administration; and provides program and engineering supervision through division offices.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
Personnel compensation:			
11.1 Full-time permanent	171	185	193
11.3 Other than full-time permanent	2	3	3
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	175	190	198
12.1 Civilian personnel benefits	40	43	45
21.0 Travel and transportation of persons	11	13	13
22.0 Transportation of things	1	1	1
23.3 Communications, utilities, and miscellaneous charges	27	28	30
24.0 Printing and reproduction	3	2	2
25.2 Other services	62	40	48
25.5 Research and development contracts	2		
26.0 Supplies and materials	4	2	2
31.0 Equipment	8	6	6
93.0 Limitation on expenses	-333	-325	-345
99.0 Subtotal, limitation acct—direct obligations			

Personnel Summary

Identification code 69-8083-0-7-401	1998 actual	1999 est.	2000 est.
6001 Total compensable workyears: Full-time equivalent employment	3,091	3,087	3,087

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8406-0-8-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Loan obligations		811	884
00.02 Interest paid to Treasury		17	55
10.00 Total new obligations		828	939
Budgetary resources available for obligation:			
22.00 New financing authority (gross)		828	939
23.95 Total new obligations		-828	-939
New financing authority (gross), detail:			
67.15 Authority to borrow (indefinite)		759	859
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)		52	77
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders		17	3
68.90 Spending authority from offsetting collections (total)		69	80
70.00 Total new financing authority (gross)		828	939
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year			203

72.95	Receivables from program account		17
72.99	Total unpaid obligations, start of year		220
73.10	Total new obligations	828	939
73.20	Total financing disbursements (gross)	-608	-866
	Unpaid obligations, end of year:		
74.40	Obligated balance, end of year	203	273
74.95	Receivables from program account	17	20
74.99	Total unpaid obligations, end of year	220	293
87.00	Total financing disbursements (gross)	608	866
Offsets:			
	Against gross financing authority and financing disbursements:		
88.00	Offsetting collections (cash) from: Federal sources	-52	-77
88.95	Change in receivables from program accounts	-17	-3
Net financing authority and financing disbursements:			
89.00	Financing authority	759	859
90.00	Financing disbursements	556	789

Status of Direct Loans (in millions of dollars)

Identification code 69-8406-0-8-401	1998 actual	1999 est.	2000 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans	1,600	1,800
1112	Unobligated direct loan limitation	-789	-916
1150	Total direct loan obligations	811	884
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year		608
1231	Disbursements: Direct loan disbursements	608	866
1290	Outstanding, end of year	608	1,474

As required by the Federal Credit Reform Act of 1990, this non-budgetary account record 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.

Balance Sheet (in millions of dollars)

Identification code 69-8406-0-8-401	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
Federal assets:				
1101	Fund balances with Treasury		220	293
	Investments in US securities:			
1106	Receivables, net	17		20
	Net value of assets related to post-1991 direct loans receivable:			
1401	Direct loans receivable, gross		608	1,474
1402	Interest receivable			
1405	Allowance for subsidy cost (-)		-69	-149
1499	Net present value of assets related to direct loans		539	1,325
1999	Total assets		776	1,638
LIABILITIES:				
2103	Federal liabilities: Debt		759	1,618
2999	Total liabilities		759	1,618
NET POSITION:				
3100	Appropriated capital			
3300	Cumulative results of operations		17	20
3999	Total net position		17	20
4999	Total liabilities and net position		776	1,638

HIGHWAY-RELATED SAFETY GRANTS

(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year	5	2
73.20	Total outlays (gross)	-3	-2
74.40	Unpaid obligations, end of year: Obligated balance, end of year	2	
Outlays (gross), detail:			
86.93	Outlays from current balances	3	2
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	3	2

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. TEA-21 authorizes a consolidated state and community highway safety formula grant program.

NATIONAL MOTOR CARRIER SAFETY [GRANTS] PROGRAM

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 31102, [\$100,000,000] \$105,000,000, 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 [\$100,000,000] \$105,000,000 for "National Motor Carrier Safety [Grants] Program". (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01	Motor carrier grants	83	99
00.02	Administration and research	1	1
10.00	Total new obligations	84	100
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	84	100
23.95	Total new obligations	-84	-100
New budget authority (gross), detail:			
Current:			
40.26	Appropriation (trust fund, definite)	84	100
40.49	Portion applied to liquidate contract authority	-84	-100
43.00	Appropriation (total)		
Permanent:			
66.10	Contract authority (definite)	99	100
66.45	Portion not available for obligation	-15	
66.90	Contract authority (total)	84	100
70.00	Total new budget authority (gross)	84	100
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance, start of year	13	25
72.49	Obligated balance, start of year: Contract authority	43	42
72.99	Total unpaid obligations, start of year	56	67
73.10	Total new obligations	84	100
73.20	Total outlays (gross)	-73	-95
Unpaid obligations, end of year:			
74.40	Obligated balance, end of year	25	30
74.49	Obligated balance, end of year: Contract authority	42	42
74.99	Total unpaid obligations, end of year	67	77

NATIONAL MOTOR CARRIER SAFETY [GRANTS] PROGRAM—Continued

(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8048-0-7-401	1998 actual	1999 est.	2000 est.
Outlays (gross), detail:			
86.90 Outlays from new current authority	17	28	29
86.93 Outlays from current balances	56	67	72
87.00 Total outlays (gross)	73	95	101
Net budget authority and outlays:			
89.00 Budget authority	84	100	105
90.00 Outlays	73	95	101

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	43	42	42
Contract authority:			
0200 Contract authority	84	100	105
0400 Appropriation to liquidate contract authority	-84	-100	-105
0700 Balance, end of year	42	42	42

The 2000 National Motor Carrier Safety Program (NMCSAP) authorized at \$105 million under TEA-21, will support a broad range of effective and comprehensive commercial vehicle programs in each State and provide for improving information systems and analysis. Programs will integrate Federal and State activities through a performance-based approach to commercial vehicle safety nationwide, improve driver and vehicle inspections, traffic enforcement, safety performance data collection, analysis and reporting. NMCSAP also will continue to support State-conducted compliance reviews, hazardous materials training and enforcement (including border programs), drug interdiction efforts, public education campaigns and a fully implemented SAFETYNET data collection and reporting system. Training of MCSAP officers will also continue to be supported with Administrative funds.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	1998 actual	1999 est.	2000 est.
25.2 Other services	1	1	1
41.0 Grants, subsidies, and contributions	83	99	104
99.9 Total new obligations	84	100	105

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year			4
Receipts:			
02.01 Advances from other Federal agencies, FHA miscellaneous trust, DOT	36	5	5
02.03 Contributions from States, etc., cooperative work, forest highways, FHA, Miscellaneous trust, DOT	3	2	2
02.06 Advances from State cooperating agencies and Foreign governments	6	5	5
02.99 Total receipts	45	12	12
04.00 Total: Balances and collections	45	12	16
Appropriation:			
05.01 Miscellaneous trust funds	-45	-8	-8
07.99 Total balance, end of year		4	8

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	2	5	2
00.02 Technical assistance, U.S. dollars advanced from foreign governments		1	
00.03 Contributions for highway research programs		2	1
00.04 Advances from State cooperating agencies	42	15	5
10.00 Total new obligations (object class 25.2)	44	23	8
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	15	
22.00 New budget authority (gross)	45	8	8
23.90 Total budgetary resources available for obligation	58	23	8
23.95 Total new obligations	-44	-23	-8
24.40 Unobligated balance available, end of year	15		
New budget authority (gross), detail:			
60.27 Appropriation (trust fund, indefinite)	45	8	8
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	6	35	23
73.10 Total new obligations	44	23	8
73.20 Total outlays (gross)	-15	-35	-6
74.40 Unpaid obligations, end of year: Obligated balance, end of year	35	23	25
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	15	6	8
86.98 Outlays from permanent balances		29	
87.00 Total outlays (gross)	15	35	6
Net budget authority and outlays:			
89.00 Budget authority	45	8	8
90.00 Outlays	15	35	6

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 subdivisions 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.

Personnel Summary

Identification code 69-9971-0-7-999	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	14	14	14

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.02 Intermodal urban demonstration project	3	3	3
00.04 Highway safety improvement demonstration project	1	1	1
00.08 Bridge capacity improvement	1	1	1
00.13 Climbing lane and safety demonstration project	1	1	1
00.26 Highway projects	39	13	13
10.00 Total obligations (object class 41.0)	43	19	19
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	103	60	41
23.95 Total new obligations	-43	-19	-19
24.40 Unobligated balance available, end of year	60	41	23
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	130	128	87
73.10 Total new obligations	43	19	19
73.20 Total outlays (gross)	-46	-60	-43
74.40 Unpaid obligations, end of year: Obligated balance, end of year	128	87	63
Outlays (gross), detail:			
86.93 Outlays from current balances	46	60	43
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	46	60	43

No further budget authority is requested for 2000. Other accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The following table depicts the total funding for all National Highway Traffic Safety programs. A large portion of the Operations and Research activity is to be derived from the Revenue Aligned Budget Authority authorized by the Transportation Equity Act for the 21st Century.

This proposal reflects the Administration's focus on directing additional resources provided under the Act to the highest priority activities in transportation safety, mobility, and the environment. As a result, the entire NHTSA request is proposed to be funded from within the Highway Budget category.

	[In millions of dollars]		
	1998 actual	1999 est.	2000 est.
Budget authority:			
Operations and research	75		
Operations and research (Highway trust fund) ¹	72	161	197
Highway traffic safety grants	184	200	207
Total budget authority	331	361	404
Program level (obligations):			
Operations and research	77	14	
Operations and research (Highway trust fund)	72	160	197
Highway traffic safety grants	184	200	207
Total program level	333	374	404
Outlays:			
Operations and research	52	65	40
Operations and research (Highway trust fund)	100	93	158
Highway traffic safety grants	152	197	209
Total outlays	304	355	407

¹ Includes \$125 million in 2000 transferred from FHWA Revenue Aligned Budget Authority.

Federal Funds

General and special funds:

OPERATIONS AND RESEARCH

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards	13		
00.02 Safety assurance	20		
00.03 Highway safety programs	51	14	
00.04 Research and analysis	56		
00.05 Office of the Administrator	4		
00.06 General administration	10		
09.01 Reimbursable program	27		
10.00 Total new obligations	181	14	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	14	
22.00 New budget authority (gross)	180		
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	195	14	
23.95 Total new obligations	-181	-14	
24.40 Unobligated balance available, end of year	14		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	75		
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	105		
70.00 Total new budget authority (gross)	180		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	97	118	67
73.10 Total new obligations	181	14	
73.20 Total outlays (gross)	-157	-65	-39
73.40 Adjustments in expired accounts	-2		
73.45 Adjustments in unexpired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	118	67	28
Outlays (gross), detail:			
86.90 Outlays from new current authority	45		
86.93 Outlays from current balances	7	65	39
86.97 Outlays from new permanent authority	105		
87.00 Total outlays (gross)	157	65	39
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-105		
Net budget authority and outlays:			
89.00 Budget authority	75		
90.00 Outlays	52	65	39

In 2000, the Budget proposes to fund all of Operations and Research from the Highway Trust Fund within the Highway Budget category.

Object Classification (in millions of dollars)

Identification code 69-0650-0-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38		
11.3 Other than full-time permanent	1		
11.5 Other personnel compensation	1		
11.9 Total personnel compensation	40		
12.1 Civilian personnel benefits	8		
21.0 Travel and transportation of persons	1		
23.1 Rental payments to GSA	4		
23.3 Communications, utilities, and miscellaneous charges	7		

General and special funds—Continued

OPERATIONS AND RESEARCH—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0650-0-1-401	1998 actual	1999 est.	2000 est.
24.0 Printing and reproduction	4		
25.2 Other services	27	14	
25.5 Research and development contracts	46		
26.0 Supplies and materials	10		
31.0 Equipment	7		
99.0 Subtotal, direct obligations	154	14	
99.0 Reimbursable obligations	27		
99.9 Total new obligations	181	14	

Personnel Summary

Identification code 69-0650-0-1-401	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	625		

Trust Funds

OPERATIONS AND RESEARCH

[HIGHWAY TRUST FUND]

[For expenses necessary to discharge the functions of the Secretary, to be derived from the Highway Trust Fund, \$87,400,000 for traffic and highway safety under chapter 301 of title 49, U.S.C., and part C of subtitle VI of title 49, U.S.C., of which \$58,558,000 shall remain available until September 30, 2001: *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.]

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

Notwithstanding [any other provisions of law] *Public Law 105-178* for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, to remain available until expended, [\$72,000,000] \$197,450,000, to be derived from the Highway Trust Fund *Provided*, That 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 [1999] 2000 are in excess of [\$72,000,000] \$197,450,000 for programs authorized under 23 U.S.C. 403. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards		13	19
00.02 Safety assurance		21	23
00.03 Highway safety programs		59	77
00.04 Research and analysis		64	73
00.05 Office of the Administrator		4	5
00.06 General administration		9	11
09.00 Reimbursable program	72	12	10
10.00 Total new obligations	72	182	218
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	72	182	218
23.95 Total new obligations	-72	-182	-218

New budget authority (gross), detail:

Current:				
40.26	Appropriation (trust fund, definite)	72	161	72
40.49	Portion applied to liquidate contract authority		-72	-72
40.77	Reduction pursuant to P.L. 105-277		-1	
43.00	Appropriation (total)	72	88	
Permanent:				
62.00	Transferred from other accounts			125
66.10	Contract authority (definite)		72	72
68.00	Spending authority from offsetting collections: Offsetting collections (cash)		22	21
70.00	Total new budget authority (gross)	72	182	218

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance, start of year	28		67
73.10	Total new obligations	72	182	218
73.20	Total outlays (gross)	-100	-115	-178
74.40	Unpaid obligations, end of year: Obligated balance, end of year		67	107

Outlays (gross), detail:

86.90	Outlays from new current authority	72	93	114
86.93	Outlays from current balances	28		43
86.97	Outlays from new permanent authority		22	21
87.00	Total outlays (gross)	100	115	178

Offsets:

88.00	Against gross budget authority and outlays: Offsetting collections (cash) from: Federal sources		-22	-21
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Net budget authority and outlays:

89.00	Budget authority	72	160	197
90.00	Outlays	100	93	157

Status of Contract Authority (in millions of dollars)

Identification code 69-8016-0-7-401	1998 actual	1999 est.	2000 est.
Contract authority:			
0200	Contract authority	72	72
0400	Appropriation to liquidate contract authority	-72	-72

A total of \$197 million is proposed for Operations and Research, of which \$125 million is transferred from Revenue aligned budget authority as a result, this program will be funded entirely within the Highway Budget category.

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 crash worthiness and crash avoidance, with emphasis on smart air bag technology and on the National Transportation Biomechanics Research Center, which includes the Crash Injury Research and Engineering Network (CIREN). The 2000 budget includes funds to continue a national crash data collection program to identify specific traffic safety problems to aid in regulatory actions

and for program evaluation activities. It also includes a new international research effort and supports the safety needs of the Administration's *Partnership for a New Generation of Vehicles* (PNGV) initiative and the Vehicle Research Test Center (VRTC). Support of NHTSA's crash avoidance research under the Intelligent Vehicle Initiative (IVI) program and the National Advanced Driving Simulator will be provided by funds from the Federal Highway Administration.

Highway Safety Programs.—Provides for research, 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 program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures. The Safe Communities program provides training, technical assistance, and materials to communities to strengthen the infrastructure of existing efforts and provide the tools necessary to start new community programs. Special emphasis this year will be given to aggressive drivers, fatigued drivers, older drivers, excessive speeding, reaching diverse populations, applying technology to help solve highway safety problems, and making .08 the national legal limit. The Department has set a national goal 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 90 percent by 2005, and reduce child occupant fatalities (0–4 years) by 25 percent in 2005.

Section 405(b) Child Passenger Protection Education Grant Program.—A new program to encourage states to implement child passenger protection programs that will help states increase proper child safety seat use and reduce child occupant fatalities. States may qualify for grants by carrying out specific child passenger protection education and training activities.

General Administration.—Provides program evaluation, strategic planning, and economic analysis for agency programs. Objective quantitative information about NHTSA's regulatory and highway safety programs are gathered to measure their effectiveness in achieving objectives. This activity also funds development of methods to estimate economic consequences of motor vehicle injuries in forms suitable for agency use in problem identification, regulatory analysis, priority setting, and policy analysis.

Object Classification (in millions of dollars)

Identification code 69–8016–0–7–401	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent		39	43
11.3 Other than full-time permanent		1	1
11.5 Other personnel compensation		1	1
11.9 Total personnel compensation		41	45
12.1 Civilian personnel benefits		8	9
21.0 Travel and transportation of persons		1	2
23.1 Rental payments to GSA		4	5
23.3 Communications, utilities, and miscellaneous charges		7	7
24.0 Printing and reproduction		4	4
25.2 Other services		37	45
25.5 Research and development contracts		51	65
26.0 Supplies and materials		10	11
31.0 Equipment		7	7
41.0 Grants, subsidies, and contributions			8
99.0 Subtotal, direct obligations		170	208
99.0 Reimbursable obligations	72	12	10
99.9 Total new obligations	72	182	218

Personnel Summary

Identification code 69–8016–0–7–401	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment		621	631

NATIONAL DRIVER REGISTER
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, \$2,000,000 to be derived from the Highway Trust Fund, and to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105–277, section 101(g).*)

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, such as driving under the influence of alcohol or other drugs.

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

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, [\$200,000,000], \$206,800,000 to be derived from the Highway Trust Fund: *Provided*, That 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 [1999] 2000, are in excess of [\$200,000,000] \$206,800,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411 of which [\$150,000,000] \$152,800,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, \$10,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, [\$35,000,000] \$36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, [\$5,000,000] \$8,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: *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 \$7,500,000 of the funds made available for section 402, not to exceed \$500,000 of the funds made available for section 405, not to exceed \$1,750,000 of the funds made available for section 410, and not to exceed \$193,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under Chapter 4 of title 23, U.S.C.: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States]. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105–277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69–8020–0–7–401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Section 402 formula grants	148	150	153
00.02 Section 405 occupant protection incentive grants		10	10
00.03 Section 410 alcohol incentive grants	34	35	36
00.04 Section 411 safety data grants		5	8
00.05 National driver register	2		
10.00 Total new obligations	184	200	207
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	184	200	207
23.95 Total new obligations	–184	–200	–207

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8020-0-7-401	1998 actual	1999 est.	2000 est.	
New budget authority (gross), detail:				
Current:				
40.26	Appropriation (trust fund, definite)	186	200	207
40.49	Portion applied to liquidate contract authority	-186	-200	-207
43.00	Appropriation (total)			
Permanent:				
66.10	Contract authority (definite)	184	200	207
70.00	Total new budget authority (gross)	184	200	207
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	41	75	78
72.49	Obligated balance, start of year: Contract authority	126	125	124
72.99	Total unpaid obligations, start of year	167	200	202
73.10	Total new obligations	184	200	207
73.20	Total outlays (gross)	-152	-197	-209
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	75	78	75
74.49	Obligated balance, end of year: Contract authority	125	124	125
74.99	Total unpaid obligations, end of year	200	202	200
Outlays (gross), detail:				
86.90	Outlays from new current authority	76	82	85
86.93	Outlays from current balances	76	115	124
87.00	Total outlays (gross)	152	197	209
Net budget authority and outlays:				
89.00	Budget authority	184	200	207
90.00	Outlays	152	197	209

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	1998 actual	1999 est.	2000 est.	
0100	Balance, start of year	126	125	124
Contract authority:				
0200	Contract authority	184	200	207
0400	Appropriation to liquidate contract authority	-186	-200	-207
0700	Balance, end of year	125	124	125

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 for programs to reduce deaths and injuries on the Nation's highways, such as programs associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving and roadway safety.

Alcohol-Impaired Driving Incentive Grants.—A revised "Alcohol-Impaired Driving Countermeasures" two-tiered basic and supplement grant program has been established to reward States that pass new laws and start more effective programs to attack drunk driving. This continues the Department's strong emphasis on impaired drivers that has been addressed by the Section 410 incentive grant program. States may qualify for basic grants by implementing criteria that include: administrative license revocation, 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 six supplemental grant criteria including self-

sustaining drunk driving prevention programs, effective DWI tracking systems, and use of passive alcohol sensors by police.

Section 405 Occupant Protection Incentive Grants.—A new program was established in TEA-21 to target specific laws and programs to help states increase seat belt and child safety seat use. States may qualify for grants by adopting or demonstrating specific laws and programs such as primary safety belt use laws, minimum fines or penalty points, and special traffic enforcement programs. Grant funds may be used only to implement and enforce occupant protection programs.

Section 411 State Highway Safety Data Improvement Incentive Grants.—A new program was established by TEA-21 to encourage states to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data. States may qualify for grants based on the status of development of a multi-year highway safety data and traffic records strategic plan and establishment of a multi-disciplinary data coordinating committee. Grant funds may be used only to implement data improvement programs.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	1998 actual	1999 est.	2000 est.	
25.2	Other services	6	10	10
41.0	Grants, subsidies, and contributions	178	190	197
99.9	Total new obligations	184	200	207

FEDERAL RAILROAD ADMINISTRATION

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

[In millions of dollars]

Budget authority:	1998 actual	1999 est.	2000 est.
Safety and operations ¹	77	82	95
7 Offsetting rail user fees			-66
Railroad research and development	21	22	22
7 Offsetting rail user fees			-21
Grants to the National Railroad Passenger Corporation	344	609	571
Amtrak Reform Council	2		1
Northeast corridor improvement program	250		
Rhode Island rail development	10	5	10
Next generation high-speed rail	20	20	12
Alaska Railroad rehabilitation	15	38	
Emergency railroad rehabilitation and repair	10		
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-3	-5
Rail initiatives (trust fund)			35
Total budget authority	743	774	653
Safety and Operations ¹	72	89	100
7 Offsetting rail user fees			-66
Local rail freight assistance	4	6	
Railroad research and development	23	29	28
7 Offsetting rail user fees			-21
Conrail commuter transition assistance	5	9	2
Grants to the National Railroad Passenger Corporation	479	247	442
Amtrak Reform Council	2		1
Northeast corridor improvement program	418	45	
Rhode Island rail development	2	13	13
High-speed rail trainsets and facilities	31		
Penn Station redevelopment project		1	
Trust fund share of next generation high-speed rail	3	4	2
Next generation high-speed rail	10	19	16
Alaska Railroad rehabilitation	9	24	23
Emergency railroad rehabilitation and repair	14	14	
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-3	-5
Alameda Corridor direct loan financing program	21	18	0
Rail initiatives (trust fund)			12
Total Outlays	1,086	514	545

¹Former title was Office of the Administrator. The proposed consolidated account includes the old Office of the Administrator account, Railroad safety account, and administrative funds from the Railroad research and development and next generation high-speed rail accounts funds.

For presentation purposes, 1998 and 1999 figures reflect the total of the Office of the Administrator and Railroad safety accounts. Railroad research and development and next generation high-speed rail administrative funds are only included in 2000.

Federal Funds

General and special funds:

[OFFICE OF THE ADMINISTRATOR] SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, **[\$21,215,000] \$95,462,000**, of which **[\$1,784,000] \$6,800,000** shall remain available until expended: *Provided*, 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.

[RAILROAD SAFETY]

For necessary expenses in connection with railroad safety, not otherwise provided for, **\$61,488,000**, of which **\$3,825,000** 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, 1999, as included in Public Law 105-277, section 101(g).)*

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	19	21	93
00.02 Contract support	1	1	1
00.03 Washington Union Station		1	
00.06 Alaska railroad liabilities	1	2	1
00.07 Railroad safety account	54	64	
Reimbursable program:			
09.01 Reimbursable services	1	1	1
09.02 Union Station deed payments	1	1	1
09.99 Total reimbursable program	2	2	2
10.00 Total new obligations	77	91	97
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	7	
22.00 New budget authority (gross)	79	84	97
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	84	91	97
23.95 Total new obligations	-77	-91	-97
24.40 Unobligated balance available, end of year	7		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	77	82	95
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	2	2
70.00 Total new budget authority (gross)	79	84	97

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	15	16	16
73.10 Total new obligations	77	91	97
73.20 Total outlays (gross)	-72	-91	-102
73.40 Adjustments in expired accounts	-3		
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	16	16	11

Outlays (gross), detail:

86.90 Outlays from new current authority	64	68	86
86.93 Outlays from current balances	6	23	14
86.97 Outlays from new permanent authority	2	2	2
87.00 Total outlays (gross)	72	91	102

Offsets:

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

Net budget authority and outlays:

89.00 Budget authority	77	82	95
90.00 Outlays	72	89	100

Summary of Budget Authority and Outlays

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Enacted/requested:			
Budget Authority	77	82	95
Outlays	70	91	100
Legislative proposal, not subject to PAYGO:			
Budget Authority			-66
Outlays			-66
Total:			
Budget Authority	77	82	29
Outlays	70	91	34

The programs under this account are:

Salaries and expenses.—Provides support for FRA rail safety activities and all other administrative and operating activities related to FRA staff and programs.

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 1999 and 2000. 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 2000 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	39	44	50
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	40	45	51
12.1 Civilian personnel benefits	10	13	14
21.0 Travel and transportation of persons	6	6	7
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	9	16	13

General and special funds—Continued

[RAILROAD SAFETY]—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0700-0-1-401	1998 actual	1999 est.	2000 est.
25.3 Purchases of goods and services from Government accounts	2	2	3
26.0 Supplies and materials	1		
31.0 Equipment	2	1	2
41.0 Grants, subsidies, and contributions		1	1
99.0 Subtotal, direct obligations	74	88	95
99.0 Reimbursable obligations	2	2	2
99.5 Below reporting threshold	1	1	
99.9 Total new obligations	77	91	97

Personnel Summary

Identification code 69-0700-0-1-401	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	671	710	754

SAFETY AND OPERATIONS

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0700-2-1-401	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
Current:			
40.00 Appropriation			-66
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			66
Outlays (gross), detail:			
86.90 Outlays from new current authority			-66
86.97 Outlays from new permanent authority			66
87.00 Total outlays (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources			-66
Net budget authority and outlays:			
89.00 Budget authority			-66
90.00 Outlays			-66

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Safety and Operations by \$66 million, the amount of the proposed user fee.

AMTRAK REFORM COUNCIL

Program and Financing (in millions of dollars)

Identification code 69-0152-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	2		1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2		1
23.95 Total new obligations	-2		-1
New budget authority (gross), detail:			
40.00 Appropriation	2		1

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year		2	
73.10 Total new obligations	2		1
73.20 Total outlays (gross)		-2	-1
74.40 Unpaid obligations, end of year: Obligated balance, end of year	2		

Outlays (gross), detail:

86.90 Outlays from new current authority			1
86.93 Outlays from current balances	2		
87.00 Total outlays (gross)	2		1

Net budget authority and outlays:

89.00 Budget authority	2		1
90.00 Outlays	2		1

The Amtrak Reform Council was created by the Amtrak Reform and Accountability Act of 1997 (P.L. 105-134) to perform an independent assessment of Amtrak. The 1999 Department of Transportation and Related Agencies Appropriations Act expanded the Council's mandate to include identifying Amtrak routes which are candidates for closure or realignment. A total of \$750 thousand is requested for these activities. In addition, the Administration proposes to allow the Council to hire the outside legal, accounting and other technical expertise necessary to fulfill its Congressional mandates. The Council is an independent entity and its funding is presented within the Federal Railroad Administration for display purposes only. In 1998, the Council received \$50 thousand in operating funds under P.L. 105-174. An additional \$2 million provided in this Act was transferred to the Inspector General to conduct an independent assessment of Amtrak's financial status. In 1999 \$450 thousand was appropriated to the Council (P.L. 105-277) in Section 349. As such, funding is requested in a General Provision.

Object Classification (in millions of dollars)

Identification code 69-0152-0-1-407	1998 actual	1999 est.	2000 est.
25.2 Direct obligations: Other services	2		
99.5 Below reporting threshold			1
99.9 Total new obligations	2		1

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	10		
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	10		
23.95 Total new obligations	-10		
New budget authority (gross), detail:			
40.15 Appropriation (emergency)	10		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		19	14
73.10 Total new obligations		10	
73.20 Total outlays (gross)	-14		-14
74.40 Unpaid obligations, end of year: Obligated balance, end of year	14		
Outlays (gross), detail:			
86.93 Outlays from current balances	14	14	
Net budget authority and outlays:			
89.00 Budget authority	10		
90.00 Outlays	14	14	

This schedule reflects emergency supplemental appropriations for 1998 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 2000.

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	10	6	
73.20 Total outlays (gross)	-4	-6	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6		
Outlays (gross), detail:			
86.93 Outlays from current balances	4	6	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	4	6	

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 2000.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, [\$22,364,000] \$21,800,000, 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, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Equipment, operations, and hazardous materials	6	8	8
00.02 Track and vehicle track interaction	7	8	7
00.03 Safety of high-speed ground transportation	6	6	6
00.05 Research and development facilities	1	1	1
00.06 Administration	3	3	
01.00 Total direct program	23	26	22
09.10 Reimbursable program		1	
10.00 Total new obligations	23	27	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	6	4	
22.00 New budget authority (gross)	21	23	22
23.90 Total budgetary resources available for obligation	27	27	22
23.95 Total new obligations	-23	-27	-22
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	21	22	22
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1	
70.00 Total new budget authority (gross)	21	23	22

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	32	31	29
73.10 Total new obligations	23	27	22
73.20 Total outlays (gross)	-23	-29	-28
74.40 Unpaid obligations, end of year: Obligated balance, end of year	31	29	23
Outlays (gross), detail:			
86.90 Outlays from new current authority	11	13	13
86.93 Outlays from current balances	12	15	16
86.97 Outlays from new permanent authority		1	
87.00 Total outlays (gross)	23	29	28
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-1	
Net budget authority and outlays:			
89.00 Budget authority	21	22	22
90.00 Outlays	23	28	28

Summary of Budget Authority and Outlays

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Enacted/requested:			
Budget Authority	21	22	22
Outlays	23	28	29
Legislative proposal, not subject to PAYGO:			
Budget Authority			-21
Outlays			-21
Total:			
Budget Authority	21	22	1
Outlays	23	28	8

Note.—Excludes \$2.6 million in budget authority in 2000 for activities transferred to Safety and operations account, Federal Railroad Administration.

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support 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. In addition, research will continue on how to make magnetic levitation technology cost-effective. Currently, the public cost of these systems exceed the benefits projected to be received by the taxpayer for their investment.

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. Beginning in 2000, funding for this function is included in the Safety and Operations Account.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	2	

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-0745-0-1-401	1998 actual	1999 est.	2000 est.
25.2 Other services	3	2	
25.4 Operation and maintenance of facilities	1	1	1
25.5 Research and development contracts	15	19	19
41.0 Grants, subsidies, and contributions	1	2	2
99.0 Subtotal, direct obligations	21	26	22
99.0 Reimbursable obligations		1	
99.5 Below reporting threshold	2		
99.9 Total new obligations	23	27	22

Personnel Summary

Identification code 69-0745-0-1-401	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	17	19	

RAILROAD RESEARCH AND DEVELOPMENT
(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0745-2-1-401	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
Current:			
40.00 Appropriation			-21
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			21
Outlays (gross), detail:			
86.90 Outlays from new current authority			-21
86.97 Outlays from new permanent authority			21
87.00 Total outlays (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources			-21
Net budget authority and outlays:			
89.00 Budget authority			-21
90.00 Outlays			-21

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Railroad Research and Development by \$21 million, the amount of the proposed user fee.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0747-0-1-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	16	11	2
73.20 Total outlays (gross)	-5	-9	-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year	11	2	
Outlays (gross), detail:			
86.93 Outlays from current balances	5	9	2

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	5	9	2

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 2000.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-9914-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Washington, DC-New York, NY	157		
00.02 New York, NY-Boston, MA	80		
00.04 System engineering, program management and administration	1	3	
00.05 Penn Station project		12	
10.00 Total new obligations	238	15	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	15	
22.00 New budget authority (gross)	250		
23.90 Total budgetary resources available for obligation	254	15	
23.95 Total new obligations	-238	-15	
24.40 Unobligated balance available, end of year	15		
New budget authority (gross), detail:			
40.00 Appropriation	250		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	209	30	
73.10 Total new obligations	238	15	
73.20 Total outlays (gross)	-418	-45	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	30		
Outlays (gross), detail:			
86.90 Outlays from new current authority	212		
86.93 Outlays from current balances	206	45	
87.00 Total outlays (gross)	418	45	
Net budget authority and outlays:			
89.00 Budget authority	250		
90.00 Outlays	418	45	

Provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. In 2000, funding is available within the Amtrak appropriation.

Object Classification (in millions of dollars)

Identification code 69-9914-0-1-401	1998 actual	1999 est.	2000 est.
25.2 Other services	1	3	
41.0 Grants, subsidies, and contributions	237	12	
99.9 Total new obligations	238	15	

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, **[\$5,000,000] \$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. (Department of Transportation and Related Agen-

cies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g.)

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)		23	10
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	8	18	
22.00 New budget authority (gross)	10	5	10
23.90 Total budgetary resources available for obligation	18	23	10
23.95 Total new obligations		-23	-10
24.40 Unobligated balance available, end of year	18		
New budget authority (gross), detail:			
40.00 Appropriation	10	5	10
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	4	2	12
73.10 Total new obligations		23	10
73.20 Total outlays (gross)	-2	-13	-13
74.40 Unpaid obligations, end of year: Obligated balance, end of year	2	12	9
Outlays (gross), detail:			
86.90 Outlays from new current authority		1	2
86.93 Outlays from current balances	2	12	11
87.00 Total outlays (gross)	2	13	13
Net budget authority and outlays:			
89.00 Budget authority	10	5	10
90.00 Outlays	2	13	13

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	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	30		
73.20 Total outlays (gross)	-30		
Outlays (gross), detail:			
86.93 Outlays from current balances	30		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	30		

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 2000.

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1	1	

73.20 Total outlays (gross)		-1	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	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. No additional funds are requested in 2000 as the planned Federal contribution to this project was completed in 1999.

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

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 pursuant to section 502 of such Act, as amended, no new direct loans or loan guarantee commitments shall be made using Federal funds for the credit risk premium during fiscal year [1999] 2000. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	1
24.40 Unobligated balance available, end of year	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 displayed in a consolidated format. The two accounts are loan administration accounts. No funding is requested in 2000. No loans are proposed to be supported in 2000 with Federal funds.

TEA-21 expanded the Railroad Rehabilitation and Improvement program to permit non-Federal entities to provide the subsidy budget authority needed to support a loan through the payment of a credit risk premium. The Federal government would still bear the risk of default on these loans. The loan arrangements will be entered into only when the borrower can demonstrate it does not have access to any other source of capital. The interest rates on these loans will be set comparable to that available in the private credit market.

[ALASKA RAILROAD REHABILITATION]

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$10,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations]. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

General and special funds—Continued

[ALASKA RAILROAD REHABILITATION]—Continued

[SEC. 115. Notwithstanding any other provision of law, to enable the Secretary of Transportation to make grants to the Alaska Railroad, \$28,000,000, to remain available until expended, which shall be for capital improvements benefiting its passenger rail operations]. (Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	15	38	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	15	38	
23.95 Total new obligations	-15	-38	
New budget authority (gross), detail:			
40.00 Appropriation	15	38	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	2	9	23
73.10 Total new obligations	15	38	
73.20 Total outlays (gross)	-9	-24	-23
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	23	
Outlays (gross), detail:			
86.90 Outlays from new current authority	7	15	
86.93 Outlays from current balances	2	9	23
87.00 Total outlays (gross)	9	24	23
Net budget authority and outlays:			
89.00 Budget authority	15	38	
90.00 Outlays	9	24	23

These funds provided direct payments to a for-profit State-run railroad. No funds are requested for 2000.

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by U.S.C. 24104(a), [\$609,230,000] \$570,976,000 to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Operating grants	344		
00.02 Capital grants	134	609	571
10.00 Total obligations (object class 41.0)	478	609	571
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	134		
22.00 New budget authority (gross)	344	609	571
23.90 Total budgetary resources available for obligation	478	609	571
23.95 Total new obligations	-478	-609	-571
New budget authority (gross), detail:			
40.00 Appropriation	344	609	571
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	5	3	366
73.10 Total new obligations	478	609	571
73.20 Total outlays (gross)	-480	-247	-442
74.40 Unpaid obligations, end of year: Obligated balance, end of year	3	366	495

Outlays (gross), detail:			
86.90 Outlays from new current authority	344	244	228
86.93 Outlays from current balances	134	3	213
87.00 Total outlays (gross)	480	247	442
Net budget authority and outlays:			
89.00 Budget authority	344	609	571
90.00 Outlays	479	247	442

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 provides support for Amtrak capital requirements including Northeast Corridor improvements.

No funding is requested for either Amtrak operating expenses or "excess" railroad retirement payments. The Administration will propose that Amtrak be given the same flexibility in spending its capital grant as provided to transit grantees. Specifically, a capital project would include acquiring, constructing, supervising or inspecting equipment or facility (and incidental expenses thereto), payments for the capital portion of trackage rights agreements, rehabilitating, remanufacturing or overhauling rail rolling stock, and preventive maintenance.

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 United States Code sections 26101 and 26102, [\$20,494,000] \$12,000,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.02 Technology development	17	23	12
00.04 Administration	1	1	
10.00 Total new obligations	18	24	12
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	3	
22.00 New budget authority (gross)	20	21	12
23.90 Total budgetary resources available for obligation	21	24	12
23.95 Total new obligations	-18	-24	-12
24.40 Unobligated balance available, end of year	3		
New budget authority (gross), detail:			
40.00 Appropriation	20	21	12
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	44	53	58
73.10 Total new obligations	18	24	12
73.20 Total outlays (gross)	-10	-19	-16
74.40 Unpaid obligations, end of year: Obligated balance, end of year	53	58	54
Outlays (gross), detail:			
86.90 Outlays from new current authority	5	3	2
86.93 Outlays from current balances	4	16	15
87.00 Total outlays (gross)	10	19	16
Net budget authority and outlays:			
89.00 Budget authority	20	21	12
90.00 Outlays	10	19	16

Note.—Excludes \$0.6 million budget authority in 2000 for activities transferred to Safety and Operations, Federal Railroad Administration.

The Next Generation High-Speed Rail Program will fund: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program.

Object Classification (in millions of dollars)				
Identification code 69-0722-0-1-401				
	1998 actual	1999 est.	2000 est.	
25.2 Other services	18	20	12	
41.0 Grants, subsidies, and contributions		3		
99.0 Subtotal, direct obligations	18	23	12	
99.5 Below reporting threshold		1		
99.9 Total new obligations	18	24	12	

Personnel Summary				
Identification code 69-0722-0-1-401				
	1998 actual	1999 est.	2000 est.	
1001 Total compensable workyears: Full-time equivalent employment	4	5		

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

Program and Financing (in millions of dollars)				
Identification code 69-0536-0-1-401				
	1998 actual	1999 est.	2000 est.	
Change in unpaid obligations:				
72.40 Unpaid obligations, start of year: Obligated balance, start of year	38	18		
73.20 Total outlays (gross)	-21	-18		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	18			
Outlays (gross), detail:				
86.93 Outlays from current balances	21	18		
Net budget authority and outlays:				
89.00 Budget authority				
90.00 Outlays	21	18		

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

Identification code 69-0536-0-1-401				
	1998 actual	1999 est.	2000 est.	
Direct loan subsidy outlays:				
1340 Subsidy outlays	21	18		
1349 Total subsidy outlays	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 2000, as all funds required to complete this project were provided in 1997.

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)				
Identification code 69-4183-0-3-401				
	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
00.02 Interest Paid to Treasury	15	25	26	
10.00 Total new obligations	15	25	26	
Budgetary resources available for obligation:				
22.00 New financing authority (gross)	16	25	26	
23.95 Total new obligations	-15	-25	-26	
New financing authority (gross), detail:				
67.15 Authority to borrow (indefinite)	9	18	26	
Spending authority from offsetting collections:				
68.00 Offsetting collections (cash)	28	24		
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-21	-17		
68.90 Spending authority from offsetting collections (total)	7	7		
70.00 Total new financing authority (gross)	16	25	26	
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40 Obligated balance, start of year	222	102		
72.95 Receivables from program account	38	17		
72.99 Total unpaid obligations, start of year	260	119		
73.10 Total new obligations	15	25	26	
73.20 Total financing disbursements (gross)	-155	-144	-26	
Unpaid obligations, end of year:				
74.40 Obligated balance, end of year	102			
74.95 Receivables from program account	17			
74.99 Total unpaid obligations, end of year	119			
87.00 Total financing disbursements (gross)	155	144	26	
Offsets:				
Against gross financing authority and financing disbursements:				
Offsetting collections (cash) from:				
88.00 Program account	-21	-17		
88.25 Interest on uninvested funds	-7	-7		
88.90 Total, offsetting collections (cash)	-28	-24		
88.95 Change in receivables from program accounts	21	17		
Net financing authority and financing disbursements:				
89.00 Financing authority	9	18	26	
90.00 Financing disbursements	128	120	26	

Status of Direct Loans (in millions of dollars)				
Identification code 69-4183-0-3-401				
	1998 actual	1999 est.	2000 est.	
Position with respect to appropriations act limitation on obligations:				
1111 Limitation on direct loans				
1150 Total direct loan obligations				
Cumulative balance of direct loans outstanding:				
1210 Outstanding, start of year	140	280	400	
1231 Disbursements: Direct loan disbursements	140	120		
1290 Outstanding, end of year	280	400	400	

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.

Balance Sheet (in millions of dollars)				
Identification code 69-4183-0-3-401				
	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net	38	18		

Credit accounts—Continued**ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT—Continued****Balance Sheet (in millions of dollars)—Continued**

Identification code 69-4183-0-3-401	1997 actual	1998 actual	1999 est.	2000 est.
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	140	280	400	400
1405 Allowance for subsidy cost (-)	-21	-42	-59	-59
1499 Net present value of assets related to direct loans	119	238	341	341
1999 Total assets	157	256	341	341
LIABILITIES:				
2103 Federal liabilities: Debt	119	238	341	341
2999 Total liabilities	119	238	341	341
NET POSITION:				
3100 Appropriated capital	38	18		
3999 Total net position	38	18		
4999 Total liabilities and net position	157	256	341	341

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT**Status of Direct Loans (in millions of dollars)**

Identification code 69-4420-0-3-401	1998 actual	1999 est.	2000 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1150 Total direct loan obligations			
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	4	4	4
1290 Outstanding, end of year	4	4	4

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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Interest to Treasury	3	3	3
10.00 Total obligations (object class 43.0)	3	3	3
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	3	3	3
23.95 Total new obligations	-3	-3	-3
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	7	6	8
68.47 Portion applied to debt reduction	-4	-3	-5
68.90 Spending authority from offsetting collections (total)	3	3	3
Change in unpaid obligations:			
73.10 Total new obligations	3	3	3
73.20 Total outlays (gross)	-3	-3	-3

Outlays (gross), detail:			
86.97 Outlays from new permanent authority	3	3	3

Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-7	-6	-8

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

Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value			

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	1998 actual	1999 est.	2000 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	60	56	53
1251 Repayments: Repayments and prepayments	-4	-3	-5
1290 Outstanding, end of year	56	53	48

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 -\$4 million in 1998, and projected outlays of -\$3 million in 1999 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	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
Investments in US securities:				
1102 Federal assets: Treasury securities, par	2			
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	67	56	53	47
1602 Interest receivable	22	18	15	13
1699 Value of assets related to direct loans	89	74	68	60
1999 Total assets	91	74	68	60
LIABILITIES:				
Federal liabilities:				
2102 Interest payable	22	18	15	13
2103 Debt	67	56	53	47
2999 Total liabilities	89	74	68	60
NET POSITION:				
3200 Invested capital	2			
3999 Total net position	2			
4999 Total liabilities and net position	91	74	68	60

AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4164-0-3-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1	1	.....
73.20 Total financing disbursements (gross)	-1	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1	.....	.....
87.00 Total financing disbursements (gross)	1	.....	.....
Net financing authority and financing disbursements:			
89.00 Financing authority .....	.....	.....	.....
90.00 Financing disbursements	1	.....	.....

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.

Balance Sheet (in millions of dollars)

Identification code 69-4164-0-3-401	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
1207 Non-Federal assets: Advances and pre-payments	1	.....
1999 Total assets	1	.....
LIABILITIES:				
2202 Non-Federal liabilities: Interest payable	1	.....
2999 Total liabilities	1	.....

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0720-0-1-401	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	1	1	1
68.47 Portion applied to debt reduction	-1	-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	-1
Net budget authority and outlays:			
89.00 Budget authority	-1	-1	-1
90.00 Outlays	-1	-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	1998 actual	1999 est.	2000 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	6	5	5
1251 Repayments: Repayments and prepayments	-1	.....	-1
1290 Outstanding, end of year	5	5	4

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.

Statement of Operations (in millions of dollars)

Identification code 69-0720-0-1-401	1997 actual	1998 actual	1999 est.	2000 est.
0111 Revenue	1	1	1
0112 Expense	-1	-1	-1
0119 Net income or loss (-)

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	6	5	5	5
1999 Total assets	6	5	5	5

Trust Funds

RAIL INITIATIVE TRUST FUND

(Liquidation of Contract Authorization)

(HIGHWAY TRUST FUND)

Notwithstanding Public Law 105-178, for liquidation of obligations related to the acquisition, installation, and operation and maintenance of a Nationwide Differential Global Positioning System, support of communications-based positive train control, and support of the High Speed Rail Grade Crossing program, \$35,400,000, to remain available until expended.

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds for programs under this heading shall be available for the implementation or execution of programs the obligations for which are in excess of \$35,400,000 for Nationwide Differential Global Positioning System, communications-based Positive Train Control, and High Speed Rail Grade Crossing programs for fiscal year 2000.

Program and Financing (in millions of dollars)

Identification code 69-8038-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 High speed rail grade crossing	15
00.02 Positive train control	10
00.03 Nationwide differential global positioning system	10
09.00 Reimbursable program	20
10.00 Total new obligations	55
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	55
23.95 Total new obligations	-55
New budget authority (gross), detail:			
62.00 Transferred from other accounts	35
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	20
70.00 Total new budget authority (gross)	55
Change in unpaid obligations:			
73.10 Total new obligations	55
73.20 Total outlays (gross)	-32
74.40 Unpaid obligations, end of year: Obligated balance, end of year	23
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	32
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-20

(Liquidation of Contract Authorization)—Continued

(LIMITATION ON OBLIGATIONS)—Continued

(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8038-0-7-401	1998 actual	1999 est.	2000 est.
Net budget authority and outlays:			
89.00 Budget authority			35
90.00 Outlays			12

This account is funded from higher than anticipated receipts in the Highway trust fund under revenue aligned budget authority.

The high-speed rail grade crossings program supports FRA's goal to reduce highway-rail grade crossings by 50 percent by 2004; reduce risk of accidents in designated high-speed corridors; and facilitate the implementation of high-speed rail systems outside the Northeast Corridor.

For the nationwide differential global positioning system (NDGPS), the funding will be used to continue the conversion of 66 decommissioned USAF Gwen sites into differential global positioning system (DGPS) sites to complete the nationwide network.

Funding for positive train control will support the development and installation of advanced train control systems to help reduce the risk of collisions between trains, collisions between trains and maintenance-of-way workers, and over-speed accidents.

Object Classification (in millions of dollars)

Identification code 69-8038-0-7-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
25.2 Other services			10
25.5 Research and development contracts			10
41.0 Grants, subsidies, and contributions			15
99.0 Subtotal, direct obligations			35
99.0 Reimbursable obligations			20
99.9 Total new obligations			55

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	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	10	7	2
73.20 Total outlays (gross)	-3	-4	-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year	7	2	
Outlays (gross), detail:			
86.93 Outlays from current balances	3	4	2
Net budget authority and outlays:			
89.00 Budget authority			4
90.00 Outlays	3	4	2

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.

FEDERAL TRANSIT ADMINISTRATION

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.

The Transportation Equity Act for the 21st Century reauthorized transit programs through FY 2003, and created the new discretionary Mass Transit Budget Category. The General Fund and Highway Trust Fund funding contained in the mass transit category is referred to as "guaranteed" funding. Approximately 82 percent of transit funding is derived from the mass transit account of the Highway Trust Fund.

In 2000, \$6,088 million is proposed for transit programs, including \$291 million to be made available from the Federal Highway Administration as part of a reallocation of the increase resulting from the revenue aligned budget authority under the highway program.

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

	[In millions of dollars]		
Budget authority:	1998 actual	1999 est.	2000 est.
Administrative expenses	46	53	60
General funds	46	10	48
Trust funds		43	12
Job access and reverse commute		75	150
General funds		35	15
Trust funds		40	135
Washington Metropolitan Area Transit Authority	200	50	
General funds	200	50	
Formula grants	2,500	2,799	3,310
General funds	240	519	620
Trust funds	2,260	2,280	2,690
University Transportation Centers	6	6	6
General funds	6	1	1
Trust funds		5	5
Transit planning and research	92	98	111
General funds	92	20	21
Trust funds		78	90
Capital investment grants		2,307	2,451
General funds		501	490
Trust funds		1,806	1,961
Discretionary grants	2,000		
Trust funds	2,000		
Trust fund share of expenses [non-add]	[2,260]	[4,252]	[4,929]
Total budget authority	4,844	5,388	6,088
Program level (obligations):			
Administrative expenses	46	55	62
Job access and reverse commute		75	150
Interstate transfer grants—transit	13	15	
Washington Metropolitan Area Transit Authority	200	51	
Formula grants	2,242	3,296	3,806
University Transportation Centers	6	6	6
Transit planning and research	97	127	123
Capital investment grants		2,307	2,451
Discretionary grants	1,656	512	511
Trust funds share of expenses [non-add]	[2,260]	[4,252]	[4,929]
Total, program level	4,260	6,444	7,109

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, [\$10,800,000] \$12,000,000, to remain available until expended: *Provided*, That no more than [\$54,000,000] \$60,000,000 of budget authority shall be available for these purposes: *Provided*

further, [That of the funds in this Act available for the execution of contracts under section 5327(c) of title 49, United States Code, \$800,000 shall be transferred to the Department of Transportation Inspector General for costs associated with the audit and review of new fixed guideway systems] *That the Federal Transit Administration will reimburse the Department of Transportation Inspector General \$1,700,000 for costs associated with audits and investigations of all transit-related issues and systems. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)*

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Direct program	46	53	60
01.01 Reimbursable program	2	2	2
10.00 Total new obligations	48	55	62
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	48	55	62
23.95 Total new obligations	-48	-55	-62

New budget authority (gross), detail:

Current:			
40.00 Appropriation	46	11	12
40.77 Reduction pursuant to P.L. 105-277		-1	
43.00 Appropriation (total)	46	10	12
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2	45	50
70.00 Total new budget authority (gross)	48	55	62

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	3	2	5
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
72.99 Total unpaid obligations, start of year	4	3	6
73.10 Total new obligations	48	55	62
73.20 Total outlays (gross)	-48	-52	-62
73.40 Adjustments in expired accounts	1		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	2	5	5
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
74.99 Total unpaid obligations, end of year	3	6	6

Outlays (gross), detail:

86.90 Outlays from new current authority	43	9	11
86.93 Outlays from current balances	3	2	1
86.97 Outlays from new permanent authority	2	41	45
86.98 Outlays from permanent balances			5
87.00 Total outlays (gross)	48	52	62

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-45	-50

Net budget authority and outlays:

89.00 Budget authority	46	10	12
90.00 Outlays	47	7	12

For 2000, \$60 million is requested, the guaranteed amount in TEA-21, to fund the personnel and other support costs associated with management and direction of FTA programs. This includes \$1.7 million to be reimbursed to the Inspector General for transit-related audits. Recognizing the importance of information technology, FTA has been a forerunner in expanding automated systems to provide better access to customers. The Transportation Electronic Award and Management (TEAM) system provides on-line access to grantees for grant awards and disbursements.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	28	31	33
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	29	32	34
12.1 Civilian personnel benefits	5	6	7
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	3	4	4
23.3 Communications, utilities, and miscellaneous charges	1	2	2
25.2 Other services	2	4	7
25.3 Purchases of goods and services from Government accounts	3	3	3
31.0 Equipment		1	1
99.0 Subtotal, direct obligations	44	53	59
99.0 Reimbursable obligations	2	2	2
99.5 Below reporting threshold	2		1
99.9 Total new obligations	48	55	62

Personnel Summary

Identification code 69-1120-0-1-401	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	470	485	495
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	22	22	22

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	1998 actual	1999 est.	2000 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	7	6	3
73.20 Total outlays (gross)	-1	-3	-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6	3	1
Outlays (gross), detail:			
86.93 Outlays from current balances	1	3	2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	3	2

Since 1993, the activities of this account have been financed in the Transit Planning and Research.

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	13	15	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	21	15	
22.10 Resources available from recoveries of prior year obligations	7		
23.90 Total budgetary resources available for obligation	28	15	
23.95 Total new obligations	-13	-15	
24.40 Unobligated balance available, end of year	15		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	3	6	7

General and special funds—Continued

INTERSTATE TRANSFER GRANTS—TRANSIT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1127-0-1-401	1998 actual	1999 est.	2000 est.
73.10 Total new obligations	13	15	
73.20 Total outlays (gross)	-3	-14	-6
73.45 Adjustments in unexpired accounts	-7		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6	7	1
Outlays (gross), detail:			
86.93 Outlays from current balances	3	14	6
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	14	6

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, \$50,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 41.0)	200	51	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	
22.00 New budget authority (gross)	200	50	
23.90 Total budgetary resources available for obligation	201	51	
23.95 Total new obligations	-200	-51	
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
40.00 Appropriation	200	50	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	441	457	301
73.10 Total new obligations	200	51	
73.20 Total outlays (gross)	-184	-207	-142
74.40 Unpaid obligations, end of year: Obligated balance, end of year	457	301	159
Outlays (gross), detail:			
86.90 Outlays from new current authority	4	1	
86.93 Outlays from current balances	180	206	142
87.00 Total outlays (gross)	184	207	142
Net budget authority and outlays:			
89.00 Budget authority	200	50	
90.00 Outlays	184	207	142

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. The Federal commitment to complete the 103-mile system was fully funded in 1999. No new budget authority is proposed.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, [\$570,000,000] \$619,600,000, to remain available until expended: *Provided*, That no more than [\$2,850,000,000] \$3,310,270,000 of budget authority shall be available for these purposes: *Provided further*, [That notwithstanding section 3008 of Public Law 105-178, the \$50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants"] *That notwithstanding the provisions of P.L. 105-178, \$25,000,000 shall be available for grants for the costs of planning, operations, vehicles, and facility construction to meet the needs of the 2002 Winter Olympic Games and Paralympic Games to be held in Salt Lake City, Utah: Provided further, That in allocating the funds designated in the preceding proviso, the Secretary may make grants to any public body the Secretary deems appropriate, and such grants shall not be subject to any local share requirement or limitation on operating expenses: Provided further, That recognizing the priority accorded to the Long Island Railroad East Side Access Project in section 3030 of P.L. 105-178, \$20,000,000 shall be available for this project: Provided further, That \$3,300,000 shall be available to carry out section 3038(g)(1)(B) of P.L. 105-178, and that the Federal share of projects funded under this proviso shall not exceed 80 percent of the project cost. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)*

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Salt Lake City			25
00.02 Urban formula-capital	1,853	3,044	3,420
00.03 Alaska Railroad		5	5
00.04 Clean fuels			50
00.05 Urban formula-operating	201		
00.06 Elderly Individuals and Individuals with Disabilities	59	67	77
00.07 Nonurban formula	129	178	204
00.08 Over the road bus		2	5
00.09 Long Island Railroad east side access			20
10.00 Total new obligations	2,242	3,296	3,806
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	710	993	496
22.00 New budget authority (gross)	2,500	2,799	3,310
22.10 Resources available from recoveries of prior year obligations	25		
23.90 Total budgetary resources available for obligation	3,235	3,792	3,806
23.95 Total new obligations	-2,242	-3,296	-3,806
24.40 Unobligated balance available, end of year	993	496	
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	240	570	620
41.00 Transferred to other accounts		-51	
43.00 Appropriation (total)	240	519	620
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2,260	2,280	2,690
70.00 Total new budget authority (gross)	2,500	2,799	3,310
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	3,623	3,760	4,987
72.95 From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
72.99 Total unpaid obligations, start of year	3,625	3,762	4,989
73.10 Total new obligations	2,242	3,296	3,806
73.20 Total outlays (gross)	-2,079	-2,069	-2,027
73.45 Adjustments in unexpired accounts	-25		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	3,760	4,987	6,766
74.95 From Federal sources: Receivables and unpaid, unfilled orders	2	2	2

74.99	Total unpaid obligations, end of year	3,762	4,989	6,768
Outlays (gross), detail:				
86.90	Outlays from new current authority	63	26	31
86.93	Outlays from current balances	171	173	226
86.97	Outlays from new permanent authority	113	114	138
86.98	Outlays from permanent balances	1,732	1,756	1,632
87.00	Total outlays (gross)	2,079	2,069	2,027
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-2,260	-2,280	-2,690
Net budget authority and outlays:				
89.00	Budget authority	240	519	620
90.00	Outlays	-181	-211	-663

Formula grants is requested at \$3,310 million in 2000. This total includes \$3,098 million, the guarantee level in TEA-21, plus \$212 million proposed to be made available from the Federal Highway Administration's increase resulting from the revenue aligned budget authority. The Formula Grant funds can be used for all transit purposes including planning, bus and railcar purchases, facility repair and construction, maintenance and where eligible, operating expenses. Increased investment levels help transit succeed in alleviating congestion, ensuring basic mobility, promotes more livable communities and help meet additional needs required as a result of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA).

In 2000, FTA requests \$4.85 million for the Alaska Railroad and \$50 million for the Clean Fuels Formula program consistent with the Transportation Equity Act for the 21st Century, TEA-21. FTA requests \$25 million to support the extraordinary transit needs of the 2002 Winter Olympic Games and Paralympic Games in Salt Lake City, Utah. FTA also requests \$20 million for the high priority Long Island Railroad East Side Access project. A total of \$5 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program is requested.

Clean Fuels Formula Program.—\$50 million will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Over-the-Road Bus Accessibility Program.—\$5 million for the Rural Transportation Accessibility Incentive Program established in TEA-21 will assist operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation's final rule regarding accessibility of over-the-road buses required by the ADA.

Urbanized Area Formula.—\$2,924 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. Also, in urbanized areas under 200,000 both capital and operating costs are eligible expenditures. 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.

Nonurbanized Area Formula.—\$204 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.

Formula Grants for Elderly and Individuals with Disabilities.—\$77 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.

Object Classification (in millions of dollars)		1998 actual	1999 est.	2000 est.
Identification code 69-1129-0-1-401				
25.2	Other services	10	18	16
41.0	Grants, subsidies, and contributions	2,232	3,278	3,790
99.9	Total new obligations	2,242	3,296	3,806

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, \$1,200,000, to remain available until expended: *Provided*, That no more than \$6,000,000 of budget authority shall be available for these purposes. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)		1998 actual	1999 est.	2000 est.
Identification code 69-1136-0-1-401				
Obligations by program activity:				
10.00	Total obligations (object class 41.0)	6	6	6
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	6	6	6
23.95	Total new obligations	-6	-6	-6

New budget authority (gross), detail:		1998 actual	1999 est.	2000 est.
Current:				
40.00	Appropriation	6	1	1
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)		5	5
70.00	Total new budget authority (gross)	6	6	6
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	13	12	11
73.10	Total new obligations	6	6	6
73.20	Total outlays (gross)	-6	-7	-7
74.40	Unpaid obligations, end of year: Obligated balance, end of year	12	11	10

Outlays (gross), detail:		1998 actual	1999 est.	2000 est.
86.90	Outlays from new current authority	1		
86.93	Outlays from current balances	5	6	4
86.97	Outlays from new permanent authority		1	1
86.98	Outlays from permanent balances			2
87.00	Total outlays (gross)	6	7	7
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-5	-5
Net budget authority and outlays:				
89.00	Budget authority	6	1	1
90.00	Outlays	6	2	2

For 2000, \$6 million is proposed for the University Transportation Research program. This program provides continued support for research, education and technology transfer activities aimed at addressing regional and national transportation problems. These funds are matched with support from non-Federal sources. This program also receives funding from the Federal Highway Administration.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, **[\$19,800,000]**

General and special funds—Continued

TRANSIT PLANNING AND RESEARCH—Continued

\$21,000,000, to remain available until expended: *Provided*, That no more than **[\$98,000,000]** \$111,000,000 of budget authority shall be available for these purposes: *Provided further*, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); \$8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)); **[\$43,841,600]** \$49,632,000 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); **[\$9,158,400]** \$10,368,000 is available for state planning (49 U.S.C. 5313(b)); and **[\$27,500,000]** \$33,500,000 is available for the national planning and research program (49 U.S.C. 5314): *Provided further*, That of the total budget authority made available for the national planning and research program, the Federal Transit Administration shall provide the following amounts for the projects and activities listed below:

- City of Branson, MO congestion study, \$450,000;
- Skagit County, WA North Sound connecting communities project, Skagit County Council of Governments, \$50,000;
- Desert air quality comprehensive analysis, Las Vegas, NV, \$1,000,000;
- Vegetation control on rail rights-of-way survey, \$250,000;
- Zinc-air battery bus technology demonstration, \$1,500,000;
- North Orange-South Seminole County, FL fixed guideway technology, \$750,000;
- Galveston, TX fixed guideway activities, \$750,000;
- Washoe County, NV transit technology, \$1,250,000;
- Massachusetts Bay Transit Authority advanced electric transit buses and related infrastructure, \$1,500,000;
- Palm Springs, CA fuel cell buses, \$1,000,000;
- Gloucester, MA intermodal technology center, \$1,500,000;
- Southeastern Pennsylvania Transit Authority advanced propulsion control system, \$2,000,000;
- Project ACTION, \$3,000,000;
- Advanced transportation and alternative fuel vehicle technology consortium (CALSTART), \$2,000,000;
- Rural transportation assistance program, \$750,000;
- JOBLINKS, \$1,000,000;
- Fleet operations, including bus rapid transit, \$1,500,000;
- Northern tier community transportation, Massachusetts, \$500,000;
- Hennepin County community transportation, Minnesota, \$1,000,000; and
- Seattle, Washington livable city, \$200,000]. (*Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Direct program	91	115	111
09.01 Reimbursable program	6	12	12
10.00 Total new obligations	97	127	123
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	17	
22.00 New budget authority (gross)	97	110	123
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	112	127	123
23.95 Total new obligations	-97	-127	-123
24.40 Unobligated balance available, end of year	17		
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	92	20	21
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	2	106	102
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	3	-16	
68.90 Spending authority from offsetting collections (total)	5	90	102

70.00	Total new budget authority (gross)	97	110	123
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	150	137	177
72.95	From Federal sources: Receivables and unpaid, unfilled orders	13	16	
72.99	Total unpaid obligations, start of year	163	153	177
73.10	Total new obligations	97	127	123
73.20	Total outlays (gross)	-104	-103	-112
73.45	Adjustments in unexpired accounts	-2		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	137	177	188
74.95	From Federal sources: Receivables and unpaid, unfilled orders	16		
74.99	Total unpaid obligations, end of year	153	177	188
Outlays (gross), detail:				
86.90	Outlays from new current authority	10	2	2
86.93	Outlays from current balances	92	65	55
86.97	Outlays from new permanent authority	20	20	21
86.98	Outlays from permanent balances	2	16	34
87.00	Total outlays (gross)	104	103	112
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-2	-106	-102
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-3	16	
Net budget authority and outlays:				
89.00	Budget authority	92	20	21
90.00	Outlays	102	-3	10

In 2000, a total of \$111 million is requested for the transit planning and research activities, including \$51 million for research and technology and \$60 million for Metropolitan and Statewide Planning.

In 2000, \$51 million is requested for a variety of research activities. The National Research and Technology program is funded at \$34 million and includes \$4 million made available from the reallocation of the increase resulting from the revenue aligned budget authority under the highway program. These funds will be used to cover costs for FTA's essential safety and transit operations data bases including the National Transit Database. \$8 million is for Transit Cooperative Research; \$4 million for the National Transit Institute; \$5 million for the Rural Transit Assistance Program.

Under the national component of the program, the FTA is a catalyst in the research, development and deployment of transportation methods and technologies which address such issues as accessibility for the disabled, air quality, traffic congestion, and transit service and operational improvements. The National Research Program supports the development of innovative transit technologies, such as hybrid electric buses, fuel cells, and battery powered propulsion systems.

For support of metropolitan and statewide planning activities \$60 million, the guaranteed level in TEA-21, is requested in 2000. Of this amount, \$50 million will be apportioned to States for Metropolitan planning, and \$10 million for statewide planning and research activities. These funds support the transportation planning activities that will enable these regional planning agencies to continue to plan for the transportation investments that best meet the needs of the communities they serve, and to comply with Federal statutes.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	1998 actual	1999 est.	2000 est.	
Direct obligations:				
25.1	Advisory and assistance services	1	1	1
25.5	Research and development contracts	19	24	23
41.0	Grants, subsidies, and contributions	71	90	87
99.0	Subtotal, direct obligations	91	115	111

99.0	Reimbursable obligations	6	12	12
99.9	Total new obligations	97	127	123

86.93	Outlays from current balances			7
86.97	Outlays from new permanent authority		2	7
86.98	Outlays from permanent balances			8
87.00	Total outlays (gross)		4	23

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, **[\$35,000,000]** \$15,000,000, to remain available until expended: *Provided*, That no more than **[\$75,000,000]** \$150,000,000 of budget authority shall be available for these purposes: *Provided further*, That of the amounts appropriated under this head, not more than \$10,000,000 shall be used for grants for reverse commute projects]. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-40	-135
Net budget authority and outlays:				
89.00	Budget authority		35	15
90.00	Outlays		-36	-112

In 2000, \$150 million is requested for the Job Access and Reverse Commute Grants Program. This amount includes \$75 million made available from the Federal Highway Administration as part of a reallocation of the increase resulting from the revenue aligned budget authority under the highway program. Through grants to states, local governments, and non-profit organizations, this program is intended to provide transportation services in urban, suburban and rural areas to assist welfare recipients and low income individuals to access employment opportunities. Federal funds would provide 50 percent of the project costs, with grant recipients supplying the remaining 50 percent.

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00	Total new obligations (object class 41.0)	75	150
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	75	150
23.95	Total new obligations	-75	-150
New budget authority (gross), detail:			
Current:			
40.00	Appropriation	35	15
Permanent:			
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	40	135
70.00	Total new budget authority (gross)	75	150
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year		71
73.10	Total new obligations	75	150
73.20	Total outlays (gross)	-4	-23
74.40	Unpaid obligations, end of year: Obligated balance, end of year	71	198
Outlays (gross), detail:			
86.90	Outlays from new current authority	2	1

CAPITAL INVESTMENT GRANTS

(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, **[\$451,400,000]** \$490,200,000, to remain available until expended: *Provided*, That no more than **[\$2,257,000,000]** \$2,451,000,000 of budget authority shall be available for these purposes: *Provided further*, That [notwithstanding any other provision of law.] there shall be available for fixed guideway modernization, **[\$902,800,000]** \$980,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, \$490,200,000; **[\$451,400,000]**, together with \$50,000,000 transferred from "Federal Transit Administration, Formula grants", to be available for the following projects in amounts specified below:

No.	State	Project	Conference
1	Alaska	Anchorage Ship Creek intermodal facility	\$4,300,000
2	Alaska	Fairbanks intermodal rail/bus transfer facility	2,000,000
3	Alaska	North Slope Borough buses	500,000
4	Alaska	Whittier intermodal facility and pedestrian overpass	700,000
5	Alabama	Birmingham intermodal facility	2,000,000
6	Alabama	Birmingham-Jefferson County, buses	1,250,000
7	Alabama	Dothan Wiregrass Transit Authority demand response shuttle vehicles and transit facility	500,000
8	Alabama	Huntsville, intermodal space centers	5,000,000
9	Alabama	Huntsville, transit facility	1,000,000
10	Alabama	Jasper buses	50,000
11	Alabama	Lee-Russell Council buses	790,000
12	Alabama	Mobile, GM&O building	5,000,000
13	Alabama	Montgomery Union Station intermodal center and buses	5,000,000
14	Alabama	Pritchard, bus transfer facility	500,000
15	Alabama	Tuscaloosa, intermodal center	1,950,000
16	Alabama	University of North Alabama pedestrian walkways	800,000
17	Arkansas	Arkansas Highway and Transit Department buses	200,000
18	Arkansas	Fayetteville, University of Arkansas Transit System buses	500,000
19	Arkansas	Hot Springs, transportation depot and plaza	560,000
20	Arkansas	Little Rock, Central Arkansas Transit buses	300,000
21	Arkansas	Statewide bus needs	1,500,000
22	Arizona	Phoenix bus and bus facilities	4,000,000
23	Arizona	Tucson alternatively fueled buses	2,000,000
24	Arizona	Tucson intermodal facility	1,000,000
25	California	Central Contra Costa County transit vans	200,000
26	California	Culver City, CityBus buses	1,250,000
27	California	Davis, Unitrans transit maintenance facility	625,000
28	California	Davis/Sacramento area hydrogen bus technology program	950,000
29	California	Folsom multimodal facility	1,000,000
30	California	Healdsburg, intermodal facility	1,000,000
31	California	Humboldt, intermodal facility	1,000,000
32	California	Huntington Beach buses	200,000
33	California	I-5 corridor intermodal transit centers	2,500,000
34	California	Lake Tahoe intermodal transit center	500,000

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued
(INCLUDING TRANSFER OF FUNDS)—Continued

No.	State	Project	Conference
35	California	Livermore automatic vehicle locator program	1,000,000
36	California	Los Angeles County Metropolitan transportation authority buses	3,000,000
37	California	Los Angeles Foothills Transit maintenance facility	1,000,000
38	California	Los Angeles municipal transit operators consortium	2,500,000
39	California	Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000
40	California	Modesto, bus maintenance facility	1,355,000
41	California	Monterey, Monterey-Salinas buses	625,000
42	California	Morongo Basin, Transit Authority bus facility	650,000
43	California	North San Diego County transit district buses	1,750,000
44	California	Perris, bus maintenance facility	1,250,000
45	California	Riverside Transit Agency buses and facilities and ITS applications	1,000,000
46	California	Sacramento, CNG buses	1,250,000
47	California	San Bernardino buses	1,000,000
48	California	San Diego City College multimodal center (12th Avenue/College Station)	1,000,000
49	California	San Fernando Valley smart shuttle buses	300,000
50	California	San Francisco, Islais Creek maintenance facility	1,250,000
51	California	San Joaquin (Stockton) buses and bus facilities	1,000,000
52	California	Santa Clara Valley Transportation Authority buses and bus facilities	1,000,000
53	California	Santa Clarita transit maintenance facility	2,250,000
54	California	Santa Cruz metropolitan bus facilities	625,000
55	California	Santa Cruz transit facility	1,000,000
56	California	Santa Rosa/Cotati, and Rohnert Park facilities	750,000
57	California	Santa Rosa/Cotati, intermodal transportation facilities	750,000
58	California	Solano Links intercity transit consortium	1,000,000
59	California	Ukiah Transit Center	500,000
60	California	Windsor, Intermodal Facility	750,000
61	California	Woodland Hills, Warner Center Transportation Hub	325,000
62	California	Yolo County, bus facility	1,200,000
63	Colorado	Boulder/Denver, RTD buses	625,000
64	Colorado	Colorado buses and bus facilities	6,800,000
65	Colorado	Denver, Stapleton Intermodal Center	1,250,000
66	Connecticut	Hartford, Transportation Access Project	800,000
67	Connecticut	New Haven, bus facility	2,250,000
68	Connecticut	Norwich, buses	2,250,000
69	Connecticut	Waterbury, bus facility	2,250,000
70	District/Columbia	Fuel cell bus and bus facilities program (section 3015(b))	4,850,000
71	District/Columbia	Washington, D.C. Intermodal Transportation Center	2,500,000
72	Delaware	Delaware statewide buses	1,000,000
73	Florida	Broward County, buses	1,000,000
74	Florida	Clearwater multimodal facility	2,500,000
75	Florida	Daytona Beach, Intermodal Center	2,500,000
76	Florida	Gainesville buses and equipment	1,500,000
77	Florida	Jacksonville buses and bus facilities	1,000,000
78	Florida	Lakeland, Citrus Connection transit vehicles and related equipment	1,250,000
79	Florida	Lynx buses and bus facilities	1,000,000
80	Florida	Miami, bus security and surveillance	1,000,000
81	Florida	Miami Beach multimodal transit center	1,000,000
82	Florida	Miami Beach, Electric Shuttle Service	750,000
83	Florida	Miami-Dade, buses	2,250,000
84	Florida	Orlando, Intermodal Facility	2,500,000
85	Florida	Tampa Hartline buses	1,250,000
86	Georgia	Atlanta, MARTA buses	12,000,000
87	Georgia	Savannah/Chatham Area transit bus transfer centers and buses	3,500,000
88	Hawaii	Honolulu, bus facility and buses	3,250,000
89	Illinois	Illinois statewide buses and bus-related equipment	6,800,000
90	Illinois	Rock Island, buses	2,500,000
91	Indiana	City of East Chicago buses	200,000
92	Indiana	Gary, Transit Consortium buses	1,250,000
93	Indiana	Indianapolis, buses	5,000,000
94	Indiana	South Bend, Urban Intermodal Transportation Facility	1,250,000
95	Iowa	Fort Dodge, Intermodal Facility (Phase II)	885,000
96	Iowa	Iowa statewide buses and bus facilities	3,000,000
97	Iowa	Iowa/Illinois Transit Consortium bus safety and security	1,000,000
98	Iowa	Sioux City park and ride bus facility	1,800,000
99	Kansas	Johnson County bus maintenance/operations facility	2,000,000
100	Kentucky	Louisville, Kentucky University of Louisville and River City buses	3,000,000
101	Kentucky	Northern Kentucky Area Development District senior citizen buses	100,000
102	Kentucky	Owensboro buses	200,000
103	Kentucky	Southern and eastern Kentucky buses and bus facilities	2,000,000
104	Louisiana	Statewide buses and bus-related facilities	11,000,000
105	Massachusetts	Essex and Middlesex buses	3,128,000
106	Massachusetts	New Bedford/Fall River Mobile Access to health care	250,000
107	Massachusetts	Pittsfield intermodal center	4,600,000
108	Massachusetts	Springfield, Union Station	1,250,000
109	Massachusetts	Westfield intermodal center	2,000,000
110	Massachusetts	Worcester, Union Station Intermodal Transportation Center	2,500,000
111	Maryland	Maryland statewide bus facilities and buses	10,000,000
112	Michigan	Lansing, CATA bus technology improvements	600,000
113	Michigan	Michigan statewide buses	10,000,000

114	Minnesota	Duluth, Transit Authority community circulation vehicles	1,000,000
115	Minnesota	Duluth, Transit Authority intelligent transportation systems	500,000
116	Minnesota	Duluth, Transit Authority Transit Hub	500,000
117	Minnesota	Northstar Corridor, Intermodal Facilities and buses	6,000,000
118	Minnesota	Twin Cities area metro transit buses and bus facilities	9,500,000
119	Missouri	Kansas City Union Station redevelopment	2,500,000
120	Missouri	OATS Transit	2,500,000
121	Missouri	Southwest Missouri State University park and ride facility	1,000,000
122	Missouri	St. Louis, Bi-state Intermodal Center	1,250,000
123	Missouri	Statewide bus and bus facilities	4,500,000
124	Mississippi	Harrison County multimodal center/hybrid electric shuttle buses	1,900,000
125	Mississippi	High Street, Jackson intermodal center	2,000,000
126	Mississippi	Jackson buses and facilities	1,600,000
127	Montana	Butte bus replacements	1,500,000
128	Nevada	Clark County Regional Transportation Commission buses and bus facilities	2,615,000
129	Nevada	Reno, RTC transit passenger and facility security improvements	1,250,000
130	Nevada	Washoe County, transit improvements	2,250,000
131	New Hampshire	Berlin Tri-County Community Action transit garage	120,000
132	New Hampshire	Carroll County transportation alliance buses	200,000
133	New Hampshire	Concord Area Transit buses	750,000
134	New Hampshire	Greater Laconia Transit Agency buses	450,000
135	New Hampshire	Keene HCS community care buses and equipment	100,000
136	New Hampshire	Lebanon advance transit buses	150,000
137	New Hampshire	Statewide transit systems	1,000,000
138	New Jersey	New Jersey Transit jitney shuttle buses	1,750,000
139	New Jersey	Newark, Morris & Essex Station access and buses	1,250,000
140	New Jersey	South Amboy, Regional Intermodal Transportation Initiative	1,250,000
141	New Jersey	Statewide alternatively fueled vehicles	7,500,000
142	New Mexico	Albuquerque, buses, paratransit vehicles, and bus facility	3,750,000
143	New Mexico	Northern New Mexico park and ride facilities	2,000,000
144	New York	Babylon, Intermodal Center	1,250,000
145	New York	Brookhaven Town, elderly and disabled buses and vans	225,000
146	New York	Brooklyn-Staten Island, Mobility Enhancement buses	800,000
147	New York	Broome County buses and fare collection equipment	900,000
148	New York	Buffalo, Auditorium Intermodal Center	3,000,000
149	New York	Dutchess County, Loop System buses	521,000
150	New York	East Hampton, elderly and disabled buses and vans	100,000
151	New York	Ithaca, TCAT bus technology improvements	1,250,000
152	New York	Long Beach central bus facility	750,000
153	New York	Long Island, CNG transit vehicles and facilities and bus replacement	1,250,000
154	New York	Mineola/Hicksville, LIRR Intermodal Centers	1,250,000
155	New York	Nassau County CNG buses	1,000,000
156	New York	New York City Midtown West Ferry Terminal	1,500,000
157	New York	New York, West 72nd St. Intermodal Station	1,750,000
158	New York	Niagara Frontier Transportation Authority Hublink	500,000
159	New York	Rensselaer intermodal bus facility	1,000,000
160	New York	Riverhead, elderly and disabled buses and vans	125,000
161	New York	Rochester central bus facility	1,000,000
162	New York	Rome, Intermodal Center	400,000
163	New York	Shelter Island, elderly and disabled buses and vans	100,000
164	New York	Smithtown, elderly and disabled buses and vans	125,000
165	New York	Southampton, elderly and disabled buses and vans	125,000
166	New York	Southold, elderly and disabled buses and vans	100,000
167	New York	Suffolk County, elderly and disabled buses and vans	100,000
168	New York	Syracuse CNG buses and facilities	2,000,000
169	New York	Ulster County bus facilities and equipment	1,000,000
170	New York	Utica and Rome, bus facilities and buses	500,000
171	New York	Utica, Union Station	2,100,000
172	New York	Westchester County, Bee-Line transit system fareboxes	979,000
173	New York	Westchester County, Bee-Line transit system shuttle buses	1,000,000
174	New York	Westchester County, DOT articulated buses	1,250,000
175	North Carolina	Greensboro, Multimodal Center	3,340,000
176	North Carolina	Greensboro, Transit Authority buses	1,500,000
177	North Carolina	Greensboro, Transit Authority small buses and vans	321,000
178	North Carolina	Statewide buses and bus facilities	5,000,000
179	North Dakota	Statewide buses and bus-related facilities	2,000,000
180	Ohio	Cleveland, Triskett Garage bus maintenance facility	625,000
181	Ohio	Dayton, Multimodal Transportation Center	625,000
182	Ohio	Statewide buses and bus facilities	12,000,000
183	Ohio	Toledo Mud Hens transit center study	200,000
184	Oklahoma	Oklahoma statewide bus facilities and buses	5,000,000
185	Oregon	Lane County, Bus Rapid Transit	4,400,000
186	Oregon	Portland, Tri-Met buses	1,750,000
187	Oregon	Rogue Valley transit district bus purchase	1,000,000
188	Oregon	Salem area mass transit system buses	1,000,000
189	Oregon	Wilsonville, buses and shelters	400,000
190	Pennsylvania	Altoona bus testing facility (section 3009)	3,000,000
191	Pennsylvania	Altoona, Metro Transit Authority buses and transit system improvements	842,000
192	Pennsylvania	Altoona, Metro Transit Authority Logan Valley Mall Suburban Transfer Center	80,000
193	Pennsylvania	Altoona, Metro Transit Authority Transit Center improvements	424,000
194	Pennsylvania	Altoona, pedestrian crossover	800,000
195	Pennsylvania	Armstrong County-Mid-County, PA bus facilities and buses	150,000
196	Pennsylvania	Beaver County bus facility	1,000,000
197	Pennsylvania	Bradford County, Endless Mountain Transportation Authority buses	1,000,000
198	Pennsylvania	Cambria County, bus facilities and buses	575,000
199	Pennsylvania	Centre Area, Transportation Authority buses	1,250,000
200	Pennsylvania	Chambersburg, Transit Authority buses	300,000
201	Pennsylvania	Chambersburg, Transit Authority Intermodal Center	1,000,000

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued
(INCLUDING TRANSFER OF FUNDS)—Continued

No.	State	Project	Conference
202	Pennsylvania	Chester County, Paoli Transportation Center	1,000,000
203	Pennsylvania	Crawford Area, Transportation buses	500,000
204	Pennsylvania	Erie, Metropolitan Transit Authority buses	1,000,000
205	Pennsylvania	Fayette County, Intermodal Facilities and buses	1,270,000
206	Pennsylvania	Lackawanna County, Transit System buses	600,000
207	Pennsylvania	Mercer County, buses	750,000
208	Pennsylvania	Monroe County, Transportation Authority buses	1,000,000
209	Pennsylvania	Philadelphia, Frankford Transportation Center	5,000,000
210	Pennsylvania	Philadelphia, Intermodal 30th Street Station	1,250,000
211	Pennsylvania	Philadelphia, Regional Transportation System for Elderly and Disabled	750,000
212	Pennsylvania	Reading, BARTA Intermodal Transportation Facility	1,750,000
213	Pennsylvania	Red Rose, Transit Bus Terminal	1,000,000
214	Pennsylvania	Robinson, Towne Center Intermodal Facility	1,500,000
215	Pennsylvania	Schuylkill County buses	220,000
216	Pennsylvania	Somerset County, bus facilities and buses	175,000
217	Pennsylvania	Towamencin Township, Intermodal Bus Transportation Center	1,500,000
218	Pennsylvania	Washington County, Intermodal Facilities	630,000
219	Pennsylvania	Westmoreland County, Intermodal Facility	200,000
220	Pennsylvania	Wilkes-Barre, Intermodal Facility	1,250,000
221	Pennsylvania	Williamsport, Bus Facility	1,200,000
222	Puerto Rico	San Juan Intermodal access	950,000
223	Rhode Island	Providence, buses and bus maintenance facility	2,250,000
224	Rhode Island	Rhode Island Public Transit Authority buses	3,200,000
225	South Carolina	Columbia Bus replacement	1,100,000
226	South Carolina	Pee Dee buses and facilities	1,250,000
227	South Carolina	South Carolina statewide Virtual Transit Enterprise	1,220,000
228	South Carolina	Spartanburg buses and facilities	1,000,000
229	South Dakota	Computerized bus dispatch system, radios, money boxes, and lift replacements	800,000
230	South Dakota	Sioux Falls buses	1,000,000
231	South Dakota	South Dakota statewide bus facilities and buses	3,500,000
232	Tennessee	Statewide buses and bus facilities	2,000,000
233	Texas	Austin, buses	2,250,000
234	Texas	Brazos Transit Authority buses and facilities	1,500,000
235	Texas	Corpus Christi transit authority buses and facilities	1,000,000
236	Texas	Dallas Area Rapid transit buses	2,750,000
237	Texas	Fort Worth bus and paratransit vehicle project	2,500,000
238	Texas	Galveston buses and bus facilities	1,000,000
239	Texas	Texas statewide small urban and rural buses	6,000,000
240	Utah	Ogden, Intermodal Center	800,000
241	Utah	Utah Hybrid electric vehicle bus purchase	1,500,000
242	Utah	Utah Transit Authority, Intermodal Facilities	1,500,000
243	Utah	Utah Transit Authority/Park City Transit, buses	6,500,000
244	Vermont	Brattleboro Union Station multimodal center	2,500,000
245	Vermont	Burlington intermodal center	1,000,000
246	Vermont	Deerfield Valley Transit authority	500,000
247	Virginia	Alexandria, bus maintenance facility and Crystal City canopy project	1,000,000
248	Virginia	Alexandria, King Street Station access	1,100,000
249	Virginia	Harrisonburg, buses	200,000
250	Virginia	Lynchburg, buses	200,000
251	Virginia	Richmond, GRTC bus maintenance facility	1,250,000
252	Virginia	Roanoke, buses	200,000
253	Virginia	Statewide buses and bus facilities	10,000,000
254	Washington	Anacortes ferry terminal information system	500,000
255	Washington	Ben Franklin transit operating facility	1,000,000
256	Washington	Bremerton transportation center	1,000,000
257	Washington	Central Puget Sound Seattle bus program	8,000,000
258	Washington	Chelan-Douglas multimodal center	900,000
259	Washington	Everett, Multimodal Transportation Center	1,950,000
260	Washington	Grant County, buses and vans	600,000
261	Washington	Mount Vernon, Multimodal Center	1,750,000
262	Washington	Port Angeles center	1,000,000
263	Washington	Seattle, Intermodal Transportation Terminal	1,250,000
264	Washington	Snohomish County, Community transit buses	1,000,000
265	Washington	Tacoma Dome, buses and bus facilities	1,750,000
266	Washington	Thurston County intercity buses	1,000,000
267	Washington	Vancouver, Clark County (C-Tran) bus facilities	1,000,000
268	Wisconsin	Milwaukee County, buses	4,000,000
269	Wisconsin	Wisconsin statewide bus facilities and buses	12,875,000
270	West Virginia	Huntington, Intermodal Facility	8,000,000
271	West Virginia	West Virginia statewide Intermodal Facility and buses	6,500,000

; and there shall be available for new fixed guideway systems, \$902,800,000, to be available as follows:

\$10,400,000 for the Alaska or Hawaii ferry projects;
\$5,000,000 for the Albuquerque light rail project;
\$52,110,000 for the Atlanta-North Springs project;
\$1,000,000 for the Austin Capital metro project;

\$500,000 for the Baltimore central downtown transit alternatives major investment study;

\$1,000,000 for the Baltimore light rail double track project;
\$1,000,000 for the Birmingham, Alabama alternatives analysis study and preliminary engineering;
\$500,000 for the Boston North-South rail link project;

- \$750,000 for the Boston urban ring project;
\$2,000,000 for the Burlington-Essex, Vermont commuter rail project;
\$2,200,000 for the Canton-Akron-Cleveland commuter rail project;
\$2,200,000 for the Charleston, South Carolina monobeam rail project;
\$3,000,000 for the Charlotte, North Carolina South-North corridor transitway project;
\$6,000,000 for the Chicago Metra commuter rail extensions and upgrades project;
\$3,000,000 for the Chicago Transit Authority Ravenswood and Douglas branch lines projects: *Provided*, That recognizing the nature of these projects, of the requirements of 49 U.S.C. section 5309(e), only sections 5309(e)(1)(C) and 5309(e)(4) shall apply;
\$1,800,000 for the Cincinnati Northeast/Northern Kentucky rail line project;
\$4,000,000 for the Clark County, Nevada fixed guideway project;
\$1,000,000 for the Cleveland Berea Red Line extension to the Hopkins International Airport project;
\$2,000,000 for the Cleveland Euclid corridor improvement project;
\$500,000 for the Colorado-North Front Range corridor feasibility study;
\$12,000,000 for the Dallas-Fort Worth RAILTRAN project;
\$16,000,000 for the DART North Central light rail extension project;
\$1,000,000 for the Dayton, Ohio light rail study;
\$40,000,000 for the Denver Southwest Corridor project;
\$500,000 for the Denver Southeast Corridor multimodal corridor project;
\$17,000,000 for the Dulles corridor project;
\$4,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;
\$1,000,000 for the Harrisburg, Pennsylvania capital area transit/corridor one project;
\$1,500,000 for the Hartford, Connecticut light rail project;
\$3,000,000 for the Honolulu, Hawaii major investment analysis of transit alternatives;
\$2,000,000 for the Houston advanced regional transit program;
\$59,670,000 for the Houston Regional Bus project;
\$1,000,000 for the Johnson County, Kansas I-35 commuter rail project;
\$500,000 for the Kansas City, Missouri commuter rail study;
\$500,000 for the Kenosha-Racine-Milwaukee, Wisconsin commuter rail project;
\$250,000 for the King County, Washington Elliot Bay water taxi;
\$1,500,000 for the Knoxville, Tennessee electric transit project;
\$1,000,000 for the Largo, Maryland Metro Blue Line extension project;
\$1,000,000 for the Little Rock, Arkansas River rail project;
\$24,000,000 for the Long Island Railroad East Side access project, New York;
\$38,000,000 for the Los Angeles MOS-3 project;
\$1,000,000 for the Massachusetts North Shore corridor project;
\$17,041,000 for the MARC commuter rail project;
\$1,000,000 for the Maryland Route 5 corridor;
\$2,200,000 for the Memphis, Tennessee Medical Center rail extension project;
\$3,000,000 for the Miami Metro-Dade Transit east-west corridor project;
\$3,000,000 for the Miami Metro-Dade North 27th Avenue corridor project;
\$8,000,000 for the Mid-City and East Side projects, Los Angeles;
\$4,000,000 for the Morgantown, West Virginia fixed guideway modernization project;
\$1,000,000 for the Nashville, Tennessee regional commuter rail project;
\$70,000,000 for the New Jersey urban core Hudson-Bergen LRT project;
\$6,000,000 for the New Jersey urban core Newark-Elizabeth rail link project;
\$500,000 for the New London, Connecticut waterfront access project;
\$22,000,000 for the New Orleans Canal Street corridor project;
\$2,000,000 for the New Orleans Desire Streetcar project;
\$8,000,000 for the Norfolk-Virginia Beach regional rail project;
\$500,000 for the Northeast Ohio commuter rail study, Phase 2;
- \$3,000,000 for the Northern Indiana South Shore commuter rail project;
\$3,000,000 for the Oceanside-Escondido passenger rail project;
\$500,000 for the Old Saybrook-Hartford, Connecticut rail extension project;
\$1,000,000 for the Omaha, Nebraska trolley system;
\$2,500,000 for the Orange County, California transitway project;
\$17,500,000 for the Orlando Lynx light rail project;
\$3,000,000 for the Philadelphia-Reading SEPTA Schuylkill Valley Metro project;
\$1,000,000 for the Philadelphia SEPTA Cross County Metro project;
\$5,000,000 for the Phoenix metropolitan area transit project;
\$4,000,000 for the Pittsburgh Allegheny County Stage II light rail project;
\$1,000,000 for the Pittsburgh North Shore central business district transit options MIS;
\$25,718,000 for the Portland-Westside/Hillsboro project;
\$5,000,000 for the Puget Sound RTA Link light rail project;
\$41,000,000 for the Puget Sound RTA Sounder commuter rail project;
\$10,000,000 for the Raleigh-Durham-Chapel Hill Triangle Transit project;
\$23,480,000 for the Sacramento south corridor LRT project;
\$70,000,000 for the Salt Lake City South LRT project;
\$5,000,000 for the Salt Lake City/Airport to University (West-East) light rail project: *Provided further*, That the non-governmental share for these funds shall be determined in accordance with Section 3030(c)(2)(B)(ii) of the Transportation Equity Act for the 21st Century, as amended (Public Law 105-178);
\$1,000,000 for the San Bernardino Metrolink extension project;
\$2,000,000 for the San Diego Mid-Coast corridor project;
\$1,500,000 for the San Diego Mission Valley East light rail transit project;
\$40,000,000 for the San Francisco BART extension to the airport project;
\$500,000 for the San Jacinto-Branch Line (Riverside County) project;
\$27,000,000 for the San Jose Tasman LRT project;
\$20,000,000 for the San Juan Tren Urbano;
\$500,000 for the Savannah, Georgia water taxi;
\$250,000 for the Sioux City micro rail trolley system;
\$53,983,000 for the South Boston Piers MOS-2 project;
\$1,000,000 for the South Dekalb-Lindburgh corridor LRT project;
\$200,000 for the Southeast Michigan commuter rail viability project;
\$1,000,000 for the Spokane, Washington light rail project;
\$500,000 for the St. Louis-Jefferson City-Kansas City, Missouri commuter rail project;
\$35,000,000 for the St. Louis-St. Clair LRT extension project;
\$1,000,000 for the Stamford, Connecticut fixed guideway connector;
\$1,000,000 for the Tampa Bay regional rail project;
\$17,000,000 for the Twin Cities Transitways project;
\$2,000,000 for the Virginia Railway Express Woodbridge station improvements project; and
\$1,000,000 for the West Trenton, New Jersey rail project:
Provided further, That funds provided in Public Law 105-66 for the Pennsylvania Strawberry Hill/Diamond Branch rail project shall be available for the Laurel Rail line project in Lackawanna County, Pennsylvania] and there shall be available for new fixed guideway systems, \$980,400,000 to be available as follows:
\$10,322,000 for the Alaska or Hawaii ferry projects;
\$45,141,609 for Atlanta—North Springs project;
\$50,000,000 for Los Angeles Metro Rail—North Hollywood;
\$70,000,000 for Dallas North Central LRT project;
\$35,000,000 for Denver Southwest Corridor project;
\$20,000,000 for Fort Lauderdale—Tri-Rail Commuter Rail upgrade project;
\$62,516,377 for Houston Regional Bus project;
\$703,308 for MARC Commuter Rail project;
\$44,000,000 for Orlando—I-4 Central Florida LRT project;
\$15,109,600 for Memphis—Medical Center Extension project;
\$12,000,000 for Newark Rail Link MOS-1 project;
\$99,000,000 for New Jersey Urban Core Hudson-Bergen project;
\$11,061,930 for Portland Westside LRT project;
\$25,000,000 for Sacramento South Corridor LRT project;
\$37,928,359 for Salt Lake City South LRT project;

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued
(INCLUDING TRANSFER OF FUNDS)—Continued

\$20,000,000 for Salt Lake City East-West (Downtown Segment) LRT Project: Provided, That the importance of a downtown segment to the system connectivity necessary to meet the needs of the 2002 Olympic games in Salt Lake City, Utah, may be considered by the Secretary in determining whether to approve a grant or loan under 49 U.S.C. 5309(e)(i);

\$50,000,000 for St. Louis—Metrolink St. Clair Extension project; \$35,000,000 for San Diego Mission Valley East LRT project; \$84,000,000 for San Francisco BART Extension to the Airport project;

\$31,870,289 for San Jose Tasman West LRT project; \$82,000,000 for San Juan—Tren Urbano project; \$53,961,528 for South Boston Piers MOS-2 project; \$78,432,000 for activities other than final design and construction as specified in 49 U.S.C. 5309(m)(2);

\$7,353,000 for activities authorized by 49 U.S.C. 5327. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations		2,307	2,451
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		2,307	2,451
23.95 Total new obligations		-2,307	-2,451
New budget authority (gross), detail:			
Current:			
40.00 Appropriation		451	490
42.00 Transferred from other accounts		50	
43.00 Appropriation (total)		501	490
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1,806	1,961
70.00 Total new budget authority (gross)		2,307	2,451
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year			2,192
73.10 Total new obligations		2,307	2,451
73.20 Total outlays (gross)		-115	-630
74.40 Unpaid obligations, end of year: Obligated balance, end of year		2,192	4,013
Outlays (gross), detail:			
86.90 Outlays from new current authority		25	25
86.93 Outlays from current balances			110
86.97 Outlays from new permanent authority		90	98
86.98 Outlays from permanent balances			397
87.00 Total outlays (gross)		115	630
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-1,806	-1,961
Net budget authority and outlays:			
89.00 Budget authority		501	490
90.00 Outlays		-1,691	-1,331

For 2000, a total of \$2,451 million, the guaranteed level in TEA-21, is requested for Capital Investment Grants. The \$2,451 million will be allocated among the following activities:

Bus and bus-related facilities.—\$490.2 million for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. This funding will assist public transit authorities in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. For 2000, FTA's goal is to

continue in its efforts to make the national fixed-route bus system 80 percent accessible to individuals with disabilities. Within the bus funding level, \$50 million will be provided for the Clean Fuels Formula Grants program, as authorized by TEA-21. The Clean Fuels Formula Program will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses.

Fixed guideway modernization.—\$980.4 million for the acquisition, reconstruction and improvement of facilities and equipment for use on fixed guideways including heavy and light rail, commuter rail, and ferryboat operations. Funding for this program will ensure the fixed guideway modernization activity remains the stabilization and restoration factor for remedying the conditions of the Nation's older fixed guideway systems.

New Starts.—\$980.4 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. This will fund all projects currently under Full Funding Grant Agreements (FFGA) or expected to be under a FFGA during 2000. Within the \$980.4 million total FTA is requesting that 8 percent or, \$78.4 million be provided for preliminary engineering and recommending \$8 million for each of the following projects: Baltimore Central Corridor LRT Double Track, Minneapolis—Hiawatha Corridor Transitway, Raleigh-Durham—Research Triangle Regional Rail and Seatttle—Sound Move-Link LRT. Based on current information these projects are among the strongest candidates in the New Starts pipeline.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	1998 actual	1999 est.	2000 est.
25.2 Other services		17	18
41.0 Grants, subsidies, and contributions		2,290	2,433
99.9 Total new obligations		2,307	2,451

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-9913-0-1-401	1998 actual	1999 est.	2000 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	4	
22.00 New budget authority (gross)		-4	
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	4		
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded		-4	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		3	
73.20 Total outlays (gross)		-3	
73.45 Adjustments in unexpired accounts		-1	
Outlays (gross), detail:			
86.93 Outlays from current balances		3	
Net budget authority and outlays:			
89.00 Budget authority		-4	
90.00 Outlays		3	

This schedule displays programs that no longer require appropriations and thus reflects obligations and outlays made under prior year appropriations.

Trust Funds

[MASS TRANSIT CAPITAL FUND] DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND), MASS TRANSIT ACCOUNT

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), **[\$2,000,000,000] \$1,500,000,000**, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

[SEC. 116. Of the unobligated balances authorized in Public Law 102-240 under 49 U.S.C. 5338(b)(1), \$392,000,000 is rescinded.] (Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	1,656	512	511
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	1,050	1,415	511
22.00 New budget authority (gross)	2,000	-392	
22.10 Resources available from recoveries of prior year obligations	22		
23.90 Total budgetary resources available for obligation	3,072	1,023	511
23.95 Total new obligations	-1,656	-512	-511
24.49 Unobligated balance, end of year: Contract authority	1,415	511	
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	2,350	2,000	1,500
40.49 Portion applied to liquidate contract authority	-2,350	-2,000	-1,500
43.00 Appropriation (total)			
Permanent:			
66.10 Contract authority (definite)	2,000		
66.36 Contract authority rescinded (unobligated balances)		-392	
66.90 Contract authority (total)	2,000	-392	
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	2	1	
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-2	-1	
68.90 Spending authority from offsetting collections (total)			
70.00 Total new budget authority (gross)	2,000	-392	
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	447	924	1,466
72.49 Obligated balance, start of year: Contract authority	3,504	2,789	1,301
72.95 From Federal sources: Receivables and unpaid, unfilled orders	3	1	
72.99 Total unpaid obligations, start of year	3,954	3,714	2,767
73.10 Total new obligations	1,656	512	511
73.20 Total outlays (gross)	-1,875	-1,459	-1,144
73.45 Adjustments in unexpired accounts	-22		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	924	1,466	1,822
74.49 Obligated balance, end of year: Contract authority	2,789	1,301	312
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1		
74.99 Total unpaid obligations, end of year	3,714	2,767	2,134
Outlays (gross), detail:			
86.90 Outlays from new current authority	100		
86.93 Outlays from current balances	1,773	1,458	1,144
86.98 Outlays from permanent balances	2	1	
87.00 Total outlays (gross)	1,875	1,459	1,144

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-1	
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	2	1	

Net budget authority and outlays:

89.00 Budget authority	2,000	-392	
90.00 Outlays	1,873	1,458	1,144

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	4,554	4,204	1,812
Contract authority:			
0200 Contract authority	2,000	-392	
0400 Appropriation to liquidate contract authority	-2,350	-2,000	-1,500
0700 Balance, end of year	4,204	1,812	312

In 2000, \$1,500 million in liquidating cash in the Mass Transit Capital Fund will be available to pay previous obligations in the Discretionary Grants account.

Object Classification (in millions of dollars)

Identification code 69-8191-0-7-401	1998 actual	1999 est.	2000 est.
25.2 Other services	13	7	
41.0 Grants, subsidies, and contributions	1,643	505	511
99.9 Total new obligations	1,656	512	511

TRUST FUND SHARE OF EXPENSES

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303-5308, 5310-5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105-178, **[\$4,251,800,000] \$4,929,270,000**, to remain available until expended [and to] , of which **\$4,638,000,000** shall be derived from the Mass Transit Account of the Highway Trust Fund and **\$291,270,000** shall be derived from Federal-aid highways: *Provided*, That **[\$2,280,000,000] \$2,690,670,000** shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That **[\$78,200,000] \$90,000,000** shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That **[\$43,200,000] \$48,000,000** shall be paid to the Federal Transit Administration's administrative expenses account: *Provided further*, That **\$4,800,000** shall be paid to the Federal Transit Administration's university transportation research account: *Provided further*, That **[\$40,000,000] \$135,000,000** shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That **[\$1,805,600,000] \$1,960,800,000** shall be paid to the Federal Transit Administration's Capital Investment Grants account. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8350-0-7-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Administrative expenses		43	48
00.02 Job access and reverse commute		40	135
00.03 Formula programs	2,260	2,280	2,690
00.04 University transportation research		5	5
00.05 Transit planning and research		78	90
00.06 Capital investment grants		1,806	1,961
10.00 Total obligations (object class 92.0)	2,260	4,252	4,929
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	1
22.00 New budget authority (gross)	2,260	4,252	4,929
23.90 Total budgetary resources available for obligation	2,261	4,253	4,930

TRUST FUND SHARE OF EXPENSES—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8350-0-7-401	1998 actual	1999 est.	2000 est.
23.95 Total new obligations	-2,260	-4,252	-4,929
24.40 Unobligated balance available, end of year	1	1	1
New budget authority (gross), detail:			
Current:			
40.26 Appropriation (trust fund, definite)	2,260	4,252	4,638
40.49 Portion applied to liquidate contract authority	-2,260	-4,252	-4,638
43.00 Appropriation (total)			
Permanent:			
62.00 Transferred from other accounts			291
66.10 Contract authority (definite)	2,260	4,252	4,638
70.00 Total new budget authority (gross)	2,260	4,252	4,929
Change in unpaid obligations:			
73.10 Total new obligations	2,260	4,252	4,929
73.20 Total outlays (gross)	-2,260	-4,252	-4,929
Outlays (gross), detail:			
86.90 Outlays from new current authority	2,260	4,252	4,638
86.97 Outlays from new permanent authority			291
87.00 Total outlays (gross)	2,260	4,252	4,929
Net budget authority and outlays:			
89.00 Budget authority	2,260	4,252	4,929
90.00 Outlays	2,260	4,252	4,929

Status of Contract Authority (in millions of dollars)

Identification code 69-8350-0-7-401	1998 actual	1999 est.	2000 est.
Contract authority:			
0200 Contract authority	2,260	4,252	4,638
0400 Appropriation to liquidate contract authority	-2,260	-4,252	-4,638

For 2000 this account tracks the portion of funds for each of FTA's programs derived from the Mass Transit Account of the Highway Trust Fund.

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

[In millions of dollars]

	1998 actual	1999 est.	2000 est.
Unexpended balance, start of year	9,857	10,050	9,706
Cash income during the year, Governmental receipts:			
Motor fuel taxes	3,487	5,366	4,546
Interest on investments	839		
Total annual income	4,326	5,366	4,546
Cash outlays during the year:			
Discretionary grants/Major Capital Investments (liquidation of contract authorization)	-1,873	-1,458	-1,144
Trust fund share of transit programs	-2,260	-4,252	-4,929
Total annual outlays	-4,133	-5,710	-6,073
Unexpended balance, end of year	10,050	9,706	8,179

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, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Operations and maintenance	12	11	12
09.02 Replacement and improvements	1	1	1
10.00 Total new obligations	13	12	13
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	13	13
22.00 New budget authority (gross)	13	12	13
23.90 Total budgetary resources available for obligation	26	25	26
23.95 Total new obligations	-13	-12	-13
24.40 Unobligated balance available, end of year	13	13	13
New budget authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	13	12	13
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	3	3	2
73.10 Total new obligations	13	12	13
73.20 Total outlays (gross)	-13	-12	-13
74.40 Unpaid obligations, end of year: Obligated balance, end of year	3	2	2
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	13	12	13
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-11	-11	-12
88.40 Non-Federal sources	-2	-1	-1
88.90 Total, offsetting collections (cash)	-13	-12	-13
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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 2000-2004. 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	1997 actual	1998 actual	1999 est.	2000 est.
0101 Revenue	10	11	11	12
0102 Expense	-11	-11	-11	-12
0109 Net income or loss (-)	-1			

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	1	1	1	1
Other Federal assets:				
1801 Cash and other monetary assets	13	13	13	13
1803 Property, plant and equipment, net	88	86	87	88
1901 Other assets	2	2	2	2
1999 Total assets	104	102	103	104
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	2	2	2	2
2999 Total liabilities	4	4	4	4
NET POSITION:				
3200 Invested capital	102	101	102	103
3300 Cumulative results of operations	-2	-3	-3	-3
3999 Total net position	100	98	99	100
4999 Total liabilities and net position	104	102	103	104

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	1998 actual	1999 est.	2000 est.
11.1 Personnel compensation: Full-time permanent	7	7	8
12.1 Civilian personnel benefits	2	2	2
26.0 Supplies and materials	1	1	1
32.0 Land and structures		1	1
99.0 Subtotal, reimbursable obligations	10	11	12
99.5 Below reporting threshold	3	1	1
99.9 Total new obligations	13	12	13

Personnel Summary

Identification code 69-4089-0-3-403	1998 actual	1999 est.	2000 est.
2001 Total compensable workyears: Full-time equivalent employment	162	160	156

Trust Funds

【OPERATIONS AND MAINTENANCE】

【(HARBOR MAINTENANCE TRUST FUND)】

【For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, \$11,496,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.】 (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 25.2)	11	11	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	11	11	
23.95 Total new obligations	-11	-11	
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	11	11	
Change in unpaid obligations:			
73.10 Total new obligations	11	11	
73.20 Total outlays (gross)	-11	-11	
Outlays (gross), detail:			
86.90 Outlays from new current authority	11	11	
Net budget authority and outlays:			
89.00 Budget authority	11	11	

90.00 Outlays	11	11	
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Summary of Budget Authority and Outlays

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Enacted/requested:			
Budget Authority	11	11	
Outlays	11	11	
Legislative proposal, subject to PAYGO:			
Budget Authority			12
Outlays			12
Total:			
Budget Authority	11	11	12
Outlays	11	11	12

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.

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8003-4-7-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Direct program			12
09.01 Reimbursable program			-12
10.00 Total new obligations			
New budget authority (gross), detail:			
60.25 Appropriation (special fund, indefinite)			12
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			-12
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources			12
Net budget authority and outlays:			
89.00 Budget authority			12
90.00 Outlays			12

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 2000 budget. This proposal would finance this program using mandatory (permanent) budget authority.

Statement of Operations (in millions of dollars)

Identification code 69-8003-4-7-403	1997 actual	1998 actual	1999 est.	2000 est.
0101 Revenue				12
0102 Expense				-12
0109 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-8003-4-7-403	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury				1
Other Federal assets:				
1801 Cash and other monetary assets				13
1803 Property, plant and equipment, net				88
1901 Other assets				2
1999 Total assets				104
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable				2

Public enterprise funds—Continued

**OPERATIONS AND MAINTENANCE—Continued
(HARBOR MAINTENANCE TRUST FUND)—Continued**

Balance Sheet (in millions of dollars)—Continued

Identification code 69-8003-4-7-403	1997 actual	1998 actual	1999 est.	2000 est.
2206 Pension and other actuarial liabilities				2
2999 Total liabilities				4
NET POSITION:				
3200 Invested capital				103
3300 Cumulative results of operations				-3
3999 Total net position				100
4999 Total liabilities and net position				104

Object Classification (in millions of dollars)

Identification code 69-8003-4-7-403	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			8
12.1 Civilian personnel benefits			2
26.0 Supplies and materials			1
32.0 Land and structures			1
99.0 Subtotal, direct obligations			12
99.0 Reimbursable obligations			-12
99.9 Total new obligations			

Personnel Summary

Identification code 69-8003-4-7-403	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment			156
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment			-156

**RESEARCH AND SPECIAL PROGRAMS
ADMINISTRATION**

The following table depicts funding for all the Research and Special Programs Administration programs.

[In millions of dollars]

	1998 actual	1999 est.	2000 est.
Budget authority:			
Research and Special Programs	29	29	33
Offsetting User Fees ¹			-5
Emergency Preparedness Grants	8	8	14
Pipeline Safety	29	30	34
Trust Fund Share of Pipeline Safety	3	4	4
Pipeline Safety, Subtotal	33	35	38
Total budget authority	70	72	80
Program level (obligations):			
Research and Special Programs	30	32	33
Emergency Preparedness Grants	7	8	14
Pipeline Safety	32	32	34
Trust Fund Share of Pipeline Safety	2	5	4
Pipeline Safety, Subtotal	35	37	38
Volpe Transportation Systems Center (reimbursable)	201	202	205
Total program level, net	272	280	291
Outlays:			
Research and Special Programs	27	31	14
Emergency Preparedness Grants	6	8	9
Pipeline Safety	32	30	32
Trust Fund Share of Pipeline Safety	2	5	5
Pipeline Safety, Subtotal	34	35	37
Volpe Transportation Systems Center	-1		
Total outlays	66	74	60

¹Reflects that portion of proposed offsetting collections that would be used to finance hazardous materials transportation safety activities in 2000.

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, **[\$29,280,000] \$33,340,000**, of which **[\$574,000] \$645,000** shall be derived from the Pipeline Safety Fund, and of which **[\$3,460,000] \$3,704,000** shall remain available until September 30, **[2001] 2002: 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, 1999, as included in Public Law 105-277, section 101(g).*)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	15	17	18
00.03 Emergency transportation	2	2	1
00.04 Research and technology	4	4	4
00.05 Program and administrative support	8	9	10
09.01 Reimbursable program	16	64	64
10.00 Total new obligations	45	96	97

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year	4	3	
22.00 New budget authority (gross)	45	94	97
23.90 Total budgetary resources available for obligation	48	96	97
23.95 Total new obligations	-45	-96	-97
23.98 Unobligated balance expiring	-1		
24.40 Unobligated balance available, end of year	3		

New budget authority (gross), detail:

Current:			
Appropriation:			
40.00 Appropriation	28	29	32
40.00 Appropriation (emergency)	1		
42.00 Transferred from other accounts	1	1	1
43.00 Appropriation (total)	29	29	33
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	36	64	64
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-16		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-5		
68.90 Spending authority from offsetting collections (total)	16	64	64
70.00 Total new budget authority (gross)	45	93	97

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	5	7	9
72.95 From Federal sources: Receivables and unpaid, unfilled orders	47	31	31
72.99 Total unpaid obligations, start of year	52	38	40
73.10 Total new obligations	45	96	97
73.20 Total outlays (gross)	-63	-95	-96
73.40 Adjustments in expired accounts	5		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	7	9	10
74.95 From Federal sources: Receivables and unpaid, unfilled orders	31	31	31
74.99 Total unpaid obligations, end of year	38	40	41

Outlays (gross), detail:				
86.90	Outlays from new current authority	20	20	22
86.93	Outlays from current balances	7	10	9
86.97	Outlays from new permanent authority	16	44	44
86.98	Outlays from permanent balances	20	21	21
87.00	Total outlays (gross)	63	95	96
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-36	-64	-64
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	16		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	5		
Net budget authority and outlays:				
89.00	Budget authority	30	30	33
90.00	Outlays	27	31	32

Summary of Budget Authority and Outlays

(in millions of dollars)				
	1998 actual	1999 est.	2000 est.	
Enacted/requested:				
Budget Authority	30	29	33	
Outlays	27	31	32	
Legislative proposal, not subject to PAYGO:				
Budget Authority			-5	
Outlays			-18	
Total:				
Budget Authority	30	29	28	
Outlays	27	31	14	

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 2000, 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). The 2000 Budget proposes to increase hazardous materials registration fees to finance hazardous materials safety activities previously financed by general fund appropriations to this account. This proposal is described in the following section.

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407				
	1998 actual	1999 est.	2000 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	11	13	14
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	2
23.3	Communications, utilities, and miscellaneous charges	1		
25.2	Other services	7	5	7
25.3	Purchases of goods and services from Government accounts	2	1	2
25.5	Research and development contracts	3	5	4
41.0	Grants, subsidies, and contributions		1	
99.0	Subtotal, direct obligations	28	30	33
99.0	Reimbursable obligations	16	64	64
99.5	Below reporting threshold	1	2	
99.9	Total new obligations	45	96	97

Personnel Summary

Identification code 69-0104-0-1-407				
	1998 actual	1999 est.	2000 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	186	187	187

Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	51	47	50

RESEARCH AND SPECIAL PROGRAMS

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Secretary shall charge a fee to carry out chapter 51 of title 49, United States Code (except sections 5108(g)(2), 5109, 5112, 5115, 5116, and 5119), and such fee shall be deposited as an offsetting collection to this appropriation, to remain available until expended for this purpose: Provided, That upon enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$4,575,000.

Program and Financing (in millions of dollars)

Identification code 69-0104-2-1-407				
	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
Direct program:				
00.01	Hazardous materials safety			-5
09.01	Reimbursable program			5
10.00	Total new obligations			
Budgetary resources available for obligation:				
22.00	New budget authority (gross)			13
23.95	Total new obligations			
24.40	Unobligated balance available, end of year			13
New budget authority (gross), detail:				
Current:				
40.00	Appropriation			-5
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)			18
70.00	Total new budget authority (gross)			13
Change in unpaid obligations:				
73.10	Total new obligations			
Outlays (gross), detail:				
86.90	Outlays from new current authority			-3
86.97	Outlays from new permanent authority			3
87.00	Total outlays (gross)			
Offsets:				
Against gross budget authority and outlays:				
88.45	Offsetting collections (cash) from: Offsetting governmental collections			-18
Net budget authority and outlays:				
89.00	Budget authority			-5
90.00	Outlays			-18

Beginning late in 2000, hazardous materials safety activities previously financed by general fund appropriations to this account are proposed to be financed instead by offsetting collections of hazardous materials registration fees. Authorizing legislation will be proposed to increase the fees paid by shippers and carriers of hazardous materials by an estimated \$18 million in 2000 to fund these safety activities. Due to the timing of these collections, a general fund appropriation of \$14 million is requested to fund the hazardous materials safety program for the first three quarters of 2000. Beginning in the fourth quarter of 2000, this program would become 100 percent fee-financed. Of the \$18 million in new fees collected, \$5 million would be obligated in 2000. The remainder would be carried over into 2001 to finance the hazardous materials safety program until the 2001 fee collections are received.

The collection and expenditure of this increase in hazardous materials fees would be contingent on appropriations action.

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

The additional proviso to be included in appropriation language is being proposed in anticipation of the enactment of authorizing legislation. If the authorizing legislation is enacted, the proviso will reduce the amount of the general fund appropriation provided in the body of the language by \$5 million, the amount necessary to fund these activities in the last quarter of 2000, so that total resources for this account will not exceed the amount allowed under the discretionary spending caps.

Object Classification (in millions of dollars)			
Identification code 69-0104-2-1-407	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			-3
25.2 Other services			-1
99.0 Subtotal, direct obligations			-4
99.0 Reimbursable obligations			4
99.9 Total new obligations			

Personnel Summary

Identification code 69-0104-2-1-407	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment			-33
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment			33

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, **[\$33,248,000] \$38,187,000**, of which \$4,248,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2001] 2002**; and of which **[\$29,000,000] 33,939,000** shall be derived from the Pipeline Safety Fund, of which **[\$16,219,000] \$17,873,000** shall remain available until September 30, **[2001: Provided**, That in addition to amounts made available for the Pipeline Safety Fund, \$1,400,000 shall be available for grants to States for the development and establishment of one-call notification systems and public education activities, and shall be derived from amounts previously collected under 49 U.S.C. 60301] **2002. (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)**

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year	19	18	16
Receipts:			
02.01 Pipeline safety user fees	29	29	35
04.00 Total: Balances and collections	48	47	51
Appropriation:			
05.01 Pipeline safety	-30	-31	-35
07.99 Total balance, end of year	18	16	16

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	18	19	20
00.02 Research and development	1	3	2

00.03 Grants	13	15	16
09.01 Reimbursable program	1		
10.00 Total new obligations	33	37	38

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year	2	2	
22.00 New budget authority (gross)	31	35	38
23.90 Total budgetary resources available for obligation	33	37	38
23.95 Total new obligations	-33	-37	-38
24.40 Unobligated balance available, end of year	2		

New budget authority (gross), detail:

Current:			
40.20 Appropriation (special fund, definite)	30	31	35
41.00 Transferred to other accounts	-1	-1	-1
43.00 Appropriation (total)	29	30	34
Permanent:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	2	5	4
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	1		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-1		
68.90 Spending authority from offsetting collections (total)	3	5	4
70.00 Total new budget authority (gross)	32	35	38

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	18	15	17
72.95 From Federal sources: Receivables and unpaid, unfilled orders	3	4	4
72.99 Total unpaid obligations, start of year	21	19	21
73.10 Total new obligations	33	37	38
73.20 Total outlays (gross)	-34	-36	-37
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	15	17	19
74.95 From Federal sources: Receivables and unpaid, unfilled orders	4	4	4
74.99 Total unpaid obligations, end of year	19	21	23

Outlays (gross), detail:

86.90 Outlays from new current authority	16	15	17
86.93 Outlays from current balances	16	15	15
86.97 Outlays from new permanent authority	1	2	2
86.98 Outlays from permanent balances	1	3	2
87.00 Total outlays (gross)	34	36	37

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-2	-5	-4
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	1		

Net budget authority and outlays:

89.00 Budget authority	29	30	34
90.00 Outlays	32	30	32

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 and one-call centers.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	6	6	7
12.1 Civilian personnel benefits	2	2	2
21.0 Travel and transportation	1	1	1
23.1 Rental payments to GSA	1	1	1
25.2 Other services	8	8	7

25.3	Purchases of goods and services from Government accounts	1	2	2
25.5	Research and development contracts	1	3	2
41.0	Grants, subsidies, and contributions	13	15	16
99.0	Subtotal, direct obligations	32	37	38
99.0	Reimbursable obligations	1		
99.9	Total new obligations	33	37	38

Personnel Summary

Identification code 69-5172-0-2-407	1998 actual	1999 est.	2000 est.
1001 Total compensable workyears: Full-time equivalent employment	97	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, [2001] 2002: *Provided*, [That not more than \$11,000,000 shall be made available for obligation in fiscal year 1999 from amounts made available by 49 U.S.C. 5116(i) and 5127(d): *Provided further*.] 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, 1999, as included in Public Law 105-277, section 101(g).*)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	1998 actual	1999 est.	2000 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Emergency preparedness, hazardous materials	8	8	14
Appropriation:			
05.01 Emergency preparedness grants	-8	-8	-14
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Grants	6	7	13
00.02 Emergency Response Guidebook		1	1
00.06 Below reporting threshold	1	1	1
10.00 Total new obligations	7	8	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	5	5
22.00 New budget authority (gross)	8	8	14
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	12	13	19
23.95 Total new obligations	-7	-8	-14
24.40 Unobligated balance available, end of year	5	5	5
New budget authority (gross), detail:			
60.25 Appropriation (special fund, indefinite)	8	8	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	11	11	11
73.10 Total new obligations	7	8	14
73.20 Total outlays (gross)	-6	-8	-9
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	11	11	17
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	1	1	1
86.98 Outlays from permanent balances	5	7	8
87.00 Total outlays (gross)	6	8	9

Net budget authority and outlays:				
89.00	Budget authority	8	8	14
90.00	Outlays	6	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 1999, the Budget proposes to limit 2000 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 of funding for the Emergency Preparedness Grants program to approximately \$14.3 million beginning in 2000. 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	1998 actual	1999 est.	2000 est.
41.0 Grants, subsidies, and contributions	6	7	13
92.0 Undistributed		1	1
99.0 Subtotal, direct obligations	6	8	14
99.5 Below reporting threshold	1		
99.9 Total new obligations	7	8	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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total new obligations	201	202	205
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	127	114	114
22.00 New budget authority (gross)	184	202	205
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	315	316	319
23.95 Total new obligations	-201	-202	-205
24.40 Unobligated balance available, end of year	114	114	114
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	203	202	205
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-19		
68.90 Spending authority from offsetting collections (total)	184	202	205
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	-66	-52	-52
72.95 From Federal sources: Receivables and unpaid, unfilled orders	170	151	151
72.99 Total unpaid obligations, start of year	104	99	99
73.10 Total new obligations	201	202	205
73.20 Total outlays (gross)	-201	-202	-205
73.45 Adjustments in unexpired accounts	-4		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	-52	-52	-52

Intragovernmental funds—Continued

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4522-0-4-407	1998 actual	1999 est.	2000 est.
74.95 From Federal sources: Receivables and unpaid, unfilled orders	151	151	151
74.99 Total unpaid obligations, end of year	99	99	99
Outlays (gross), detail:			
86.97 Outlays from new permanent authority	58	61	62
86.98 Outlays from permanent balances	144	141	143
87.00 Total outlays (gross)	201	202	205
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-201	-200	-203
88.40 Non-Federal sources	-2	-2	-2
88.90 Total, offsetting collections (cash)	-203	-202	-205
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	19		
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	1998 actual	1999 est.	2000 est.
Personnel compensation:			
11.1 Full-time permanent	32	34	36
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	35	37	39
12.1 Civilian personnel benefits	7	7	8
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	42	43	44
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	91	91
26.0 Supplies and materials	2	2	2
31.0 Equipment	11	10	9
32.0 Land and structures	1	1	1
42.0 Insurance claims and indemnities	1		
99.9 Total new obligations	201	202	205

Personnel Summary

Identification code 69-4522-0-4-407	1998 actual	1999 est.	2000 est.
2001 Total compensable workyears: Full-time equivalent employment	534	540	550

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 92.0)	2	5	4
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		1	
22.00 New budget authority (gross)	3	4	4
23.90 Total budgetary resources available for obligation	3	5	4
23.95 Total new obligations	-2	-5	-4
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
40.26 Appropriation (trust fund, definite)	3	4	4
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	4	5	5
73.10 Total new obligations	2	5	4
73.20 Total outlays (gross)	-2	-5	-5
74.40 Unpaid obligations, end of year: Obligated balance, end of year	5	5	4
Outlays (gross), detail:			
86.90 Outlays from new current authority	2	2	2
86.93 Outlays from current balances		3	3
87.00 Total outlays (gross)	2	5	5
Net budget authority and outlays:			
89.00 Budget authority	3	4	4
90.00 Outlays	2	5	5

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, approval and testing 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, **[\$43,495,000] \$44,840,000.** (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
01.01 General administration	42	44	45
09.01 Reimbursable program		1	3
10.00 Total new obligations	42	45	48
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	42	45	48
23.95 Total new obligations	-42	-45	-48
New budget authority (gross), detail:			
Current:			
40.00 Appropriation	42	43	45

42.00	Transferred from Federal Transit Administration's Formula Grants		1	
43.00	Appropriation (total)	42	44	45
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)		1	3
70.00	Total new budget authority (gross)	42	45	48
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	5	6	4
73.10	Total new obligations	42	45	48
73.20	Total outlays (gross)	-41	-47	-48
74.40	Unpaid obligations, end of year: Obligated balance, end of year	6	4	4
Outlays (gross), detail:				
86.90	Outlays from new current authority	37	40	41
86.93	Outlays from current balances	4	6	4
86.97	Outlays from new permanent authority		1	3
87.00	Total outlays (gross)	41	47	48
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-1	-3
Net budget authority and outlays:				
89.00	Budget authority	42	44	45
90.00	Outlays	41	46	45

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, waste, and abuse in such programs and operations. In addition, funding to audit and investigate highway and transit-related issues will be reimbursed from the Federal Highway Administration and the Federal Transit Administration.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	1998 actual	1999 est.	2000 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	25	28	29
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	26	29	30
12.1	Civilian personnel benefits	6	7	8
21.0	Travel and transportation of persons	2	2	2
23.1	Rental payments to GSA	2	2	2
25.3	Purchases of goods and services from Government accounts	1	1	1
31.0	Equipment	1		
99.0	Subtotal, direct obligations	38	41	43
99.0	Reimbursable obligations		1	2
99.5	Below reporting threshold	4	3	3
99.9	Total new obligations	42	45	48

Personnel Summary

Identification code 69-0130-0-1-407	1998 actual	1999 est.	2000 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	418	433	426
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment		9	29

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, **[\$16,000,000] \$14,400,000. Provided,** That notwithstanding any other provision of law, not to exceed \$2,600,000 from fees established by the Chairman of the Surface Transportation Board shall be credited to this appropriation as offsetting collections and used for necessary and authorized expenses under this heading: **[Provided further,** That the sum herein appropriated from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year 1999, to result in a final appropriation from the general fund estimated at no more than \$16,000,000] **Provided further,** That any fees received in excess of \$2,600,000 in fiscal year **[1999] 2000** shall remain available until expended, but shall not be available for obligation until October 1, **[1999] 2000.** (Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
Direct program:				
00.01	Rail carriers	13	12	13
00.02	Other surface transportation carriers	1	1	1
01.00	Total direct obligations	14	13	14
09.12	Reimbursable rail carriers	2	3	3
10.00	Total new obligations	16	16	17
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	1	1	1
22.00	New budget authority (gross)	16	16	17
23.90	Total budgetary resources available for obligation	17	17	18
23.95	Total new obligations	-16	-16	-17
24.40	Unobligated balance available, end of year	1	1	1
New budget authority (gross), detail:				
Current:				
40.00	Appropriation	14	13	14
Permanent:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	2	3	3
70.00	Total new budget authority (gross)	16	16	17
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year	2	2	2
73.10	Total new obligations	16	16	17
73.20	Total outlays (gross)	-16	-16	-17
74.40	Unpaid obligations, end of year: Obligated balance, end of year	2	2	2
Outlays (gross), detail:				
86.90	Outlays from new current authority	13	12	13
86.93	Outlays from current balances	1	1	1
86.97	Outlays from new permanent authority	2	3	3
87.00	Total outlays (gross)	16	16	17
Offsets:				
Against gross budget authority and outlays:				
88.40	Offsetting collections (cash) from: Non-Federal sources	-2	-3	-3
Net budget authority and outlays:				
89.00	Budget authority	14	13	14
90.00	Outlays	13	13	14

Summary of Budget Authority and Outlays

(in millions of dollars)

Enacted/requested:	1998 actual	1999 est.	2000 est.
Budget Authority	14	13	14

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Summary of Budget Authority and Outlays—Continued

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Outlays	14	13	14
Legislative proposal, not subject to PAYGO:			
Budget Authority			-14
Outlays			-14
Total:			
Budget Authority	14	13	
Outlays	14	13	

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). 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.

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.

2000 Program Request.—A total of \$17 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 Interstate 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 Administration opposes appropriations language, requested by the Board, which would permit an expenditure level based on projected fee collections, regardless of whether those fees are actually collected. Such language reduces the incentive to collect fees, and, therefore, we would not score the fees as being collected. The Board has been criticised for not fully collecting the fees required of it under current law; its proposal could only exacerbate this situation.

The Board's Request to OMB.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 2000 appropriation request of \$15.821 million and a request for \$1.2 million from reimbursements from the offsetting collection of user fees. This funding request supports the required staffing, which mirrors the Board's 1999 budgetary authority granted to date, and is necessary for continued expeditious processing of the Board's caseload. The appropriation request included \$16.0 million, the current level of funding provided by the 1999 Department of Transportation Appropriations Act, plus \$1.021 million for annual pay and non-pay adjustments. The \$1.2 million request from the offsetting collection of user fees is commensurate with the Board's projection for fee-related activities. 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. In past fiscal

years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. In light of Congressional action on the enacted FY 1999 appropriation act, the FY 2000 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

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.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	8	9	9
12.1 Civilian personnel benefits	2	1	1
23.1 Rental payments to GSA	2	2	2
25.3 Purchases of goods and services from Government accounts	1	1	1
26.0 Supplies and materials			1
31.0 Equipment	1		
99.0 Subtotal, direct obligations	14	13	14
99.0 Reimbursable obligations	2	3	3
99.9 Total new obligations	16	16	17

Personnel Summary

Identification code 69-0301-0-1-401	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	101	105	105
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	28	30	30

SURFACE TRANSPORTATION

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Chairman of the Surface Transportation Board (STB) shall charge additional user fees for services provided by the STB, and such fees shall be deposited as an offsetting collection to this appropriation, to remain available until expended: Provided further, That upon the enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$14,400,000.

Program and Financing (in millions of dollars)

Identification code 69-0301-2-1-401	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers			-13
00.02 Other surface transportation carriers			-1
01.00 Total direct program			-14
Reimbursable program:			
09.12 Rail carriers			13
09.13 Other surface transportation carriers			1
09.19 Total reimbursable program			14
10.00 Total new obligations			
Budgetary resources available for obligation:			
24.40 Unobligated balance available, end of year			-1
New budget authority (gross), detail:			
Current:			
40.00 Appropriation			-14

Permanent:	
68.00	Spending authority from offsetting collections: Offsetting collections (cash) 14
Change in unpaid obligations:	
73.20	Total outlays (gross) -1
Outlays (gross), detail:	
86.90	Outlays from new current authority -13
86.97	Outlays from new permanent authority 13
87.00	Total outlays (gross) 1
Offsets:	
Against gross budget authority and outlays:	
88.40	Offsetting collections (cash) from: Non-Federal sources -14
Net budget authority and outlays:	
89.00	Budget authority -14
90.00	Outlays -13

The Administration will propose legislation to authorize the collection and spending of a user fee for Surface Transportation Board services. If the proposed authorizing legislation is enacted, the proviso will reduce the General Fund appropriation by \$14 million, the amount of the proposed user fee.

Object Classification (in millions of dollars)

Identification code 69-0301-2-1-401	1998 actual	1999 est.	2000 est.
Direct obligations:			
11.1	Personnel compensation: Full-time permanent		-9
12.1	Civilian personnel benefits		-1
23.1	Rental payments to GSA		-2
25.3	Purchases of goods and services from Government accounts		-1
26.0	Supplies and materials		-1
99.0	Subtotal, direct obligations		-14
99.0	Reimbursable obligations		14
99.9	Total new obligations		

Personnel Summary

Identification code 69-0301-2-1-401	1998 actual	1999 est.	2000 est.
Direct:			
1001	Total compensable workyears: Full-time equivalent employment		-105
Reimbursable:			
2001	Total compensable workyears: Full-time equivalent employment		105

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 2000 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]		
	1998 actual	1999 est.	2000 est.
Budget authority:			
Maritime security program (054)	36	90	99
Ocean freight differential	19	24	25
Operations and training	68	72	72
Maritime guaranteed loan program (Title XI) (403)	36	10	10
Rescission, Ship Construction		-17	
Total budget authority	157	179	206
Direct obligations:			
Maritime security program (054)	84	98	99
Ocean freight differential	19	24	25
Operations and training	68	72	72
Ready reserve force ¹	7	15	1
Federal ship financing fund	1	32	18
War risk insurance revolving fund		1	1
Maritime guaranteed loan program (Title XI) (403)	42	43	10
Obligations, total direct	221	284	226
Outlays:			
Ship Construction	-6	-4	-4
Operating-differential subsidies	37	19	15
Maritime security program (054)	81	98	98
Ocean freight differential	19	24	25
Operations and training	51	80	75
Ready reserve force ¹	7	30	1
Vessel operations revolving fund	8	-72	-83
War risk insurance revolving fund	-1	-1	-1
Federal ship financing fund	-10	-32	-27
Maritime guaranteed loan program (Title XI) (403)	13	60	10
Total outlays	199	204	110

¹ Appropriated directly to MARAD prior to 1996.

Federal Funds

General and special funds:

[SHIP CONSTRUCTION]

[(RESCISSION)]

[Of the unobligated balances available under this heading, \$17,000,000 are rescinded.] (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(b).)

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	1998 actual	1999 est.	2000 est.	
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	11	17	4
22.00	New budget authority (gross)		-17	
22.10	Resources available from recoveries of prior year obligations	6	4	4
23.90	Total budgetary resources available for obligation	17	4	8

General and special funds—Continued**[SHIP CONSTRUCTION]—Continued****[(RESCISSION)]—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-1708-0-1-403	1998 actual	1999 est.	2000 est.
24.40 Unobligated balance available, end of year	17	4	8
New budget authority (gross), detail:			
40.36 Unobligated balance rescinded		-17	
Change in unpaid obligations:			
73.20 Total outlays (gross)	6	4	4
73.45 Adjustments in unexpired accounts	-6	-4	-4
Outlays (gross), detail:			
86.93 Outlays from current balances	-6	-4	-4
Net budget authority and outlays:			
89.00 Budget authority		-17	
90.00 Outlays	-6	-4	-4

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)**

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	1998 actual	1999 est.	2000 est.
New budget authority (gross), detail:			
40.00 Appropriation	51		
40.49 Portion applied to liquidate contract authority	-51		
43.00 Appropriation (total)			
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	78	79	60
72.49 Obligated balance, start of year: Contract authority	51		
72.99 Total unpaid obligations, start of year	129	79	60
73.20 Total outlays (gross)	-37	-19	-15
73.40 Adjustments in expired accounts	-13		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	79	60	45
Outlays (gross), detail:			
86.93 Outlays from current balances	37	19	15
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	37	19	15

Status of Contract Authority (in millions of dollars)

Identification code 69-1709-0-1-403	1998 actual	1999 est.	2000 est.
0100 Balance, start of year	51		
0400 Appropriation to liquidate contract authority	-51		

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. Existing liquidating cash on hand is expected to be 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, **[\$89,650,000] \$98,700,000**, to remain available until expended.

Further, for the foregoing purposes, **\$98,700,000**, to become available on October 1, 2000 and remain available until expended. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(b).)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	1998 actual	1999 est.	2000 est.	2001 est.
Obligations by program activity:				
10.00 Total obligations (object class 41.0)	84	98	99	99
Budgetary resources available for obligation:				
21.40 Unobligated balance available, start of year	50	8		
22.00 New budget authority (gross)	36	90	99	99
22.10 Resources available from recoveries of prior year obligations	7			
23.90 Total budgetary resources available for obligation	93	98	99	99
23.95 Total new obligations	-84	-98	-99	-99
24.40 Unobligated balance available, end of year	8			
New budget authority (gross), detail:				
40.00 Appropriation	36	90	99	99
Change in unpaid obligations:				
72.40 Unpaid obligations, start of year: Obligated balance, start of year	12	8	7	8
73.10 Total new obligations	84	98	99	99
73.20 Total outlays (gross)	-81	-98	-98	-98
73.45 Adjustments in unexpired accounts	-7			
74.40 Unpaid obligations, end of year: Obligated balance, end of year	8	7	8	8
Outlays (gross), detail:				
86.90 Outlays from new current authority	33	84	92	92
86.93 Outlays from current balances	48	14	7	7
87.00 Total outlays (gross)	81	98	98	98
Net budget authority and outlays:				
89.00 Budget authority	36	90	99	99
90.00 Outlays	81	98	98	98

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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
10.00 Total obligations (object class 22.0)	19	24	25
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	19	24	25
23.95 Total new obligations	-19	-24	-25
New budget authority (gross), detail:			
60.05 Appropriation (indefinite)	19	24	25
60.47 Portion applied to debt reduction	-19	-24	-25
63.00 Appropriation (total)			

67.15	Authority to borrow (indefinite)	19	24	25
70.00	Total new budget authority (gross)	19	24	25
Change in unpaid obligations:				
73.10	Total new obligations	19	24	25
73.20	Total outlays (gross)	-19	-24	-25
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	19	24	25
Net budget authority and outlays:				
89.00	Budget authority	19	24	25
90.00	Outlays	19	24	25

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

[In millions of dollars]

AGENCY:	1998 actual		1999 est.		2000 est.	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
Department of Agriculture	48	40	165	151	23	37
Department of Transportation— Maritime Administration	19	19	24	24	25	25
Department of Defense (1998 nos.)	248	248	239	239	248	248
Agency for International Development	3	3	3	3	3	3
Export-Import Bank of the U.S.	7	19	14	17	19	15
Department of State	1	1	1	1	1	1
Total	326	330	446	435	319	329

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$69,303,000]** \$72,164,000. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(b).)

【SEC. 120. For carrying out the provisions of division C, title II of this Act, \$30,000,000, including \$750,000 for the cost of the direct loan under section 207(a), \$20,000,000 for the payments in section 207(d), \$250,000 for the cost of direct loans under section 211(e), \$1,000,000 for the cost of a direct loan in the Bering Sea and Aleutian Islands crab fisheries under the authority of section 312(b) of the Magnuson-Steven Fishery Conservation and Management Act (16 U.S.C. 1861a(b)), and \$6,000,000 and \$2,000,000 for the Secretary of Commerce and Secretary of Transportation, respectively, to implement division C, title II.】 (Omnibus Consolidated and Emergency Supplemental Appropriations Act, 1999, Public Law 105-277, Division A.)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	32	32	34

00.02	State marine schools	7	7	7
00.03	MARAD operations	29	33	31
01.00	Subtotal, Direct program	68	72	72
09.01	Reimbursable program	61	57	57
10.00	Total new obligations	129	129	129

Budgetary resources available for obligation:

22.00	New budget authority (gross)	129	129	129
23.95	Total new obligations	-129	-129	-129

New budget authority (gross), detail:

Current:				
40.00	Appropriation	68	71	72
42.00	Transferred from other accounts		1	
43.00	Appropriation (total)	68	72	72
Permanent:				
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	84	57	57
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders	35		
68.15	From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-58		
68.90	Spending authority from offsetting collections (total)	61	57	57
70.00	Total new budget authority (gross)	129	129	129

Change in unpaid obligations:

Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	10	25	17
72.95	From Federal sources: Receivables and unpaid, unfilled orders	51	86	86
72.99	Total unpaid obligations, start of year	61	111	103
73.10	Total new obligations	129	129	129
73.20	Total outlays (gross)	-136	-137	-132
73.40	Adjustments in expired accounts	57		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	25	17	14
74.95	From Federal sources: Receivables and unpaid, unfilled orders	86	86	86
74.99	Total unpaid obligations, end of year	111	103	100

Outlays (gross), detail:

86.90	Outlays from new current authority	57	61	61
86.93	Outlays from current balances	-6	19	13
86.97	Outlays from new permanent authority	61	57	57
86.98	Outlays from permanent balances	23		
87.00	Total outlays (gross)	136	137	132

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Federal sources:				
88.00	Ready Reserve Force/National Defense Reserve Fleet	-31	-34	-35
88.00	Merchant Marine Academy		-1	-1
88.00	ARPA—Maritech Program	-13	-2	
88.00	Title XI Administrative Expenses	-4	-4	-4
88.00	Marine Board Research Program and others	-36	-16	-17
88.90	Total, offsetting collections (cash)	-84	-57	-57
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-35		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	58		

Net budget authority and outlays:

89.00	Budget authority	68	72	72
90.00	Outlays	51	80	75

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; activities under the American Fisheries

General and special funds—Continued

OPERATIONS AND TRAINING—Continued

Act; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	1998 actual	1999 est.	2000 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	31	32
11.8 Special personal services payments	1	1	1
11.9 Total personnel compensation	31	32	33
12.1 Civilian personnel benefits	7	6	7
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	4	3	3
25.2 Other services	11	16	14
25.3 Purchases of goods and services from Government accounts	2	2	2
25.4 Operation and maintenance of facilities	3	3	3
26.0 Supplies and materials	3	3	3
31.0 Equipment	1	1	1
41.0 Grants, subsidies, and contributions	3	3	3
99.0 Subtotal, direct obligations	68	72	72
99.0 Reimbursable obligations	61	57	57
99.9 Total new obligations	129	129	129

Personnel Summary

Identification code 69-1750-0-1-403	1998 actual	1999 est.	2000 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	474	472	472
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	471	498	498

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	1998 actual	1999 est.	2000 est.	2001 est.
Obligations by program activity:				
00.02 Maintenance and operations	7	30	1	.....
10.00 Total obligations (object class 25.2)	7	30	1	.....
Budgetary resources available for obligation:				
21.40 Unobligated balance available, start of year	8	21	.....	.....
22.10 Resources available from recoveries of prior year obligations	19	9	.....	.....
23.90 Total budgetary resources available for obligation	27	30	.....	.....
23.95 Total new obligations	-7	-30	-1	.....
24.40 Unobligated balance available, end of year	21	.....	.....	.....
Change in unpaid obligations:				
72.40 Unpaid obligations, start of year: Obligated balance, start of year	36	17	.....	.....
73.10 Total new obligations	7	22	1	.....
73.20 Total outlays (gross)	-7	-30	.....	.....
73.45 Adjustments in unexpired accounts	-19	-9	.....	.....
74.40 Unpaid obligations, end of year: Obligated balance, end of year	17	.....	.....	.....
Outlays (gross), detail:				
86.93 Outlays from current balances	7	30	.....	.....
Net budget authority and outlays:				
89.00 Budget authority

90.00 Outlays	7	30
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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	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
09.01 Reimbursable program	391	350	400
10.00 Total new obligations	391	350	400
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	32	18	18
22.00 New budget authority (gross)	372	350	400
22.10 Resources available from recoveries of prior year obligations	6	.....	.....
23.90 Total budgetary resources available for obligation	410	368	418
23.95 Total new obligations	-391	-350	-400
24.40 Unobligated balance available, end of year	18	18	18

New budget authority (gross), detail:

Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	384	350	400
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-22	.....	.....
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	10	.....	.....
68.90 Spending authority from offsetting collections (total)	372	350	400

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	-25	-19	53
72.95 From Federal sources: Receivables and unpaid, unfilled orders	381	359	359
72.99 Total unpaid obligations, start of year	356	340	412
73.10 Total new obligations	391	350	400
73.20 Total outlays (gross)	-391	-278	-317
73.40 Adjustments in expired accounts	-10	.....	.....
73.45 Adjustments in unexpired accounts	-6	.....	.....
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	-19	53	136
74.95 From Federal sources: Receivables and unpaid, unfilled orders	359	359	359
74.99 Total unpaid obligations, end of year	340	412	495

Outlays (gross), detail:

86.97 Outlays from new permanent authority	318	305	280
86.98 Outlays from permanent balances	73	-27	37
87.00 Total outlays (gross)	391	278	317

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Ready Reserve Force	-384	-350	-400
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	22	.....	.....
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-10	.....	.....

Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	8	-72	-83

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 or the Maritime Guaranteed Loan (Title XI) Financing Account; and to process advances received from Federal agencies. Also the acquisition and disposal of ships under the trade-in/scrapped-out program is financed through this account.

Reimbursements from other Federal agencies also pay for 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.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	1998 actual	1999 est.	2000 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	283	247	312
26.0	Supplies and materials	2	2	2
31.0	Equipment	90	85	70
42.0	Insurance claims and indemnities	1	1	1
99.9	Total new obligations	391	350	400

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	1998 actual	1999 est.	2000 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	28	29	30
22.00	New budget authority (gross)	1	2	2
23.90	Total budgetary resources available for obligation	29	31	32
23.95	Total new obligations	-1	-1	-1
24.40	Unobligated balance available, end of year	29	30	30
New budget authority (gross), detail:				
68.00	Spending authority from offsetting collections (gross):			
	Offsetting collections (cash)	1	2	2
Change in unpaid obligations:				
73.10	Total new obligations	1	1	
73.20	Total outlays (gross)	-1	-1	
74.40	Unpaid obligations, end of year: Obligated balance, end of year		1	
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	1	2	2
86.98	Outlays from permanent balances	-1	-1	-1
87.00	Total outlays (gross)	1	1	

Offsets:				
Against gross budget authority and outlays:				
88.20	Offsetting collections (cash) from: Interest on U.S. securities	-1	-2	-2
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-1	-1	-1
Memorandum (non-add) entries:				
92.01	Total investments, start of year: U.S. securities: Par value	25	27	29
92.02	Total investments, end of year: U.S. securities: Par value	27	29	29

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.

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	1998 actual	1999 est.	2000 est.	
Obligations by program activity:				
00.01	Operating expenses	1	19	11
01.01	Default claims		13	7
10.00	Total new obligations	1	32	18
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	57	52	
22.00	New budget authority (gross)	13	32	27
22.40	Capital transfer to general fund	-18	-52	-10
23.90	Total budgetary resources available for obligation	52	32	17
23.95	Total new obligations	-1	-32	-18
24.40	Unobligated balance available, end of year	52		
New budget authority (gross), detail:				
68.00	Spending authority from offsetting collections (gross):			
	Offsetting collections (cash)	13	32	27
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	-1	-4	28
72.95	From Federal sources: Receivables and unpaid, unfilled orders	7	7	7
72.99	Total unpaid obligations, start of year	6	3	35
73.10	Total new obligations	1	32	18
73.20	Total outlays (gross)	-4		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	-4	28	46
74.95	From Federal sources: Receivables and unpaid, unfilled orders	7	7	7
74.99	Total unpaid obligations, end of year	3	35	53
Outlays (gross), detail:				
86.97	Outlays from new permanent authority	4		
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.20	Interest on U.S. securities	-5	-5	-4
Non-Federal sources:				
88.40	Insurance premiums and fees	-3	-8	-6
88.40	Repayment of loans	-3	-8	-6
88.40	Sale of assets		-5	-5
88.40	Interest and other income	-2	-6	-6
88.90	Total, offsetting collections (cash)	-13	-32	-27
Net budget authority and outlays:				
89.00	Budget authority			

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	1998 actual	1999 est.	2000 est.
90.00 Outlays	-10	-32	-27
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	53	45	.....
92.02 Total investments, end of year: U.S. securities: Par value	45	.....	.....

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	1998 actual	1999 est.	2000 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	547	397	303
2251 Repayments and prepayments	-150	-60	-58
2261 Adjustments: Terminations for default that result in loans receivable .....	.....	-34	.....
2290 Outstanding, end of year	397	303	245

Memorandum:

2299 Guaranteed amount of guaranteed loans outstanding, end of year	397	303	245
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Addendum:

Cumulative balance of defaulted guaranteed loans that result in loans receivable:			
2310 Outstanding, start of year	46	46	65
2331 Disbursements for guaranteed loan claims .....	.....	34	.....
2351 Repayments of loans receivable .....	.....	-15	-9
2390 Outstanding, end of year	46	65	56

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	1997 actual	1998 actual	1999 est.	2000 est.
0101 Revenue	9	9	9	9
0102 Expense	-9	-9	-9	-9
0109 Net income or loss (-) .....	.....	.....	.....	.....

Balance Sheet (in millions of dollars)

Identification code 69-4301-0-3-403	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury .....	.....	4	4	4
Investments in US securities:				
1102 Treasury securities, par	31	35	30	25
1106 Receivables, net	11	1	1	1
1206 Non-Federal assets: Receivables, net	16	7	5	3
1803 Other Federal assets: Property, plant and equipment, net	4	4	2	1
1999 Total assets	62	51	42	34
LIABILITIES:				
2201 Non-Federal liabilities: Accounts payable	3	1	1	1
2999 Total liabilities	3	1	1	1
NET POSITION:				
3200 Invested capital	59	50	41	33
3999 Total net position	59	50	41	33
4999 Total liabilities and net position	62	51	42	34

Object Classification (in millions of dollars)

Identification code 69-4301-0-3-403	1998 actual	1999 est.	2000 est.
25.2 Other services	1	19	5
33.0 Investments and loans .....	.....	13	13
99.9 Total new obligations	1	32	18

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, \$6,000,000, 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] \$3,893,000, 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, 1999, as included in Public Law 105-277, section 101(b).*)

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-1752-0-1-403	1998 actual	1999 est.	2000 est.
0101 Maritime (Title XI) loan program, downward reestimates of subsidies	85	.....

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.02 Loan guarantee subsidy	38	39	6
00.09 Administrative expense	4	4	4
10.00 Total new obligations	42	43	10
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	62	71	38
22.00 New budget authority (gross)	51	10	10
23.90 Total budgetary resources available for obligation	113	81	48
23.95 Total new obligations	-42	-43	-10
24.40 Unobligated balance available, end of year	71	38	38

New budget authority (gross), detail:

Current:			
40.00 Appropriation	36	10	10
Permanent:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	15	.....	.....
70.00 Total new budget authority (gross)	51	10	10

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	4	18	.....
73.10 Total new obligations	42	43	10
73.20 Total outlays (gross)	-27	-60	-10
74.40 Unpaid obligations, end of year: Obligated balance, end of year	18	.....	.....

Outlays (gross), detail:

86.90 Outlays from new current authority	36	10	10
86.93 Outlays from current balances	-9	50	.....
87.00 Total outlays (gross)	27	60	10

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-15	.....	.....

Net budget authority and outlays:

89.00 Budget authority	36	10	10
90.00 Outlays	13	60	10

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

Identification code 69-1752-0-1-403	1998 actual	1999 est.	2000 est.
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Risk category 1A		10	10
2150 Risk category 1B		10	10
2150 Risk category 1C		15	15
2150 Risk category 2A	363	15	15
2150 Risk category 2B	277	40	40
2150 Risk category 2C	46	15	15
2150 Risk category 3		15	15
2159 Total loan guarantee levels	686	120	120
Guaranteed loan subsidy (in percent):			
2320 Risk category 1A	3.28	1.25	1.25
2320 Risk category 1B	3.78	1.75	1.75
2320 Risk category 1C	4.28	2.25	2.25
2320 Risk category 2A	4.67	3.75	3.75
2320 Risk category 2B	6.55	5.25	5.25
2320 Risk category 2C	5.18	6.75	6.75
2320 Risk category 3	13.78	11.75	11.75
2329 Weighted average subsidy rate	5.47	5.01	5.01
Guaranteed loan subsidy budget authority:			
2330 Risk category 1B		1	1
2330 Risk category 1C		1	1
2330 Risk category 2A	17	1	1
2330 Risk category 2B	18	1	1
2330 Risk category 2C	2	1	1
2330 Risk category 3		1	1
2339 Total subsidy budget authority	37	6	6
Guaranteed loan subsidy outlays:			
2340 Risk category 1A		1	
2340 Risk category 1B		1	1
2340 Risk category 1C		2	1
2340 Risk category 2A	7	19	1
2340 Risk category 2B	1	10	1
2340 Risk category 2C	1	12	1
2340 Risk category 3		11	1
2349 Total subsidy outlays	9	56	6
Administrative expense data:			
3510 Budget authority	4	4	4
3590 Outlays from new authority	4	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 outlayed. The schedule above shows the post-transfer amounts for 1998. For 1999 and 2000, 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 69-1752-0-1-403	1998 actual	1999 est.	2000 est.
25.2 Other services	4	4	4
41.0 Grants, subsidies, and contributions	38	39	6
99.9 Total new obligations	42	43	10

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	1998 actual	1999 est.	2000 est.
Obligations by program activity:			
00.01 Subsidy returned to program account	15		
00.02 Default expenses	2		
00.91 Subtotal of new obligations	17		
08.02 Obligations for downward reestimates		72	
08.03 Interest on reestimates		13	
08.91 Subtotal of reestimate obligations		85	
10.00 Total new obligations	17	85	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	184	246	242
22.00 New financing authority (gross)	79	81	31
23.90 Total budgetary resources available for obligation	263	327	273
23.95 Total new obligations	-17	-85	
24.40 Unobligated balance available, end of year	246	242	273
New financing authority (gross), detail:			
68.00 Spending authority from offsetting collections (gross):			
Offsetting collections (cash)	79	81	31
Change in unpaid obligations:			
73.10 Total new obligations	17	85	
73.20 Total financing disbursements (gross)	-17	-85	
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account	-55	-56	-6
88.25 Interest on uninvested funds	-13	-14	-14
88.40 Insurance premiums	-11	-11	-11
88.90 Total, offsetting collections (cash)	-79	-81	-31
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-62	4	-31

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	1998 actual	1999 est.	2000 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders	1,000	120	120
2112 Uncommitted loan guarantee limitation	-314		
2150 Total guaranteed loan commitments	686	120	120
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	2,027	2,457	2,311
2231 Disbursements of new guaranteed loans	686	120	120
2251 Repayments and prepayments	-256	-266	-295
2290 Outstanding, end of year	2,457	2,311	2,136
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	2,457	2,311	2,136

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.

Credit accounts—Continued**MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT—
Continued****Balance Sheet (in millions of dollars)**

Identification code	69-4304-0-3-999	1997 actual	1998 actual	1999 est.	2000 est.
ASSETS:					
1101	Federal assets: Fund balances with Treasury	196	246	371	425
1999	Total assets	196	246	371	425
NET POSITION:					
3200	Invested capital	196	246	371	425
3999	Total net position	196	246	371	425

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

Notwithstanding any other provision of this Act, the Maritime Administration is authorized to furnish utilities and services and make necessary repairs in connection with any lease, contract, or occupancy involving Government property under control of the Maritime Administration, and payments received therefore 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, 1999, as included in Public Law 105-277, section 101(b).*)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	1998 actual	1999 est.	2000 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	67	69	71
69-085500 Registration, filing, and permit fees, hazardous materials transportation	1	1	1
69-242100 Marine safety fees	15	18	18
69-272030 High priority corridor loans, downward reestimates of subsidies	3		
69-272830 Maritime (Title XI) loan program, downward reestimates of subsidies		85	
69-309900 Miscellaneous recoveries and refunds, not otherwise classified	1	1	1
General Fund Offsetting receipts from the public	87	174	91

OTHER CONSOLIDATED RECEIPT ACCOUNTS

(in millions of dollars)

	1998 actual	1999 est.	2000 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 [1999] 2000 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 [100] 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) For fiscal year [1999] 2000 the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid Highways amounts authorized: for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code[, and amounts authorized]; for the highway use tax evasion program; for *highway research programs carried out under Chapter 5 of title 23, U.S.C. or under Public Law 105-178, and amounts provided under section 110 of title 23, U.S.C.*; and for the Bureau of Transportation Statistics[.];

(2) not distribute an amount from the obligation limitation for Federal-aid Highways that is equal to the unobligated balance of amounts made available from the Highway Trust Fund (other than the Mass Transit Account) for Federal-aid highways and highway safety programs for the previous fiscal year the funds for which are allocated by the Secretary;

(3) determine the ratio that—

(A) the obligation limitation for Federal-aid Highways less the aggregate of amounts not distributed under paragraphs (1) and (2), bears to

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction pro-

grams (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts not distributed under paragraph (1) of this subsection;

(4) distribute the obligation limitation for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) for section 117 of title 23, United States Code (relating to high priority projects program), section 201 of the Appalachian Regional Development Act of 1965, the Woodrow Wilson Memorial Bridge Authority Act of 1995, and \$2,000,000,000 for such fiscal year under section 105 of [the Transportation Equity Act for the 21st Century] *title 23, United States Code*, (relating to minimum guarantee) so that the amount of obligation authority available for each of such sections is equal to the amount determined by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such section (except in the case of section 105, \$2,000,000,000) for such fiscal year;

(5) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraph (4) for each of the programs that are allocated by the Secretary under title 23, United States Code (other than activities to which paragraph (1) applies and programs to which paragraph (4) applies) by multiplying the ratio determined under paragraph (3) by the sums authorized to be appropriated for such program for such fiscal year; and

(6) distribute the obligation limitation provided for Federal-aid Highways less the aggregate amounts not distributed under paragraphs (1) and (2) and amounts distributed under paragraphs (4) and (5) for Federal-aid highways and highway safety construction programs (other than the minimum guarantee program, but only to the extent that amounts apportioned for the minimum guarantee program for such fiscal year exceed \$2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under title 23, United States Code, in the ratio that—

(A) sums authorized to be appropriated for such programs that are apportioned to each State for such fiscal year, bear to

(B) the total of the sums authorized to be appropriated for such programs that are apportioned to all States for such fiscal year.

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid Highways shall not apply to obligations (1) under section 125 of title 23, United States Code; (2) under section 147 of the Surface Transportation Assistance Act of 1978; (3) under section 9 of the Federal-Aid Highway Act of 1981; (4) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982; (5) under sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987; (6) under section 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991; (7) under section 157 of title 23, United States Code, as in effect on the day before the date of enactment of the Transportation Equity Act for the 21st Century; and (8) under section 105 of title 23, United States Code (but, only in an amount equal to \$639,000,000 for such fiscal year).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) 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 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under [chapters 3 and] *chapter 5* of title 23, United States Code, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—Not later than 30 days after the date of the distribution of obligation limitation under subsection (a), the Secretary shall distribute to the States any funds (1) that are authorized to be appropriated for such fiscal year for Federal-aid highways programs (other than the program under section 160 of title 23, United States Code) and for carrying out subchapter I of chapter 311 of title 49, United States Code, and *highway-related programs* under chapter 4 of title 23, United States Code, and (2) that the Secretary determines will not be allocated to the States, and will not be available for obligation, in such fiscal year due to the imposition of any obligation limitation for such fiscal year. Such distribution to the States shall be made in the same ratio as the distribution of obligation authority under subsection (a)(6). The funds so distributed shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) of *this section* for a section set forth in subsection (a)(4) shall remain available until used [for obligation of funds for such section] and shall be in addition to the amount of any limitation imposed on obligations for Federal-aid highway and highway safety construction programs for future fiscal years.

Notwithstanding Public Law 105–178, as amended, of the funds authorized under section 110 of title 23, U.S.C. for fiscal year 2000: \$125,450,000 shall be transferred to the National Highway Traffic Safety Administration for Operations and Research; \$75,000,000 shall be transferred to the Federal Transit Administration's Jobs Access and Reverse Commute Grants; \$212,270,000 shall be transferred to the Federal Transit Administration's Formula Grant Programs; \$4,000,000 shall be transferred to the Federal Transit Administration's Transit Planning and Research; \$35,400,000 shall be transferred to the Federal Railroad Administration Rail Initiatives Trust Fund for positive train control, the Nationwide Differential Global Positioning System, and the High Speed Rail Grade Crossing program; \$341,000,000 shall be to carry out the Federal Highway Administration's Congestion Mitigation and Air Quality Improvement Program under section 149 of title 23, U.S.C.; \$250,000,000 shall be to carry out the Federal Highway Administration's highway research programs under chapter 5 of title 23, U.S.C., and \$25,000,000 shall be to carry out the Federal Highway Administration's Transportation and Community and System Preservation Pilot program under section 1221 of the Transportation Equity Act for the 21st Century.

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.

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; (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. 316. Section 218 of title 23, United States Code, is amended—

(1) in subsection (a)—

(A) in the first sentence by striking “the south Alaskan border” and inserting “Haines” in lieu thereof;

(B) in the third sentence by striking “highway” and inserting “highway or the Alaska Marine Highway System” in lieu thereof;

(C) in the fourth sentence by striking “any other fiscal year thereafter” and inserting “any other fiscal year thereafter, including any portion of any other fiscal year thereafter, prior to the date of the enactment of the Transportation Equity Act for the 21st Century” in lieu thereof;

(D) in the fifth sentence by striking “construction of such highways until an agreement” and inserting “construction of the portion of such highways that are in Canada until an agreement” in lieu thereof; and

(2) in subsection (b) by inserting “in Canada” after “undertaken”.]

SEC. [317] 315. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under “Federal Transit Administration, Capital investment grants” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2001] 2002, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [318] 316. Notwithstanding any other provision of law, any funds appropriated before October 1, [1998] 1999, 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 1999.]

[SEC. 320. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$15,000,000, which limits fiscal year 1999 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$109,124,000: *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] 317. 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”] *Federal-aid highway* account, the Federal Transit Administration’s “Transit Planning and Research” account, and to the Federal Railroad Administration’s [“Railroad Safety”] *Safety and Operations* 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. Notwithstanding any other provision of law, the Secretary of Transportation shall convey, without consideration, all right, title, and interest of the United States in and to the parcels of real property described in this section, together with any improvements thereon, as the Secretary considers appropriate for purposes of the conveyance, to the entities described in this section, namely: (1) United States Coast Guard Pass Manchac Light in Tangipahoa Parish, Louisiana, to the State of Louisiana; and (2) Tchefonct River Range Rear Light in Madisonville, Louisiana, to the Town of Madisonville, Louisiana.]

[SEC. 324. None of the funds made available in this Act may be used for the purpose of promulgating or enforcing any regulation that has the practical effect of (a) requiring more than one attendant during unloading of liquefied compressed gases, or (b) preventing the attendant from monitoring the customer’s liquefied compressed gas storage tank during unloading.]

SEC. [325] 318. 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.

SEC. [326] 319. 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. [327] 320. 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. 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: *Provided*, That this limitation shall not apply to advisory committees established for the purpose of conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561-570a, or the Coast Guard’s advisory council on roles and missions.]

[BULK FUEL STORAGE TANK]

[SEC. 329. (a) TRANSFER OF FUNDS.—Notwithstanding any other provision of law, the remainder of the balance in the Trans-Alaska Pipeline Liability Fund that is transferred and deposited into the Oil Spill Liability Trust Fund under section 8102(a)(2)(B)(ii) of the Oil Pollution Act of 1990 (43 U.S.C. 1653 note) after June 16, 1998 shall be used in accordance with this section.

(b) USE OF INTEREST ONLY.—The interest produced from the investment of the Trans-Alaska Pipeline Liability Fund balance that is transferred and deposited into the Oil Spill Liability Trust Fund under section 8102(a)(2)(B)(ii) of the Oil Pollution Act of 1990 (43 U.S.C. 1653 note) after June 16, 1998 shall be transferred annually by the National Pollution Funds Center to the Denali Commission for a program, to be developed in consultation with the Coast Guard, to repair or replace bulk fuel storage tanks in Alaska which are not in compliance with federal law, including the Oil Pollution Act of 1990, or State law.

(c) TAPS PAYMENT TO ALASKA DEDICATED TO BULK FUEL STORAGE TANK REPAIR AND REPLACEMENT.—Section 8102(a)(2)(B)(i) of Public Law 101-380 (43 U.S.C. 1653 note) is amended by inserting immediately before the semicolon, “, which, except as otherwise provided under article IX, section 15, of the Alaska Constitution, shall be used for the remediation of above-ground storage tanks”.]

SEC. [330] 321. 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) 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 THE 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. Notwithstanding] 322. *Hereafter, 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 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. [334] 323. [Notwithstanding] *Hereafter, notwithstanding 49 U.S.C. 41742, no essential air service subsidies shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large or 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. [335] 324. *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, 1999] expended.*

SEC. [336] 325. *Notwithstanding any other provision of 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. 326 *The Secretary of Transportation is authorized to transfer not more than \$50,000,000 of funds appropriated for activities of the Department of Transportation for fiscal year 2000 or prior fiscal years, to make up any shortfall in fees collected pursuant to 49 U.S.C. 45301, to the Essential Air Service Program; Provided, That no more than \$50,000,000 in total shall be available to this Program; Provided further, That no funds may be transferred until 15 days after notice thereof has been transmitted to the House and Senate Committees on Appropriations.*

[SEC. 337. The unobligated balances of the funds made available in previous appropriations Acts for the National Civil Aviation Review Commission and for Urban Discretionary Grants are rescinded.]

[SEC. 338. (a) Notwithstanding any other provision of law—

(1) the land and improvements thereto comprising the Coast Guard Reserve Training Facility in Jacksonville, Florida, is deemed to be surplus property; and

(2) the Commandant of the Coast Guard shall dispose of all right, title, and interest of the United States in and to that property, by sale, at fair market value.

(b) RIGHT OF FIRST REFUSAL.—Before a sale is made under subsection (a) to any other person, the Commandant of the Coast Guard shall give to the City of Jacksonville, Florida, the right of first refusal to purchase all or any part of the property required to be sold under that subsection.]

[SEC. 339. Of the funds provided under Federal Aviation Administration "Operations", \$250,000 is only for activities and operations of the Centennial of Flight Commission.]

[SEC. 340. Notwithstanding any other provision of law, the Secretary of Transportation shall waive repayment of any Federal-aid highway funds expended on the construction of those high occupancy lanes or auxiliary lanes constructed on I-287 in the State of New Jersey, pursuant to section 338 of the fiscal year 1993 Department of Transportation and Related Agencies Appropriations Act (Public Law 102-388), if the State of New Jersey presents the Secretary with its determination that such high occupancy vehicle lanes or auxiliary lanes are not in the public interest.]

[SEC. 341. (a) AUTHORITY TO CONVEY.—The Secretary of Transportation may convey, without consideration, to the State of North Carolina (in this section referred to as the "State"), all right, title, and interest of the United States in and to a parcel of real property, together with any improvements thereon, in Ocracoke, North Carolina, consisting of such portion of the Coast Guard Station Ocracoke, North Carolina, as the Secretary considers appropriate for purposes of the conveyance.

(b) CONDITIONS.—The conveyance under subsection (a) shall be subject to the following conditions:

(1) That the State accept the property to be conveyed under that subsection subject to such easements or rights of way in favor of the United States as the Secretary considers to be appropriate for—

(A) utilities;

(B) access to and from the property;

(C) the use of the boat launching ramp on the property; and

(D) the use of pier space on the property by search and rescue assets.

(2) That the State maintain the property in a manner so as to preserve the usefulness of the easements or rights of way referred to in paragraph (1).

(3) That the State utilize the property for transportation, education, environmental, or other public purposes.

(c) REVERSION.—(1) If the Secretary determines at any time that the property conveyed under subsection (a) is not to be used in accordance with subsection (b), all right, title, and interest in and to the property, including any improvements thereon, shall revert to the United States, and the United States shall have the right of immediate entry thereon.

(2) Upon reversion under paragraph (1), the property shall be under the administrative jurisdiction of the Administrator of General Services.

(d) DESCRIPTION OF PROPERTY.—The exact acreage and legal description of the property conveyed under subsection (a), and any easements or rights of way granted under subsection (b)(1), shall be determined by a survey satisfactory to the Secretary. The cost of the survey shall be borne by the State.

(e) ADDITIONAL TERMS AND CONDITIONS.—The Secretary may require such additional terms and conditions with respect to the conveyance under subsection (a), and any easements or rights of way granted under subsection (b)(1), as the Secretary considers appropriate to protect the interests of the United States.]

[SEC. 342. Notwithstanding any other provision of law, funds appropriated in this or any other Act intended for highway demonstration projects, railroad-highway crossings demonstration projects or railroad relocation projects in Augusta, Georgia are available for implementation of a project consisting of modifications and additions to streets, railroads, and related improvements in the vicinity of the grade crossing of the CSX railroad and 15th Street in Augusta, Georgia.]

[SEC. 343. (a) None of the funds made available by this Act or subsequent Acts 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.

(b) Not later than March 31, 1999, the Secretary of Transportation shall issue regulations amending 33 CFR 154 to comply with the requirements of Public Law 104-55.]

[SEC. 344. Funding made available in Public Law 105-174 for emergency railroad rehabilitation and repair shall be available for

repairs resulting from natural disasters occurring from September 1996 through July 10, 1998.]

[SEC. 345. For purposes of evaluating environmental impacts of the toll road in Orange and San Diego counties, California, the Administrator of the Federal Highway Administration and other participating Federal agencies shall consider only those transportation alternatives previously identified by regional planning processes and shall restrict agency comments to those matters over which the agency has direct jurisdiction: *Provided*, That notwithstanding any inter-agency memoranda of understanding, the Administrator of the Federal Highway Administration shall retain and exercise all authority regarding the form, content and timing of any environmental impact statement and record of decision regarding the toll road, including the evaluation and selection of alternatives and distribution of draft and final environmental impact statements.]

[SEC. 346. (a) Notwithstanding any other law, the Commandant, United States Coast Guard, shall convey to the University of South Alabama (in this section referred to as "the recipient"), the right, title, and interest of the United States Government in and to a decommissioned vessel of the Coast Guard, as determined appropriate by the Commandant and the recipient, if—

(1) the recipient agrees to use the vessel for the purposes of supporting archaeological and historical research in the Mobile Bay Delta;

(2) the recipient agrees not to use the vessel for commercial transportation purposes, except as incident to the provision of logistics services in connection with the Old Mobile Archaeological Project;

(3) The recipient agrees to make the vessel available to the Government if the Commandant requires use of the vessel by the Government in times of war or national emergency;

(4) the recipient agrees to hold the Government harmless for any claims arising from exposure to hazardous materials including, but not limited to, asbestos and polychlorinated biphenyls (PCBs), after conveyance of the vessel, except for claims arising from use by the Government under paragraph (3);

(5) the recipient has funds available to be committed for use to restore the vessel to operation and thereafter maintain it in good working condition, in the amount of at least \$400,000; and

(6) the recipient agrees to any other conditions that the Secretary considers appropriate.

(b) DELIVERY OF VESSEL.—If a conveyance is made under this section, the Commandant shall deliver the vessel at the place where the vessel is located, in its present condition, without cost to the Government. The conveyance of this vessel shall not be considered a distribution in commerce for purposes of section 2605(e) of title 15, United States Code.

(c) OTHER UNNEEDED EQUIPMENT.—The Commandant may convey to the recipient any unneeded equipment or parts from other decommissioned vessels pending disposition for use to restore the vessel to operability. The Commandant may require compensation from the recipient for such items.

(d) APPLICABLE LAWS AND REGULATIONS.—The vessel shall at all times remain subject to applicable vessel safety laws and regulations.]

[SEC. 347. Item 1132 in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 298), relating to Mississippi, is amended by striking "Pirate Cove" and inserting "Pirates' Cove and 4-lane connector to Mississippi Highway 468".]

[SEC. 348. (a) AUTHORITY TO CONVEY COAST GUARD PROPERTY TO JACKSONVILLE UNIVERSITY IN JACKSONVILLE, FLORIDA.—

(1) IN GENERAL.—The Secretary of Transportation may convey to Jacksonville University, located in Jacksonville, Florida, without consideration, all right, title, and interest of the United States in and to the property comprising the Long Branch Rear Range Light, Jacksonville, Florida.

(2) IDENTIFICATION OF PROPERTY.—The Secretary may identify, describe, and determine the property to be conveyed under this section.

(b) TERMS AND CONDITIONS.—Any conveyance of any property under this section shall be made—

(1) subject to such terms and conditions as the Commandant may consider appropriate; and

(2) subject to the condition that all right, title, and interest in and to the property conveyed shall immediately revert to the United States if the property, or any part thereof, ceases to be used by Jacksonville University.]

SEC. [349] 327. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105-134, [\$450,000] \$750,000, to remain available until September 30, [2000: *Provided*, That none of the funds provided under this heading shall be for payments to outside consultants: *Provided further*, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105-134 shall include the identification of Amtrak routes which are candidates for closure or realignment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: *Provided further*, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105-134] 2001.

[SEC. 350. Notwithstanding any other provision of law, the Secretary shall approve and the State of New York is authorized to proceed with engineering, final design and construction of additional entrances and exits between exits 57 and 58 on Interstate 495 in Suffolk County, New York. The Secretary may review final design of such project.]

[SEC. 351. (a) Section 30113 of title 49, United States Code, is amended—

(1) in subsection (b)—

(A) in paragraph (1), by inserting "or passenger motor vehicles from a bumper standard prescribed under chapter 325 of this title," after "a motor vehicle safety standard prescribed under this chapter"; and

(B) in paragraph (3)(A), by inserting "or chapter 325 of this title (as applicable)" after "this chapter";

(2) in subsection (c)(1), by inserting ", or a bumper standard prescribed under chapter 325 of this title," after "motor vehicle safety standard prescribed under this chapter";

(3) in subsection (d), by inserting "(including an exemption under subsection (b)(3)(B)(i) relating to a bumper standard referred to in subsection (b)(1))" after "subsection (b)(3)(B)(i) of this section"; and

(4) in subsection (h), by inserting "or bumper standard prescribed under chapter 325 of this title" after "each motor vehicle safety standard prescribed under this chapter".

(b) CONFORMING AMENDMENTS.—

(1) Section 32502(c) of title 49, United States Code, is amended—

(A) in the matter preceding paragraph (1), by striking "any part of a standard" and inserting "all or any part of a standard";

(B) in paragraph (1), by striking "or" at the end;

(C) in paragraph (2), by striking the period and inserting "; or"; and

(D) by adding at the end the following:

"(3) a passenger motor vehicle for which an application for an exemption under section 30013(b) of this title has been filed in accordance with the requirements of that section."

(2) Section 32506(a) of title 49, United States Code, is amended by inserting "and section 32502 of this title" after "Except as provided in this section".]

[SEC. 352. Notwithstanding any other provision of law, \$10,000,000 of funds available under section 104(a) of title 23 U.S.C., shall be made available to the University of Alabama in Tuscaloosa, Alabama, for research activities at the Transportation Research Institute and to construct a building to house the Institute, and shall remain available until expended.]

[SEC. 353. Discretionary grants funds for bus and bus-related facilities made available in this Act and in Public Law 105-66 and its accompanying conference report for the Virtual Transit Enterprise project shall be used to fund any aspect of the Virtual Transit Enterprise integration of information project in South Carolina.]

[SEC. 354. Section 3021 of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended—

(1) in subsection (a), by inserting "or the State of Vermont" after "the State of Oklahoma"; and

(2) in subsection (b)(2)(A), by inserting "and the State of Vermont" after "within the State of Oklahoma".]

[SEC. 355. Section 3 of the Act of July 17, 1952 (66 Stat. 746, chapter 921), and section 3 of the Act of July 17, 1952 (66 Stat. 571, chapter 922), are each amended in the proviso—

(1) by striking "That" and all that follows through "the collection of" and inserting "That the commission may collect"; and

(2) by striking ", shall cease" and all that follows through the period at the end and inserting a period.】

【SEC. 356. Section 1212(m) of Public Law 105-178 is amended—(1) in the subsection heading, by inserting ", Idaho, Alaska and West Virginia" after "Minnesota"; and (2) by inserting "or the States of Idaho, Alaska or West Virginia" after "Minnesota".】

【SEC. 357. Notwithstanding any other provision of law, funds obligated and awarded in fiscal year 1994 by the Economic Development Administration in the amount of \$912,000 to the City of Pittsburg, Kansas, as Project Number 05-19-61200 for water, sewer and street improvements shall be disbursed to the City upon determination by the EDA that the improvements have been completed in accordance with the project description in the award documents.】

【SEC. 358. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by adding at the end the following:

"(C) Saint Barnard Parish, Louisiana intermodal facility."】

【SEC. 359. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided*, That no appropriation shall be increased or decreased by more than 12 per centum by all such transfers: *Provided further*, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.】

【SEC. 360. Section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 366) is amended by adding at the end the following:

"(3) SERVICES FOR ELDERLY AND PERSONS WITH DISABILITIES.—In addition to assistance made available under paragraph (1), the Secretary may provide assistance under section 5307 of title 49, United States Code, to a transit provider that operates 20 or fewer vehicles in an urbanized area with a population of at least 200,000 to finance the operating costs of equipment and facilities used by the transit provider in providing mass transportation services to elderly and persons with disabilities, provided that such assistance to all entities shall not exceed \$1,000,000 annually."】

【SEC. 361. Hereafter, the Commonwealth of Virginia shall have the exclusive authority to determine the high-occupancy vehicle restrictions applicable to Interstate Highway 66 in Virginia.】

【SEC. 362. None of the funds appropriated by this Act may be used to issue a final standard under docket number NHTSA 98-3945 (relating to section 656(b) of the Illegal Immigration Reform and Responsibility Act of 1996).】

【SEC. 363. Items 178 and 1547 in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178), relating to Georgia, are amended by adding at the end the following: "and construct improvements to said corridor".】

【SEC. 364. Notwithstanding any other provision of law, the Secretary shall approve the construction of Type II noise barriers from funds apportioned under sections 104(b)(1) and 104(b)(3) of title 23, United States Code, at the following locations:

(a) beginning on the north and south sides of Interstate Route 20 extending from H.E. Holmes Road to Fulton Industrial Boulevard in Fulton County, Georgia;

(b) beginning on the north and south sides of Interstate Route 20 extending from Flat Shoals Road to Columbia Drive in DeKalb County, Georgia; and

(c) beginning on the west side of Interstate Route 75 extending from Howell Mill Road to West Paces Ferry Road in Fulton County, Georgia.】

【SEC. 365. Notwithstanding any other provision of law, except as otherwise provided in this section, the Secretary shall approve and the State of Alabama is authorized to proceed with construction of the East Foley corridor project from Baldwin County Highway 20 to State Highway 59, identified in items 857 and 1501 in the table contained in Section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178). Environmental reviews performed by the Alabama Department of Environmental Management and the Mobile District of the U.S. Army Corps of Engineers and all other non-environmental federal laws shall remain in effect.】

【SEC. 366. Item 1083 contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 297) is amended by striking "between Southwest Drive and U.S. 277".】

【SEC. 367. Notwithstanding any other provision of Federal law, the State of Minnesota may obligate funds apportioned in fiscal years 1998 through 2003 pursuant to section 117 of title 23, United States

Code, for high priority project numbers 1628 and 1195 authorized in section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178): *Provided*, That such obligation shall be subject to the allocation percentages of section 1602(b) as modified by section 1212(m) of the Transportation Equity Act for the 21st Century (Public Law 105-178).】

【SEC. 368. Item number 577 in the table contained in Section 1602 of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by striking "Construct" and all that follows through "Ketchikan" and insert "For the purposes set forth in item number 1496".】

【SEC. 369. Section 5117(b)(6) of the Transportation Equity Act for the 21st Century (23 U.S.C. 502 note; 112 Stat. 450) is amended by striking "Pennsylvania Transportation Institute" and inserting "Commonwealth of Pennsylvania".】

【SEC. 370. Section 5204 of the Transportation Equity Act for the 21st Century (23 U.S.C. 502 note; 112 Stat. 453-455) is amended by adding at the end the following:

"(k) USE OF RIGHTS-OF-WAY.—Intelligent transportation system projects specified in section 5117(b)(3) and 5117(b)(6) and involving privately owned intelligent transportation system components that is carried out using funds made available from the Highway Trust Fund shall not be subject to any law or regulation of a State or political subdivision of a State prohibiting or regulating commercial activities in the rights-of-way of a highway for which Federal-aid highway funds have been utilized for planning, design, construction, or maintenance, if the Secretary of Transportation determines that such use is in the public interest. Nothing in this subsection shall affect the authority of a State or political subdivision of a State to regulate highway safety."】

【SEC. 371. (a) The Commandant of the Coast Guard shall convey, without consideration, to the Town of New Castle, New Hampshire (in this section referred to as the "Town"), all right, title, and interest of the United States in and to a parcel of real property comprising approximately 2 acres and having approximately 100 feet of ocean front that is located in New Castle, New Hampshire. The property is bordered to the west by property owned by the Town and to the east by Coast Guard Station Portsmouth Harbor, New Hampshire.

(b)(1) The Commandant shall, in connection with the conveyance required by subsection (a), grant to the Town such easements and rights-of-way as the Commandant considers necessary to permit access to the property conveyed under that subsection.

(2) The Commandant may, in connection with the conveyance required by subsection (a), reserve in favor of the United States such easements and rights-of-way as the Commandant considers necessary to protect the interests of the United States.

(c)(1) The conveyance of property under subsection (a) shall be subject to the following conditions:

(A) That the property, or any portion thereof, shall revert to the United States if the Commandant determines that such property is required by the United States for purposes of the national security of the United States.

(B) That the property, or any portion thereof, shall revert to the United States if the Commandant determines that such property is required by the United States for purposes of a site for an aid to navigation.

(2)(A) At least 30 days before the date of the reversion of property under paragraph (1)(A), the Commandant shall provide the Town written notice that the property is required for purposes of the national security of the United States.

(B) At least 30 days before the date of the reversion of property under paragraph (1)(B), the Commandant shall provide the Town written notice that the property is required for purposes of a site for an aid to navigation.

(d)(1) Notwithstanding any other provision of the Land and Water Conservation Fund Act of 1965, Public Law 88-578, as amended, or other law, the Coast Guard property conveyed to New Castle, New Hampshire pursuant to subsection (a) may be used to replace a portion of Land and Water Conservation Fund-assisted land in New Castle, New Hampshire under project number 33-00077: *Provided*, That the replacement property satisfactorily meets the conversion criteria regarding reasonably equivalent recreation usefulness and location.

(2) The Town may not use the property referred to in paragraph (1) for the purpose specified in that paragraph unless the property conveyed under subsection (a) provides opportunities for recreational activities that are reasonably similar to the opportunities for rec-

reational activities provided by the property referred to in paragraph (1).

(e) The Commandant may require such additional terms and conditions in connection with the conveyance under subsection (a), and the grants of any easements or rights-of-way under subsection (b), as the Commandant considers appropriate to protect the interests of the United States.】

【SEC. 372. None of the Funds made available under this Act or any other Act, may be used to implement, carry out, or enforce any regulation issued under section 41705 of title 49, United States Code, including any regulation contained in part 382 of title 14, Code of Federal Regulations, or any other provision of law (including any Act of Congress, regulation, or Executive order or any official guidance or correspondence thereto), that requires or encourages an air carrier (as that term is defined in section 40102 of title 49, United States Code) to, on intrastate or interstate air transportation (as those terms are defined in section 40102 of title 49, United States Code)—

(1) provide a peanut-free buffer zone or any other related peanut-restricted area; or

(2) restrict the distribution of peanuts,

until 90 days after submission to the Congress and the Secretary of a peer-reviewed scientific study that determines that there are severe reactions by passengers to peanuts as a result of contact with very small airborne peanut particles of the kind that passengers might encounter in an aircraft.】

【SEC. 373. MODIFICATION OF SUBSTITUTE PROJECT IN WISCONSIN.

Section 1045 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 1994) is amended in subsection (a) by striking paragraph (a)(2) and inserting the following:

“(2)(A) For six months after the date of enactment of this paragraph, the provisions set forth in paragraph (2)(B) shall apply to all of the funds identified in this section after such time, the provisions set forth in paragraph (2)(B) to fifty percent of the funds identified in this section, and the provisions of paragraph (2)(C) shall apply to fifty percent of the funds identified in this section.

“(B) Notwithstanding paragraph (1) and subsection (c) of this section, upon the request of the Governor of the State of Wisconsin, after consultation with appropriate local government officials, submitted by October 1, 2000, the Secretary may approve one or more substitute projects in lieu of the substitute project approved by the Secretary under paragraph (1) and subsection (c) of this section.

“(C) Notwithstanding paragraph (1) and subsection (c) of this section, upon the request of the Governor of the State of Wisconsin, submitted by October 1, 2000, the Secretary shall approve one or more substitute projects in lieu of the substitute project approved by the Secretary under paragraph (1) and subsection (c) of this section.”.】

SEC. 328. Section 104(a)(1) of title 23, United States Code, is amended by (1) deleting “and” in subsection (A) and the period at the end of subsection (B); (2) adding “; and at the end of subsection (B); and (3) adding the following new subsection at the end: “(C) to make transfers of such sums as necessary to the Department of Transportation’s Office of the Inspector General for costs associated with highway audits and investigations.”.

SEC. 329. Section 329 of the Department of Transportation and Related Agencies Appropriations Act of 1999, P.L. 105-277, section 101(g), is repealed.

SEC. 330. (a) Section 4109(b)(2) of Title 15, United States Code, is amended by striking everything after “research”.

(b) Section 2441 of Title 16, United States Code, is amended by striking subsection (c).

SEC. 331. Contingent upon enactment of authorizing legislation, the Secretary of Transportation shall charge user fees for services provided 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.; and such fees shall be deposited as offsetting collections to the Federal Railroad Administration’s “Safety and Operations” account and “Railroad Research and Development” account, respectively to remain available until expended: Provided further, That upon enactment of such authorizing legislation, the amount appropriated from the General Fund shall be reduced by: \$66,461,000 for “Safety and Operations” and \$21,300,000 for “Research and Development”.

(Department of Transportation and Related Agencies Appropriations Act, 1999, as included in Public Law 105-277, section 101(g).)