

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, [\$91,782,000, of which not to exceed \$2,310,000 shall be available for the immediate Office of the Secretary; not to exceed \$730,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$18,720,000 shall be available for the Office of the General Counsel; not to exceed \$9,874,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$9,417,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,383,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$23,750,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,986,000 shall be available for the Office of Public Affairs; not to exceed \$1,516,000 shall be available for the Office of the Executive Secretariat; not to exceed \$1,335,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$7,874,000 for the Office of Intelligence, Security, and Emergency Response; and not to exceed \$11,887,000 shall be available for the Office of the Chief Information Officer] \$101,782,000: *Provided*, That 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 further*, That no appropriation for any office shall be increased or decreased by more than 5 percent by all such transfers: *Provided further*, That notice of any change in funding greater than 5 percent shall be submitted [for approval] to the House and Senate Committees on Appropriations: *Provided further*, That not to exceed \$60,000 shall be for allocation within the Department for official reception and representation expenses as the Secretary may determine: *Provided further*, That notwithstanding any other provision of law, excluding fees authorized in Public Law 107-71, there may be credited to this appropriation up to \$2,500,000 in funds received in user fees[: *Provided further*, That none of the funds provided in this Act shall be available for the position of Assistant Secretary for Public Affairs]. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-0102-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 General administration	84	94	102
00.02 SCASDP grants	19	19	19
01.00 Subtotal Direct Obligations	84	113	102
09.01 Reimbursable program	20	24	27
10.00 Total new obligations	104	137	129
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	11	1
22.00 New budget authority (gross)	115	127	130
23.90 Total budgetary resources available for obligation	116	138	131
23.95 Total new obligations	-104	-137	-129
23.98 Unobligated balance expiring or withdrawn	-1	-1	-1
24.40 Unobligated balance carried forward, end of year	11	1	2
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	85	92	102
41.00 Transferred to other accounts	-1	-1	-1
43.00 Appropriation (total discretionary)	84	92	102
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	27	35	28
58.10 Change in uncollected customer payments from Federal sources (unexpired)	4	4	4

58.90 Spending authority from offsetting collections (total discretionary)	31	35	28
70.00 Total new budget authority (gross)	115	127	130
Change in obligated balances:			
72.40 Obligated balance, start of year	2	-17	7
73.10 Total new obligations	104	137	129
73.20 Total outlays (gross)	-119	-113	-129
73.40 Adjustments in expired accounts (net)	-2	-2	-2
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-4	-4	-4
74.10 Change in uncollected customer payments from Federal sources (expired)	2	2	2
74.40 Obligated balance, end of year	-17	7	7
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	91	112	120
86.93 Outlays from discretionary balances	28	1	9
87.00 Total outlays (gross)	119	113	129
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-28	-34	-27
88.40 Non-Federal sources	-1	-1	-1
88.90 Total, offsetting collections (cash)	-29	-35	-28
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-4	-4	-4
88.96 Portion of offsetting collections (cash) credited to expired accounts	2	2	2
Net budget authority and outlays:			
89.00 Budget authority	84	92	102
90.00 Outlays	90	78	101

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	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	36	39	45
11.3 Other than full-time permanent	4	4	4
11.9 Total personnel compensation	40	43	49
12.1 Civilian personnel benefits	9	10	11
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	10	10	11
25.2 Other services	24	30	30
41.0 Grants, subsidies, and contributions	19	19	19
99.0 Direct obligations	84	113	102
99.0 Reimbursable obligations	20	24	27
99.9 Total new obligations	104	137	129

Employment Summary

Identification code 69-0102-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	359	425	494
Reimbursable:			
2001 Civilian full-time equivalent employment	21	33	33

FINANCIAL MANAGEMENT CAPITAL

For necessary expenses for upgrading and enhancing the Department of Transportation's financial systems, and reengineering business processes, \$6,000,000, to remain available until expended.

Program and Financing (in millions of dollars)

Identification code 69-0116-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Financial management capital			6
10.00 Total new obligations (object class 25.2)			6
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			6
23.95 Total new obligations			-6
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			6
Change in obligated balances:			
73.10 Total new obligations			6
73.20 Total outlays (gross)			-5
74.40 Obligated balance, end of year			1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			5
Net budget authority and outlays:			
89.00 Budget authority			6
90.00 Outlays			5

This appropriation provides funds for a multi-year business transformation effort to streamline and standardize the financial systems and business processes across the Department of Transportation. This effort includes upgrading and enhancing the commercial software used for DOT's financial systems, improving the cost and performance data provided to managers, implementing a budget line of business, and instituting new accounting standards and mandates.

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, [\$9,140,900] \$9,384,000. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Office of Civil Rights	8	9	9
09.01 Reimbursable program		2	2
10.00 Total new obligations	8	11	11
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	9	11	11
23.95 Total new obligations	-8	-11	-11
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	9	9	9
58.00 Spending authority from offsetting collections: Offsetting collections (cash)		2	2
70.00 Total new budget authority (gross)	9	11	11
Change in obligated balances:			
72.40 Obligated balance, start of year	2	2	1
73.10 Total new obligations	8	11	11
73.20 Total outlays (gross)	-7	-12	-11
73.40 Adjustments in expired accounts (net)	-1		
74.40 Obligated balance, end of year	2	1	1

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	7	10	10
86.93 Outlays from discretionary balances		2	1
87.00 Total outlays (gross)	7	12	11

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

Net budget authority and outlays:			
89.00 Budget authority	9	9	9
90.00 Outlays	7	10	9

This appropriation finances the costs of the Departmental Civil Rights office. This office is responsible for enforcing laws and regulations that 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	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	6	6
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	2	2	2
99.0 Direct obligations	8	9	9
99.0 Reimbursable obligations		2	2
99.9 Total new obligations	8	11	11

Employment Summary

Identification code 69-0118-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	46	64	64

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, [\$2,970,000] \$3,056,000, to remain available until September 30, [2009] 2010: 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 Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Minority business outreach	2	3	3
00.02 Bonding Assistance Program		6	
10.00 Total new obligations	2	9	3
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	8	10	4
22.00 New budget authority (gross)	3	3	3
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	12	13	7
23.95 Total new obligations	-2	-9	-3
24.40 Unobligated balance carried forward, end of year	10	4	4
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3
Change in obligated balances:			
72.40 Obligated balance, start of year	5	3	
73.10 Total new obligations	2	9	3
73.20 Total outlays (gross)	-2	-12	-3
73.40 Adjustments in expired accounts (net)	-1		

73.45	Recoveries of prior year obligations	-1		
74.40	Obligated balance, end of year	3		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority		3	3
86.93	Outlays from discretionary balances	2	9	
87.00	Total outlays (gross)	2	12	3
Net budget authority and outlays:				
89.00	Budget authority	3	3	3
90.00	Outlays	2	12	3

This activity provides contractual support and bonding assistance 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	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2	Other services	1	1
41.0	Grants, subsidies, and contributions	2	2
99.9	Total new obligations	2	3

Employment Summary

Identification code 69-0119-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001	Civilian full-time equivalent employment	1	1

NEW HEADQUARTERS BUILDING

Program and Financing (in millions of dollars)

Identification code 69-0147-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	New headquarters building	60	7
10.00	Total new obligations (object class 25.2)	60	7
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	10	6
22.00	New budget authority (gross)	50	
22.10	Resources available from recoveries of prior year obligations	6	1
23.90	Total budgetary resources available for obligation	66	7
23.95	Total new obligations	-60	-7
24.40	Unobligated balance carried forward, end of year	6	
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	50	
Change in obligated balances:			
72.40	Obligated balance, start of year	68	33
73.10	Total new obligations	60	7
73.20	Total outlays (gross)	-89	-39
73.45	Recoveries of prior year obligations	-6	-1
74.40	Obligated balance, end of year	33	
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	35	
86.93	Outlays from discretionary balances	54	39
87.00	Total outlays (gross)	89	39
Net budget authority and outlays:			
89.00	Budget authority	50	
90.00	Outlays	89	39

COMPENSATION FOR AIR CARRIERS

([RESCISSION] CANCELLATION)

Of the [remaining] amounts made available under this heading, all unobligated balances [under section 101(a)(2) of Public Law 107-42, \$22,000,000 are rescinded] as of the date of enactment of this provision are hereby permanently cancelled. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0111-0-1-402	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	72	23
22.00	New budget authority (gross)	-49	-22
23.90	Total budgetary resources available for obligation	23	1
24.40	Unobligated balance carried forward, end of year	23	1
New budget authority (gross), detail:			
Discretionary:			
40.36	Unobligated balance permanently reduced		-1
58.00	Spending authority from offsetting collections: Offsetting collections (cash)	1	
Mandatory:			
60.36	Unobligated balance permanently reduced	-50	-22
70.00	Total new budget authority (gross)	-49	-22
Change in obligated balances:			
73.20	Total outlays (gross)	-1	
Outlays (gross), detail:			
86.98	Outlays from mandatory balances	1	
Offsets:			
Against gross budget authority and outlays:			
88.40	Offsetting collections (cash) from: Non-Federal sources	-1	
Net budget authority and outlays:			
89.00	Budget authority	-50	-22
90.00	Outlays		-1

The Air Transportation Safety and System Stabilization Act (P.L. 107-42) provided \$5 billion to compensate air carriers for direct losses incurred during the Federal ground stop of civil aviation after the September 11, 2001, terrorist attacks, and for incremental losses incurred between September 11 and December 31, 2001. The Administration is not requesting additional funds for this purpose in 2009.

COMPENSATION FOR GENERAL AVIATION OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-0156-0-1-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Compensation for general aviation operations		17
10.00	Total new obligations (object class 41.0)		17
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	17	17
23.95	Total new obligations		-17
24.40	Unobligated balance carried forward, end of year	17	
Change in obligated balances:			
73.10	Total new obligations		17
73.20	Total outlays (gross)		-17
Outlays (gross), detail:			
86.93	Outlays from discretionary balances		17
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		17

COMPENSATION FOR GENERAL AVIATION OPERATIONS—Continued

The Transportation, Treasury and Housing and Urban Development, The Judiciary, District of Columbia and Independent Agencies Appropriations Act for Fiscal Year 2006 (P.L. 109–115) provided \$17 million to reimburse fixed-based general aviation operators and providers of general aviation ground support services at five facilities for the financial losses they incurred when the Federal Government closed the facilities due to the September 11, 2001 terrorist attacks. The Administration is not requesting additional funds for this purpose in 2009.

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, **[\$13,883,900]** \$10,105,000. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69–0142–0–1–407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
Direct program:			
00.01 Transportation policy and planning	6	20	10
00.02 Safe skies	2		
00.03 New headquarters		10	
01.00 Total direct program	8	30	10
09.00 Reimbursable program		2	2
10.00 Total new obligations	8	32	12
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	16	
22.00 New budget authority (gross)	15	16	12
22.22 Unobligated balance transferred from other accounts	2		
23.90 Total budgetary resources available for obligation	24	32	12
23.95 Total new obligations	–8	–32	–12
24.40 Unobligated balance carried forward, end of year	16		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	14	10
58.00 Spending authority from offsetting collections: Offsetting collections (cash)		2	2
70.00 Total new budget authority (gross)	15	16	12
Change in obligated balances:			
72.40 Obligated balance, start of year	30	21	11
73.10 Total new obligations	8	32	12
73.20 Total outlays (gross)	–16	–42	–15
73.40 Adjustments in expired accounts (net)	–1		
74.40 Obligated balance, end of year	21	11	8
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4	8	6
86.93 Outlays from discretionary balances	12	34	9
87.00 Total outlays (gross)	16	42	15
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		–2	–2
Net budget authority and outlays:			
89.00 Budget authority	15	14	10
90.00 Outlays	16	40	13

This appropriation finances 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. 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 support departmental leadership on aviation economic policy and international transportation issues.

Object Classification (in millions of dollars)

Identification code 69–0142–0–1–407	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	4	26	6
99.0 Direct obligations	8	30	10
99.0 Reimbursable obligations		2	2
99.9 Total new obligations	8	32	12

Employment Summary

Identification code 69–0142–0–1–407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	28	31	31

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69–5423–0–2–402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Essential air service and rural airport improvement	47	65	50
10.00 Total new obligations	47	65	50
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	20	37	3
22.00 New budget authority (gross)	63	65	50
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	84	102	53
23.95 Total new obligations	–47	–65	–50
23.98 Unobligated balance expiring or withdrawn		–3	
23.98 Unobligated balance expiring or withdrawn		–31	
24.40 Unobligated balance carried forward, end of year	37	3	3
24.41 Special and trust fund receipts returned to Schedule N		31	
New budget authority (gross), detail:			
Mandatory:			
62.00 Transferred from other accounts	46	50	50
69.00 Spending authority from offsetting collections: Offsetting collections (cash)	17	15	
70.00 Total new budget authority (gross)	63	65	50
Change in obligated balances:			
72.40 Obligated balance, start of year	31	38	26
73.10 Total new obligations	47	65	50
73.20 Total outlays (gross)	–39	–77	–56
73.45 Recoveries of prior year obligations	–1		
74.40 Obligated balance, end of year	38	26	20
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	33	39	30
86.98 Outlays from mandatory balances	6	38	26
87.00 Total outlays (gross)	39	77	56
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	–17	–15	

Net budget authority and outlays:				
89.00	Budget authority	46	50	50
90.00	Outlays	22	62	56

The Federal Aviation Reauthorization Act (FAA) 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, the law required the difference to be covered by Federal Aviation Administration funds. The 2009 Budget proposes a \$50 million program to be fully financed from overflight fees. The Budget proposes a general provision to restructure the program.

Object Classification (in millions of dollars)

Identification code 69–5423–0–2–402	2007 actual	2008 est.	2009 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	1	1	1
41.0	Grants, subsidies, and contributions	46	64	49
99.9	Total new obligations	47	65	50

Employment Summary

Identification code 69–5423–0–2–402	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	8	10	10

[WORKING CAPITAL FUND]

[Necessary expenses for operating costs and capital outlays of the Working Capital Fund, not to exceed \$128,094,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Working Capital Fund 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 Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69–4520–0–4–407	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
09.01	DOT service center activities	105	128	128
09.02	Non-DOT service center activities	255	245	247
10.00	Total new obligations	360	373	375
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	340	373	375
22.10	Resources available from recoveries of prior year obligations	20		
23.90	Total budgetary resources available for obligation	360	373	375
23.95	Total new obligations	–360	–373	–375
24.40	Unobligated balance carried forward, end of year			

New budget authority (gross), detail:

Discretionary:				
Spending authority from offsetting collections:				
58.00	Offsetting collections (cash)	322	373	375
58.10	Change in uncollected customer payments from Federal sources (unexpired)	18		

58.90	Spending authority from offsetting collections (total discretionary)	340	373	375
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Change in obligated balances:

72.40	Obligated balance, start of year	82	69	
73.10	Total new obligations	360	373	375
73.20	Total outlays (gross)	–335	–442	–375
73.45	Recoveries of prior year obligations	–20		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	–18		
74.40	Obligated balance, end of year	69		

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	299	373	375
86.93	Outlays from discretionary balances	36	69	
87.00	Total outlays (gross)	335	442	375

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	–322	–373	–375
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	–18		

Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	13	69	

The Working Capital Fund finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed through agreements with the Department of Transportation operating administrations and other customers.

Object Classification (in millions of dollars)

Identification code 69–4520–0–4–407	2007 actual	2008 est.	2009 est.	
Reimbursable obligations:				
Personnel compensation:				
11.1	Full-time permanent	13	16	18
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	14	17	19
12.1	Civilian personnel benefits	4	5	5
13.0	Benefits for former personnel	3	16	7
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	5	5	6
23.3	Communications, utilities, and miscellaneous charges	13	13	12
25.2	Other services	49		
25.3	Other purchases of goods and services from Government accounts	30	88	83
25.4	Operation and maintenance of facilities		8	9
25.7	Operation and maintenance of equipment	1		
26.0	Supplies and materials	236	217	230
31.0	Equipment	4	3	3
99.9	Total new obligations	360	373	375

Employment Summary

Identification code 69–4520–0–4–407	2007 actual	2008 est.	2009 est.	
Reimbursable:				
2001	Civilian full-time equivalent employment	173	219	219

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of guaranteed loans for short term working capital, **[\$370,000]** \$353,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed \$18,367,000. In addition, for administrative expenses to carry out the guaranteed loan program, **[\$523,000]** \$559,000. (*Department of Transportation Appropriations Act, 2008.*)

MINORITY BUSINESS RESOURCE CENTER PROGRAM—Continued

Program and Financing (in millions of dollars)				
Identification code 69-0155-0-1-407	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.02	Guaranteed loan subsidy, administrative expenses & upward reestimate	1	1	1
10.00	Total new obligations (object class 99.5)	1	1	1
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	1	1	1
23.95	Total new obligations	-1	-1	-1
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	1	1	1
Change in obligated balances:				
72.40	Obligated balance, start of year	1	2	
73.10	Total new obligations	1	1	1
73.20	Total outlays (gross)		-3	-1
74.40	Obligated balance, end of year	2		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority		1	1
86.93	Outlays from discretionary balances		2	
87.00	Total outlays (gross)		3	1
Net budget authority and outlays:				
89.00	Budget authority	1	1	1
90.00	Outlays		3	1

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

Identification code 69-0155-0-1-407	2007 actual	2008 est.	2009 est.	
Guaranteed loan levels supportable by subsidy budget authority:				
215001	Minority Business Resource Center Loan Guarantees	3	18	18
215999	Total loan guarantee levels	3	18	18
Guaranteed loan subsidy (in percent):				
232001	Minority Business Resource Center Loan Guarantees	1.82	2.03	1.86
232999	Weighted average subsidy rate	1.82	2.03	1.86
Administrative expense data:				
3510	Budget authority		1	1
3590	Outlays from new authority		1	1

This program provides assistance in obtaining short-term working capital 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 guaranteed loans, as well as administrative expenses of this program.

Employment Summary

Identification code 69-0155-0-1-407	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	1	1	1

MINORITY BUSINESS RESOURCE CENTER GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4082-0-3-407	2007 actual	2008 est.	2009 est.	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	1	1	1

24.40	Unobligated balance carried forward, end of year	1	1	1
Change in obligated balances:				
74.40	Obligated balance, end of year			
Net financing authority and financing disbursements:				
89.00	Financing authority			
90.00	Financing disbursements			

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-0-3-407	2007 actual	2008 est.	2009 est.	
Position with respect to appropriations act limitation on commitments:				
2111	Limitation on guaranteed loans made by private lenders	18	18	18
2142	Uncommitted loan guarantee limitation	-15		
2150	Total guaranteed loan commitments	3	18	18
2199	Guaranteed amount of guaranteed loan commitments	3	14	14
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	8	4	19
2231	Disbursements of new guaranteed loans	3	18	18
2251	Repayments and prepayments	-7	-3	-14
2264	Adjustments: Other adjustments, net			
2290	Outstanding, end of year	4	19	23
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	3	15	17

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all the cash flows to and from the Government resulting from guaranteed loan commitments. 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 69-4082-0-3-407	2006 actual	2007 actual
ASSETS:		
1101	Federal assets: Fund balances with Treasury	1
1999	Total assets	1
LIABILITIES:		
2204	Non-Federal liabilities: Liabilities for loan guarantees	1
2999	Total liabilities	1
4999	Total liabilities and net position	1

Trust Funds

[PAYMENTS TO AIR CARRIERS]

[(AIRPORT AND AIRWAY TRUST FUND)]

[(INCLUDING TRANSFER OF FUNDS)]

[In addition to funds made available from any other source to carry out the essential air service program under 49 U.S.C. 41731 through 41742, \$60,000,000, to be derived from the Airport and Airway Trust Fund, to remain available until expended: *Provided*, That, in determining between or among carriers competing to provide service to a community, the Secretary may consider the relative subsidy requirements of the carriers: *Provided further*, That, if the funds under this heading are insufficient to meet the costs of the essential air service program in the current fiscal year, the Secretary shall transfer such sums as may be necessary to carry out the essential air service program from any available amounts appropriated to or directly administered by the Office of the Secretary for such fiscal year.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Payments to air carriers	67	60

10.00	Total new obligations (object class 41.0)	67	60	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	8		
22.00	New budget authority (gross)	59	60	
23.90	Total budgetary resources available for obligation	67	60	
23.95	Total new obligations	-67	-60	
24.40	Unobligated balance carried forward, end of year			
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund)	59	60	
Change in obligated balances:				
72.40	Obligated balance, start of year	7	9	25
73.10	Total new obligations	67	60	
73.20	Total outlays (gross)	-65	-44	-24
74.40	Obligated balance, end of year	9	25	1
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	59	36	
86.93	Outlays from discretionary balances	6	8	24
87.00	Total outlays (gross)	65	44	24
Net budget authority and outlays:				
89.00	Budget authority	59	60	
90.00	Outlays	65	44	24

Through 1997, this program was funded from the Airport and Airway Trust Fund. 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. In addition to mandatory funding supported by overflight fees, direct appropriations from the Airport and Airway Trust Fund to the Payments to Air Carriers program were enacted in 2007 and 2008. The Administration is not requesting appropriations from the Airport and Airway Trust Fund for the Payments to Air Carriers account in 2009.

[ADMINISTRATIVE PROVISIONS—OFFICE OF THE SECRETARY OF TRANSPORTATION]

[SEC. 101. The Secretary of Transportation is authorized to transfer the unexpended balances available for the bonding assistance program from “Office of the Secretary, Salaries and expenses” to “Minority Business Outreach”.]

[SEC. 102. None of the funds made available in this Act to the Department of Transportation may be obligated for the Office of the Secretary of Transportation to approve assessments or reimbursable agreements pertaining to funds appropriated to the modal administrations in this Act, except for activities underway on the date of enactment of this Act, unless such assessments or agreements have completed the normal reprogramming process for Congressional notification.]

[SEC. 103. None of the funds made available under this Act may be obligated or expended to establish or implement a program under which essential air service communities are required to assume subsidy costs commonly referred to as the EAS local participation program.] (*Department of Transportation Appropriations Act, 2008.*)

FEDERAL AVIATION ADMINISTRATION

Today’s disjointed system of aviation ticket taxes and fuel taxes fails to encourage efficient use of airports and airspace. The Administration transmitted a reauthorization proposal in February 2007 to reform the Federal Aviation Administration’s (FAA) financing system by adopting new cost-based user fees and a new governance structure to provide more transparency and accountability for FAA operations. The Administration will resubmit the proposal that establishes a cost-based financing system, helps to address congestion, and

makes the system more accountable to aviation stakeholders. The Budget estimates in the Appendix present FAA’s budget accounts under current law financing mechanisms for 2009; estimates beyond 2009 assume enactment of the Administration’s proposal.

Under the proposal, FAA’s financing sources shift from a mix of fuel taxes, other excise taxes, and general fund contributions to user fees, fuel taxes, and a general fund contribution. FAA would have the authority to collect user fees that directly offset the cost of FAA’s operations and capital investments related to air traffic services; expenditure of the available fees would be affirmed in the appropriations process. Air traffic user fees would be collected from turbine-powered fixed-wing commercial aviation operators. General aviation users, along with commercial piston flights and helicopters, would continue to pay a fuel tax that would be deposited into the Airport and Airway Trust Fund; fuel tax rates would be calibrated based on the costs that these users impose on the system. The general fund component of FAA’s budget would cover activities that benefit the public such as safety and public use of the airspace. Finally, the Airport Improvement Program and the majority of the Research, Engineering, and Development program would continue to be funded by fuel taxes paid by all domestic users into the Airport and Airway Trust Fund, along with an international passenger tax (reduced from current rates because these flights would also pay user fees).

(in millions of dollars)

	2009 Budget Current Law Extended	2010 Budget Under Reauthori- zation Proposal
Safety and Operations	2,052	2,116
Air Traffic Organization	9,670	10,294
Airport Improvement Program	2,750	2,900
Research, Engineering and Development	171	189
FAA Total Program Level	14,643	15,499
Less: Obligation Limitation	-2,750	-2,900
FAA Gross Discretionary Level	11,893	12,599
Less: Discretionary User Fees	n/a	-8,550
FAA Net Discretionary Level	11,893	4,049

As the table above illustrates, while total spending will increase by \$856 million in 2010 under the Administration’s proposal, user fees will offset over half of FAA’s 2010 budget. This means FAA net discretionary level will decrease by \$7.84 billion, even as FAA increases investment in the Next Generation Air Traffic Control System.

FAA aims to create a more direct relationship between revenues collected and the cost of services provided, thereby creating incentives to make the system more efficient and responsive to user needs. The reform of FAA’s financing structure is necessary because under the existing aviation tax structure, there is no relationship between the taxes paid by users and the air traffic control services rendered by the FAA. This disconnect leads to distorted consumption of air traffic services, and, ultimately, congestion. For example, when a full plane flies from New York to Boston it imposes the same workload on the FAA as when a less crowded plane of the same size travels the same route. However, since the current tax structure is primarily based on ticket revenue, the full plane pays much more in taxes than the less crowded plane. Furthermore, a general aviation jet pays a small fraction, often less than 10 percent of what a commercial flight pays, despite using the same airspace and services. User fees allow commercial aviation users to pay directly for the services that FAA provides for managing their use of the national airspace. Similarly, under the recalibrated fuel taxes, general aviation users would pay a fairer share of the air traffic costs through their preferred payment mechanism.

The Administration's proposal was crafted to reform FAA's financing system to better enable modernization and reduce congestion. In its proposal, FAA would charge cost-based fees for terminal and en route airspace. At large congested airports, FAA could adjust this terminal fee based on the time of day and day of the week, to reduce delays and congestion.

The Administration has also taken several short-term steps to address congestion including new air traffic patterns at JFK, LaGuardia, Newark, and Philadelphia International airports, directing the appointment of a New York aviation czar, and working with the Port Authority of New York and New Jersey, airports, airlines, and other stakeholders to make operational improvements. FAA also convened scheduling reduction meetings in October 2007. As a result of those meetings, an agreement was reached on reducing schedules during peak hours at JFK to ensure operations remain within available capacity. The Secretary also directed the FAA to enter into negotiations to set hourly caps at Newark Airport, so that flights are not simply shifted there, erasing gains made at JFK.

DOT will continue talks with airlines and airports to look at ways to use broader market-based mechanisms to combat delays not only in the New York region, but in clogged aviation centers elsewhere around the country. Later this year, the FAA anticipates leasing new airspace capacity added in the New York City region for the 2009 summer schedule. The price of these leases will ultimately be determined by the market demand for the operating authorizations. The Administration will consider transmitting a budget amendment when there is better information concerning the number of operating authorizations available to be leased and the potential revenue generated from the leases. Revenue will be directed to further capacity improvements in the New York airspace.

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]		
	2007 actual	2008 est.	2009 est.
Budget Authority:			
Operations ¹	8,374	8,740	.....
General Fund (memorandum entry)	[2,746]	[2,343]	.....
Facilities and equipment (trust fund) ¹	2,518	2,514	.....
Research, engineering and development (trust) ²	130	147	.....
Grants-in-Aid for airports (trust fund) ³	3,671	-169	2,750
Safety & Operations ⁴ .....	.....	.....	2,052
General Fund (memorandum entry) .....	.....	.....	[1,294]
Air Traffic Organization ³ .....	.....	.....	9,670
General Fund (memorandum entry) .....	.....	.....	[1,424]
Research, engineering and development ² .....	.....	.....	171
General Fund (memorandum entry) .....	.....	.....	[15]
Aviation user fees	3	-12	.....
Total net	14,696	11,220	14,643
Obligations:			
Operations ¹	8,398	8,823	.....
Facilities and equipment (trust fund) ¹	2,472	2,557	574
Research, engineering and development (trust) ²	128	168	5
Grants-in-Aid for airports (trust fund) ³	3,691	84	2,750
Safety & Operations ⁴ .....	.....	.....	2,024
Air Traffic Organization ⁴ .....	.....	.....	9,152
Research, engineering and development ² .....	.....	.....	171
Aviation insurance revolving fund	6	7	7
Total net	14,695	11,639	14,683
Outlays:			
Operations ¹	8,083	8,839	1,093
Facilities and equipment (trust fund) ¹	2,290	2,704	1,628
Research, engineering and development (trust) ²	152	169	84
Grants-in-Aid for airports (trust fund) ³	3,874	2,970	4,090
Safety & Operations ⁴ .....	.....	.....	1,744
Air Traffic Organization ⁴ .....	.....	.....	7,344
Research, engineering and development ² .....	.....	.....	103
Aviation insurance revolving fund	-198	-165	-38
Administrative services franchise fund	-48	11	41

Total net	14,153	14,528	16,089
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¹ Starting in 2009, this account will no longer receive new appropriations. New funding is requested in the Safety and Operations and Air Traffic Organization accounts.
² In 2009, Research, Engineering, & Development account will be funded by the Airport and Airway Trust Fund and the General Fund.
³ In 2008, the Airport Grants program has an obligation limitation of \$3,515 million, but only \$17 million in new contract authority has been provided to date.
⁴ New account starting in 2009. Includes both traditional Operations and Facilities & Equipment funds.

Federal Funds

[OPERATIONS]

[(AIRPORT AND AIRWAY TRUST FUND)]

[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, lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 108-176, \$8,740,000,000, of which \$6,397,060,900 shall be derived from the Airport and Airway Trust Fund, of which not to exceed \$6,969,638,000 shall be available for air traffic organization activities; not to exceed \$1,082,602,000 shall be available for aviation safety activities; not to exceed \$12,549,000 shall be available for commercial space transportation activities; not to exceed \$100,593,000 shall be available for financial services activities; not to exceed \$91,214,000 shall be available for human resources program activities; not to exceed \$286,848,000 shall be available for region and center operations and regional coordination activities; not to exceed \$162,351,000 shall be available for staff offices; and not to exceed \$38,650,000 shall be available for information services: *Provided*, That not to exceed 2 percent of any budget activity, except for aviation safety budget activity, may be transferred to any budget activity under this heading: *Provided further*, That no transfer may increase or decrease any appropriation by more than 2 percent: *Provided further*, That any transfer in excess of 2 percent shall be treated as a reprogramming of funds under section 405 of this Act and shall not be available for obligation or expenditure except in compliance with the procedures set forth in that section: *Provided further*, That the Secretary utilize not less than \$6,000,000 of the funds provided for aviation safety activities to pay for staff increases in the Office of Aviation Flight Standards and the Office of Aircraft Certification: *Provided further*, That not later than March 31 of each fiscal year hereafter, the Administrator of the Federal Aviation Administration shall transmit to Congress an annual update to the report submitted to Congress in December 2004 pursuant to section 221 of Public Law 108-176: *Provided further*, That the amount herein appropriated shall be reduced by \$100,000 for each day after March 31 that such report has not been submitted to the Congress: *Provided further*, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: *Provided further*, That none of the funds in this Act shall be available for new applicants for the second career training program: *Provided further*, That none of the funds in this Act shall be available for the Federal Aviation Administration to finalize or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of the 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, not less than \$8,500,000 shall be for the contract tower cost-sharing 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 for aeronautical charting and cartography are available for activities conducted by, or coordinated through, the Working Capital Fund: *Provided further*, That none of the funds in this Act may be obligated

or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card.】 (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Air Traffic Organization (ATO)	6,755	7,048	.....
00.04 Regulation and certification	1,007	1,082	.....
00.05 Commercial space transportation	11	13	.....
00.06 Staff offices	625	680	.....
01.00 Direct Program Activities Subtotal	8,398	8,823	.....
09.01 Reimbursable program	169	250	.....
10.00 Total new obligations	8,567	9,073	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	96	83	.....
22.00 New budget authority (gross)	8,552	8,990	.....
22.10 Resources available from recoveries of prior year obligations	6	.....	.....
22.30 Expired unobligated balance transfer to unexpired account	7	.....	.....
23.90 Total budgetary resources available for obligation	8,661	9,073	.....
23.95 Total new obligations	-8,567	-9,073	.....
23.98 Unobligated balance expiring or withdrawn	-11	.....	.....
24.40 Unobligated balance carried forward, end of year	83	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2,746	2,343	.....
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	5,766	6,647	.....
58.10 Change in uncollected customer payments from Federal sources (unexpired)	40	.....	.....
58.90 Spending authority from offsetting collections (total discretionary)	5,806	6,647	.....
70.00 Total new budget authority (gross)	8,552	8,990	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	850	1,107	1,093
73.10 Total new obligations	8,567	9,073	.....
73.20 Total outlays (gross)	-8,265	-9,087	-1,093
73.40 Adjustments in expired accounts (net)	-24	.....	.....
73.45 Recoveries of prior year obligations	-6	.....	.....
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-40	.....	.....
74.10 Change in uncollected customer payments from Federal sources (expired)	25	.....	.....
74.40 Obligated balance, end of year	1,107	1,093	.....
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	7,316	7,942	.....
86.93 Outlays from discretionary balances	949	1,145	1,093
87.00 Total outlays (gross)	8,265	9,087	1,093
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-5,789	-6,622	.....
88.40 Non-Federal sources	-21	-25	.....
88.90 Total, offsetting collections (cash)	-5,810	-6,647	.....
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-40	.....	.....
88.96 Portion of offsetting collections (cash) credited to expired accounts	44	.....	.....
Net budget authority and outlays:			
89.00 Budget authority	2,746	2,343	.....
90.00 Outlays	2,455	2,440	1,093

Equipment accounts with the Air Traffic Organization and Safety and Operations accounts. No further budget authority is requested in 2009 in the Operations account and its schedule shows obligation and outlay amounts from prior years. 2009 funding is requested for these activities in the Air Traffic Organization and Safety and Operations accounts.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	3,993	4,197	.....
11.3 Other than full-time permanent	42	44	.....
11.5 Other personnel compensation	366	382	.....
11.9 Total personnel compensation	4,401	4,623	.....
12.1 Civilian personnel benefits	1,318	1,400	.....
13.0 Benefits for former personnel	1	1	.....
21.0 Travel and transportation of persons	118	124	.....
22.0 Transportation of things	23	22	.....
23.1 Rental payments to GSA	105	112	.....
23.2 Rental payments to others	41	47	.....
23.3 Communications, utilities, and miscellaneous charges	374	376	.....
24.0 Printing and reproduction	5	5	.....
25.1 Advisory and assistance services	394	401	.....
25.2 Other services	1,405	1,501	.....
26.0 Supplies and materials	124	127	.....
31.0 Equipment	79	76	.....
32.0 Land and structures	7	5	.....
41.0 Grants, subsidies, and contributions	1	1	.....
42.0 Insurance claims and indemnities	2	2	.....
99.0 Direct obligations	8,398	8,823	.....
99.0 Reimbursable obligations	169	250	.....
99.9 Total new obligations	8,567	9,073	.....

Employment Summary

Identification code 69-1301-0-1-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	39,610	40,442	.....
Reimbursable:			
2001 Civilian full-time equivalent employment	133	124	.....

SAFETY AND OPERATIONS

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including aviation regulation and certification; operations and research activities related to commercial space transportation; the operation (including leasing) and maintenance of aircraft, and policy oversight and overall management functions; lease or purchase of passenger motor vehicles for replacement only; acquisition, establishment, technical support services, 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; 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 heading, \$1,293,533,000; and in addition \$758,561,000, which shall be derived from the Airport and Airway Trust Fund: Provided, That of the total amount provided herein, \$121,900,000 shall remain available until September 30, 2011: Provided further, That in addition there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, foreign authorities, other public authorities, and private sources, which shall be available for expenses incurred in the provision of agency services, including receipts from the issuance, renewal or modification of certificates, such as airman, aircraft, and repair station certificates, receipts for tests related thereto, receipts for processing major repair or alteration forms, and receipts for the establishment and modernization of air navigation facilities: Provided

In 2009, FAA proposes a new account structure to align FAA's budget account structure with its lines of business. The proposal replaces the Operations and Facilities and

SAFETY AND OPERATIONS—Continued

further, That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards.

Program and Financing (in millions of dollars)

Identification code 69-1335-0-1-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Aviation Safety (AVS)			1,174
00.02 Commercial Space (AST)			14
00.03 Staff offices			836
01.00 Subtotal, direct program			2,024
09.01 Reimbursable program			50
10.00 Total new obligations			2,074
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			2,103
23.95 Total new obligations			-2,074
24.40 Unobligated balance carried forward, end of year			29
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			1,294
58.00 Spending authority from offsetting collections: Offsetting collections (cash)			809
70.00 Total new budget authority (gross)			2,103
Change in obligated balances:			
73.10 Total new obligations			2,074
73.20 Total outlays (gross)			-1,794
74.40 Obligated balance, end of year			280
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			1,794
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-759
88.00 Federal sources			-25
88.40 Non-Federal sources			-25
88.90 Total, offsetting collections (cash)			-809
Net budget authority and outlays:			
89.00 Budget authority			1,294
90.00 Outlays			985

For 2009, FAA proposes a new budget account, Safety and Operations, that better aligns with FAA's lines of business. The Budget request of \$2,052 million supports the Office of Aviation Safety, which is responsible for ensuring the safe operation of the airlines and certifies new aviation products. The request also funds regulation of the commercial space transportation industry, as well as FAA policy oversight and overall management functions.

Object Classification (in millions of dollars)

Identification code 69-1335-0-1-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent			950
11.3 Other than full-time permanent			12
11.5 Other personnel compensation			12
11.8 Special personal services payments			1
11.9 Total personnel compensation			975
12.1 Civilian personnel benefits			279
13.0 Benefits for former personnel			1
21.0 Travel and transportation of persons			64
22.0 Transportation of things			4
23.1 Rental payments to GSA			117
23.2 Rental payments to others			48
23.3 Communications, utilities, and miscellaneous charges			15

24.0	Printing and reproduction		4
25.1	Advisory and assistance services		41
25.2	Other services		441
26.0	Supplies and materials		15
31.0	Equipment		18
32.0	Land and structures		1
41.0	Grants, subsidies, and contributions		1
99.0	Direct obligations		2,024
99.0	Reimbursable obligations		50
99.9	Total new obligations		2,074

Employment Summary

Identification code 69-1335-0-1-402	2007 actual	2008 est.	2009 est.
Direct:			
1001	Civilian full-time equivalent employment		9,743
Reimbursable:			
2001	Civilian full-time equivalent employment		20

AIR TRAFFIC ORGANIZATION

For necessary expenses of the Federal Aviation Administration, not otherwise provided for, including administrative expenses for research and development; establishment of air navigation facilities; subsidizing the cost of aeronautical charts and maps sold to the public; lease or purchase of passenger motor vehicles for replacement only; acquisition, establishment, technical support services, improvement by the 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; 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 transfers of aircraft from funds available under this heading; \$1,423,956,000 and in addition, \$8,245,922,000, which shall be derived from the Airport and Airway Trust Fund: Provided, That of the total amount provided herein, not to exceed \$7,078,793,000 shall be available for Salaries and Expenses, and not to exceed \$2,591,085,000 shall be available for Capital Programs, of which \$2,147,110,000 shall remain available until September 30, 2011: Provided further, That in addition, there may be credited to this appropriation, as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred in the provision of agency services, including receipts for the maintenance and operation of air navigation facilities, receipts for the establishment and modernization of air navigation facilities.

Program and Financing (in millions of dollars)

Identification code 69-1336-0-1-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Salaries & expenses		7,079
00.02	Capital Programs		2,073
01.00	Subtotal, direct program		9,152
09.01	Reimbursable program		300
10.00	Total new obligations		9,452
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		9,970
23.95	Total new obligations		-9,452
24.40	Unobligated balance carried forward, end of year		518
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation		1,424
58.00	Spending authority from offsetting collections: Offsetting collections (cash)		8,546
70.00	Total new budget authority (gross)		9,970
Change in obligated balances:			
73.10	Total new obligations		9,452

73.20	Total outlays (gross)	-7,644
74.40	Obligated balance, end of year	1,808
Outlays (gross), detail:		
86.90	Outlays from new discretionary authority	7,644
Offsets:		
Against gross budget authority and outlays:		
Offsetting collections (cash) from:		
88.00	Federal sources	-8,246
88.00	Federal sources	-200
88.40	Non-Federal sources	-100
88.90	Total, offsetting collections (cash)	-8,546
Net budget authority and outlays:		
89.00	Budget authority	1,424
90.00	Outlays	-902

For 2009, FAA proposes a new budget account, Air Traffic Organization, that better aligns with FAA's lines of business. This account provides funds for the operation, maintenance, communications, and logistical support of the air traffic control and air navigation systems, including the deployment of communications, navigation, surveillance and related equipment and technology. As a performance-based organization, ATO is designed to provide cost-effective, efficient, and, above all, safe air traffic services. In 2009, this account includes funding for FAA initiatives related to the Next Generation Air Transportation System, a joint effort between FAA, NASA, and other agencies to design the future operating environment. The funding request for 2009 is also in accordance with FAA's comprehensive plan for modernizing and improving air traffic control and airway facilities services.

Object Classification (in millions of dollars)

Identification code 69-1336-0-1-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent		3,750
11.3	Other than full-time permanent		36
11.5	Other personnel compensation		377
11.9	Total personnel compensation		4,163
12.1	Civilian personnel benefits		1,246
21.0	Travel and transportation of persons		98
22.0	Transportation of things		22
23.1	Rental payments to GSA		2
23.2	Rental payments to others		49
23.3	Communications, utilities, and miscellaneous charges		412
24.0	Printing and reproduction		2
25.1	Advisory and assistance services		356
25.2	Other services		2,156
26.0	Supplies and materials		147
31.0	Equipment		256
32.0	Land and structures		238
41.0	Grants, subsidies, and contributions		4
42.0	Insurance claims and indemnities		1
99.0	Direct obligations		9,152
99.0	Reimbursable obligations		300
99.9	Total new obligations		9,452

Employment Summary

Identification code 69-1336-0-1-402	2007 actual	2008 est.	2009 est.
Direct:			
1001	Civilian full-time equivalent employment		33,853
Reimbursable:			
2001	Civilian full-time equivalent employment		159

RESEARCH, ENGINEERING, AND DEVELOPMENT

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, \$15,025,000, and in addition, \$156,003,000, which shall be derived from the Airport and Airway Trust Fund: Provided, That the total amount provided herein shall remain available until September 30, 2011: Provided, That there may be credited to this appropriation as offsetting collections funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development.

Program and Financing (in millions of dollars)

Identification code 69-1334-0-1-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Improve aviation safety		91
00.02	Improve efficiency of the air traffic control system		43
00.03	Reduce environmental impact of aviation		32
00.04	Improve the efficiency of mission support		5
01.00	Subtotal, direct program		171
09.01	Reimbursable program		16
10.00	Total new obligations		187
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		187
23.95	Total new obligations		-187
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation		15
58.00	Spending authority from offsetting collections: Offsetting collections (cash)		172
70.00	Total new budget authority (gross)		187
Change in obligated balances:			
73.10	Total new obligations		187
73.20	Total outlays (gross)		-119
74.40	Obligated balance, end of year		68
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority		119
Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources		-172
Net budget authority and outlays:			
89.00	Budget authority		15
90.00	Outlays		-53

This account provides funding to conduct research, engineering, and development to improve the capacity and safety of the national airspace, as well as the ability to meet environmental needs. For 2009, the Administration proposes funding the Research, Engineering and Development (RE&D) program from a combination of the Airport and Airway Trust Fund and the General Fund requiring this account to accommodate both sources of funding. The proposed funding is allocated to the following performance goal areas of the FAA: increase safety and create greater capacity. The request includes funding for the Joint Planning and Development Office to coordinate the interagency effort to develop the Next Generation Air Transportation System.

Object Classification (in millions of dollars)

Identification code 69-1334-0-1-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent		34
11.3	Other than full-time permanent		1
11.9	Total personnel compensation		35
12.1	Civilian personnel benefits		7
21.0	Travel and transportation of persons		2
25.5	Research and development contracts		107

RESEARCH, ENGINEERING, AND DEVELOPMENT—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-1334-0-1-402	2007 actual	2008 est.	2009 est.
26.0 Supplies and materials			2
31.0 Equipment			1
41.0 Grants, subsidies, and contributions			17
99.0 Direct obligations			171
99.0 Reimbursable obligations			16
99.9 Total new obligations			187

Employment Summary

Identification code 69-1334-0-1-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment			303

AVIATION USER FEES

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5422-0-2-402	2007 actual	2008 est.	2009 est.
01.00 Balance, start of year			12
01.99 Balance, start of year			12
Receipts:			
02.60 Aviation User Fees, Overflight Fees	49	50	52
04.00 Total: Balances and collections	49	50	64
Appropriations:			
05.00 Aviation User Fees	-49	-38	-50
07.99 Balance, end of year		12	14

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	9	12	
22.00 New budget authority (gross)	3	-12	
23.90 Total budgetary resources available for obligation	12		
24.40 Unobligated balance carried forward, end of year	12		
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	49	38	50
61.00 Transferred to other accounts	-46	-50	-50
62.50 Appropriation (total mandatory)	3	-12	
Change in obligated balances:			
74.40 Obligated balance, end of year			
Net budget authority and outlays:			
89.00 Budget authority	3	-12	
90.00 Outlays			

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for air traffic control and related services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Budget estimates that \$52 million in overflight fees will be collected in 2009.

AVIATION INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
Direct:			
1001 Civilian full-time equivalent employment	5	5	5

09.01 Program administration	6	7	7
10.00 Total new obligations (object class 25.2)	6	7	7

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	742	939	1,104
22.00 New budget authority (gross)	203	172	45
23.90 Total budgetary resources available for obligation	945	1,111	1,149
23.95 Total new obligations	-6	-7	-7
24.40 Unobligated balance carried forward, end of year	939	1,104	1,142

New budget authority (gross), detail:

Mandatory:			
69.00 Spending authority from offsetting collections: Offsetting collections (cash)	203	172	45

Change in obligated balances:

72.40 Obligated balance, start of year	8	9	9
73.10 Total new obligations	6	7	7
73.20 Total outlays (gross)	-5	-7	-7
74.40 Obligated balance, end of year	9	9	9

Outlays (gross), detail:

86.97 Outlays from new mandatory authority	5	7	7
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Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.20 Interest on Federal securities	-33	-53	-44
88.40 Non-Federal sources	-170	-119	-1
88.90 Total, offsetting collections (cash)	-203	-172	-45

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	-198	-165	-38

Memorandum (non-add) entries:

92.01 Total investments, start of year: Federal securities: Par value	698	888	1,068
92.02 Total investments, end of year: Federal securities: Par value	888	1,068	1,096

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). Income to the fund is derived from premium collections 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.

The Homeland Security Act of 2002 (P.L. 107-296) required the Secretary to provide additional war risk insurance coverage (Hull Loss and Passenger and Crew Liability) to air carriers insured for Third-Party War Risk Liability as of June 19, 2002, as authorized under existing law. Continuation of this coverage was subsequently directed by several appropriations acts, the last being the Department of Transportation Appropriations Act of 2008, which extended the requirement to provide insurance coverage through August 31, 2008. The Secretary is authorized to limit an air carrier's third party liability to \$100 million, when the Secretary certifies that the loss was from an act of terrorism. The FAA insurance policy covers: (i) hull losses at agreed value; (ii) death, injury, or property loss to passengers or crew, the limit being the same as that of the air carrier's commercial coverage before September 11, 2001; and (iii) third party liability, the limit generally being twice that of such coverage.

Employment Summary

Identification code 69-4120-0-3-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	5	5	5

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
09.01 Franchise services	381	386	382
09.99 Total reimbursable program	381	386	382
10.00 Total new obligations	381	386	382
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	159	163	176
22.00 New budget authority (gross)	383	399	391
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	544	562	567
23.95 Total new obligations	-381	-386	-382
24.40 Unobligated balance carried forward, end of year	163	176	185
New budget authority (gross), detail:			
Discretionary:			
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	423	399	391
58.10 Change in uncollected customer payments from Federal sources (unexpired)	-40		
58.90 Spending authority from offsetting collections (total discretionary)	383	399	391
Change in obligated balances:			
72.40 Obligated balance, start of year	60	104	80
73.10 Total new obligations	381	386	382
73.20 Total outlays (gross)	-375	-410	-432
73.45 Recoveries of prior year obligations	-2		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	40		
74.40 Obligated balance, end of year	104	80	30
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	95	319	313
86.93 Outlays from discretionary balances	280	91	119
87.00 Total outlays (gross)	375	410	432
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-423	-399	-391
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	40		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-48	11	41

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 reimbursable basis. The fund improves organizational efficiency and provides better support to FAA's internal and external customers. The activities included in this franchise fund are: training, accounting, payroll, travel, duplicating services, multi-media services, information technology, materiel management (logistics), and aircraft maintenance.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	2007 actual	2008 est.	2009 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	94	102	107
12.1 Civilian personnel benefits	26	28	29
21.0 Travel and transportation of persons	4	5	5
22.0 Transportation of things	5	4	4
23.3 Communications, utilities, and miscellaneous charges	3	6	7
24.0 Printing and reproduction	1	2	1
25.2 Other services	155	153	139
26.0 Supplies and materials	77	77	80

31.0 Equipment	16	9	10
99.0 Reimbursable obligations	381	386	382
99.9 Total new obligations	381	386	382

Employment Summary

Identification code 69-4562-0-4-402	2007 actual	2008 est.	2009 est.
Reimbursable:			
2001 Civilian full-time equivalent employment	1,293	1,428	1,428

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	2007 actual	2008 est.	2009 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities:			
Par value	7,893	7,931	7,950
92.02 Total investments, end of year: Federal securities:			
Par value	7,931	7,950	6,427

Section 9502 of Title 26, U.S. Code, provides for amounts equivalent to the funds received in the Treasury for 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, FAA staff offices, the Air Traffic Organization, payment to air carriers, and the Bureau of Transportation Statistics Office of Airline Information.

The status of the fund is as follows:

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	2007 actual	2008 est.	2009 est.
Unexpended balance, start of year:			
0100 Balance, start of year	10,336	10,103	10,181
Adjustments:			
0191 Kerosene tax adjustment	-164		
0199 Total balance, start of year	10,172	10,103	10,181
Cash income during the year:			
Current law:			
Receipts:			
1200 Interest, Airport and Airway Trust Fund	472	493	470
Offsetting governmental receipts:			
1260 Excise Taxes, Airport and Airway Trust Fund	11,468	11,871	12,570
Offsetting collections:			
1280 Grants-in-aid for Airports (Airport and Airway Trust Fund)	6	1	1
1281 Grants-in-aid for Airports (Airport and Airway Trust Fund)	-2		
1282 Facilities and Equipment (Airport and Airway Trust Fund)	59	45	
1283 Facilities and Equipment (Airport and Airway Trust Fund)	165	90	
1284 Research, Engineering and Development (Airport and Airway Trust Fund)	1	16	
1299 Income under present law	12,169	12,516	13,041
3299 Total cash income	12,169	12,516	13,041
Cash outgo during year:			
Current law:			
4500 Payments to Air Carriers	-65	-44	-24
4501 Grants-in-aid for Airports (Airport and Airway Trust Fund)	-3,878	-2,971	-4,091
4502 Facilities and Equipment (Airport and Airway Trust Fund)	-2,514	-2,839	-1,628
4503 Research, Engineering and Development (Airport and Airway Trust Fund)	-153	-185	-84
4504 Trust Fund Share of FAA Activities (Airport and Airway Trust Fund)	-5,628	-6,399	-9,161
4599 Outgo under current law (-)	-12,238	-12,438	-14,988
6599 Total cash outgo (-)	-12,238	-12,438	-14,988
Unexpended balance, end of year:			

AIRPORT AND AIRWAY TRUST FUND—Continued

Status of Funds (in millions of dollars)—Continued

Identification code 20-8103-0-7-402	2007 actual	2008 est.	2009 est.
8700 Uninvested balance (net), end of year	2,172	2,231	1,807
8701 Airport and Airway Trust Fund	7,931	7,950	6,427
8799 Total balance, end of year	10,103	10,181	8,234
Commitments against unexpended balance, end of year:			
9801 Obligated balance (-)	-7,303	-4,199	-1,702
9802 Unobligated balance (-)	-1,267	-1,034	-455
9899 Total commitments (-)	-8,570	-5,233	-2,157
9900 Uncommitted balance, end of year	1,533	4,948	6,077

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

For liquidation of obligations incurred for grants-in-aid for airport planning and development, and 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; for procurement, installation, and commissioning of runway incursion prevention devices and systems at airports of such title; for grants authorized under section 41743 of title 49, United States Code; and for inspection activities and administration of airport safety programs, including those related to airport operating certificates under section 44706 of title 49, United States Code, **[\$4,399,000,000] \$3,600,000,000**, to be derived from the Airport and Airway Trust Fund and to remain available until expended: *Provided*, That none of the funds under this heading shall be available for the planning or execution of programs the obligations for which are in excess of **[\$3,514,500,000] \$2,750,000,000** in fiscal year **[2008] 2009**, notwithstanding section 47117(g) of title 49, United States Code: *Provided further*, That none of the funds under this heading shall be available for the replacement of baggage conveyor systems, reconfiguration of terminal baggage areas, or other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than **[\$80,676,000] \$87,454,232** shall be obligated for administration, not less than **[\$10,000,000] \$15,000,000** shall be available for the airport cooperative research program, and not less than **[\$18,712,000] \$19,347,834** shall be for Airport Technology Research **[and \$10,000,000**, to remain available until expended, shall be available and transferred to "Office of the Secretary, Salaries and Expenses" to carry out the Small Community Air Service Development Program].

(RESCISSION)

[Of the amounts authorized under sections 48103 and 48112 of title 49, United States Code, \$185,500,000 is rescinded from amounts authorized for the fiscal year ending September 30, 2007, and prior years; and \$85,000,000 is rescinded from amounts authorized for the fiscal year ending September 30, 2008.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Grants-in-aid for airports	3,578		2,629
00.02 Personnel and related expenses	75	81	87
00.03 Airport technology research	18	3	19
00.05 Small community air service	10		
00.06 Airport Cooperative Research	10		15
01.00 Total direct program	3,691	84	2,750
09.01 Reimbursable program		1	1
10.00 Total new obligations	3,691	85	2,751

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	40	203	34
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22.00 New budget authority (gross)	3,677	-168	2,751
22.10 Resources available from recoveries of prior year obligations	177	84	
23.90 Total budgetary resources available for obligation	3,894	119	2,785
23.95 Total new obligations	-3,691	-85	-2,751
24.40 Unobligated balance carried forward, end of year	203	34	34

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	4,399	4,399	3,600
40.49 Portion applied to liquidate contract authority	-4,399	-4,399	-3,600
43.00 Appropriation (total discretionary)			
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	4	1	1
58.10 Change in uncollected customer payments from Federal sources (unexpired)	2		
58.90 Spending authority from offsetting collections (total discretionary)	6	1	1
Mandatory:			
66.10 Contract authority (Vision 100)	3,700		
66.10 Contract authority (49 USC 48112)	592		
66.10 Contract authority (HJ Res 52)		17	
66.10 Contract authority			2,750
66.35 Contract authority permanently reduced	-621	-186	
66.90 Contract authority (total mandatory)	3,671	-169	2,750
70.00 Total new budget authority (gross)	3,677	-168	2,751

Change in obligated balances:

72.40 Obligated balance, start of year	5,734	5,368	2,398
73.10 Total new obligations	3,691	85	2,751
73.20 Total outlays (gross)	-3,878	-2,971	-4,091
73.45 Recoveries of prior year obligations	-177	-84	
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-2		
74.40 Obligated balance, end of year	5,368	2,398	1,058

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	685	16	583
86.93 Outlays from discretionary balances	3,193	2,955	3,508
87.00 Total outlays (gross)	3,878	2,971	4,091

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	2		
88.40 Non-Federal sources	-6	-1	-1
88.90 Total, offsetting collections (cash)	-4	-1	-1
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-2		

Net budget authority and outlays:

89.00 Budget authority	3,671	-169	2,750
90.00 Outlays	3,874	2,970	4,090

Memorandum (non-add) entries:

93.03 Obligated balance, start of year: Contract authority	5,070	4,342	-226
93.04 Obligated balance, end of year: Contract authority	4,342	-226	-1,076

Subchapter I of chapter 471, title 49, U.S. Code provides for airport improvement grants, including those emphasizing capacity development, safety and security needs; and chapter 475 of title 49 provides for grants for aircraft noise compatibility planning and programs. In 2008, the Grants-in-Aid for Airports program has an obligation limitation of \$3,515 million, but only \$17 million in new contract authority has been provided to date.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	49	53	56

11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	51	55	58
12.1	Civilian personnel benefits	13	13	14
21.0	Travel and transportation of persons	3	3	3
25.2	Other services	31	13	46
26.0	Supplies and materials	1		
31.0	Equipment	1		1
41.0	Grants, subsidies, and contributions	3,591		2,628
99.0	Direct obligations	3,691	84	2,750
99.0	Reimbursable obligations		1	1
99.9	Total new obligations	3,691	85	2,751

Employment Summary

Identification code 69-8106-0-7-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	513	540	550
Reimbursable:			
2001 Civilian full-time equivalent employment	4	6	6

[FACILITIES AND EQUIPMENT]

[(AIRPORT AND AIRWAY TRUST FUND)]

For necessary expenses, not otherwise provided for, for acquisition, establishment, technical support services, 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; 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 heading, including aircraft for aviation regulation and certification; to be derived from the Airport and Airway Trust Fund, \$2,513,611,000, of which \$2,053,638,000 shall remain available until September 30, 2010, and of which \$459,973,000 shall remain available until September 30, 2008: *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 upon initial submission to the Congress of the fiscal year 2009 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the Federal Aviation Administration which includes funding for each budget line item for fiscal years 2009 through 2013, with total funding for each year of the plan constrained to the funding targets for those years as estimated and approved by the Office of Management and Budget. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Engineering, development, test and evaluation	204	275	104
00.02 Procurement and modernization of air traffic control (ATC) facilities and equipment	1,510	1,457	368
00.03 Procurement and modernization of non-ATC facilities and equipment	109	140	73
00.04 Mission support	229	225	29
00.05 Personnel and related expenses	420	460	
01.00 Subtotal, direct program	2,472	2,557	574
09.01 Reimbursable program	86	135	
10.00 Total new obligations	2,558	2,692	574
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	910	1,038	995
22.00 New budget authority (gross)	2,687	2,649	
22.10 Resources available from recoveries of prior year obligations	13		
22.30 Expired unobligated balance transfer to unexpired account	4		

23.90 Total budgetary resources available for obligation	3,614	3,687	995
23.95 Total new obligations	-2,558	-2,692	-574
23.98 Unobligated balance expiring or withdrawn	-18		
24.40 Unobligated balance carried forward, end of year	1,038	995	421
24.41 Special and trust fund receipts returned to Schedule N	18		

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund)	2,518	2,514	
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	102	135	
58.10 Change in uncollected customer payments from Federal sources (unexpired)	9		
58.90 Spending authority from offsetting collections (total discretionary)	111	135	
Mandatory:			
69.00 Spending authority from offsetting collections: Offsetting collections (cash)	58		
70.00 Total new budget authority (gross)	2,687	2,649	

Change in obligated balances:

72.40 Obligated balance, start of year	1,690	1,801	1,654
73.10 Total new obligations	2,558	2,692	574
73.20 Total outlays (gross)	-2,514	-2,839	-1,628
73.40 Adjustments in expired accounts (net)	-44		
73.45 Recoveries of prior year obligations	-13		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-9		
74.10 Change in uncollected customer payments from Federal sources (expired)	133		
74.40 Obligated balance, end of year	1,801	1,654	600

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	999	1,216	
86.93 Outlays from discretionary balances	1,515	1,615	1,604
86.98 Outlays from mandatory balances		8	24
87.00 Total outlays (gross)	2,514	2,839	1,628

Offsets:

Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-165	-90	
88.40 Non-Federal sources	-59	-45	
88.90 Total, offsetting collections (cash)	-224	-135	
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-9		
88.96 Portion of offsetting collections (cash) credited to expired accounts	64		

Net budget authority and outlays:

89.00 Budget authority	2,518	2,514	
90.00 Outlays	2,290	2,704	1,628

In 2009, FAA proposes a new account structure that replaces the Operations and Facilities and Equipment accounts with the Air Traffic Organization and Safety and Operations accounts to align FAA's budget account structure with its lines of business. No budget authority is requested in 2009 in the Facilities and Equipment account and its schedule shows obligation and outlay amounts from prior years. Instead, 2009 funding is requested for these activities in the Air Traffic Organization and Safety and Operations accounts.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	290	317	
11.3 Other than full-time permanent	3	3	
11.5 Other personnel compensation	7	8	
11.9 Total personnel compensation	300	328	
12.1 Civilian personnel benefits	70	76	
21.0 Travel and transportation of persons	30	37	

【FACILITIES AND EQUIPMENT】—Continued
【(AIRPORT AND AIRWAY TRUST FUND)】—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8107-0-7-402	2007 actual	2008 est.	2009 est.
22.0 Transportation of things	4	4	3
23.2 Rental payments to others	35	36	10
23.3 Communications, utilities, and miscellaneous charges	44	45	15
24.0 Printing and reproduction	1	1	1
25.2 Other services	1,543	1,575	354
26.0 Supplies and materials	34	35	7
31.0 Equipment	179	183	145
32.0 Land and structures	228	233	37
41.0 Grants, subsidies, and contributions	4	4	2
99.0 Direct obligations	2,472	2,557	574
99.0 Reimbursable obligations	86	135	.....
99.9 Total new obligations	2,558	2,692	574

Employment Summary

Identification code 69-8107-0-7-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	2,738	2,884	.....
Reimbursable:			
2001 Civilian full-time equivalent employment	10	55	.....

【RESEARCH, ENGINEERING, AND DEVELOPMENT】

【(AIRPORT AND AIRWAY TRUST FUND)】

【For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, \$146,828,100, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, 2010: *Provided*, That there may be credited to this appropriation as offsetting collections, funds received from States, counties, municipalities, other public authorities, and private sources, which shall be available for expenses incurred for research, engineering, and development.】 (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.11 Improve aviation safety	85	114	5
00.12 Improve efficiency of the air traffic control system	24	31	.....
00.13 Reduce environmental impact of aviation	15	17	.....
00.14 Improve the efficiency of mission support	4	6	.....
01.00 Subtotal, direct program	128	168	5
09.01 Reimbursable program	1	16	.....
10.00 Total new obligations	129	184	5
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	24	26	5
22.00 New budget authority (gross)	131	163	.....
23.90 Total budgetary resources available for obligation	155	189	5
23.95 Total new obligations	-129	-184	-5
24.40 Unobligated balance carried forward, end of year	26	5	.....
24.41 Special and trust fund receipts returned to Schedule N	2	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	130	147	.....
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	16	.....
70.00 Total new budget authority (gross)	131	163	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	149	123	122

73.10 Total new obligations	129	184	5
73.20 Total outlays (gross)	-153	-185	-84
73.40 Adjustments in expired accounts (net)	-3	.....	.....
74.10 Change in uncollected customer payments from Federal sources (expired)	1	.....	.....
74.40 Obligated balance, end of year	123	122	43

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	57	104	.....
86.93 Outlays from discretionary balances	96	81	84
87.00 Total outlays (gross)	153	185	84

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1	-16	.....

Net budget authority and outlays:

89.00 Budget authority	130	147	.....
90.00 Outlays	152	169	84

In 2009, the Administration proposes funding the Research, Engineering and Development (RE&D) program from a combination of resources from the Airport and Airway Trust Fund and the General Fund. A RE&D account was established to accommodate both sources of funding. Therefore, no further budget authority is requested for this RE&D Trust Fund account.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	25	34	.....
11.3 Other than full-time permanent	1	1	.....
11.9 Total personnel compensation	26	35	.....
12.1 Civilian personnel benefits	6	6	.....
21.0 Travel and transportation of persons	2	2	.....
25.5 Research and development contracts	73	102	.....
26.0 Supplies and materials	1	2	.....
31.0 Equipment	4	5	.....
41.0 Grants, subsidies, and contributions	16	16	5
99.0 Direct obligations	128	168	5
99.0 Reimbursable obligations	1	16	.....
99.9 Total new obligations	129	184	5

Employment Summary

Identification code 69-8108-0-7-402	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	262	298	.....

TRUST FUND SHARE OF FAA ACTIVITIES (AIRPORT AND AIRWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Payment to Operations	5,628	6,397	.....
00.02 Payment to Safety and Operations .....	.....	.....	759
00.03 Payment to Air Traffic Organization .....	.....	.....	8,246
00.04 Payment to Research, Engineering and Development .....	.....	.....	156
10.00 Total new obligations (object class 94.0)	5,628	6,397	9,161
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	5,628	6,397	9,161
23.95 Total new obligations	-5,628	-6,397	-9,161
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	5,628	6,397	9,161

Change in obligated balances:			
72.40	Obligated balance, start of year	2	2
73.10	Total new obligations	5,628	6,397
73.20	Total outlays (gross)	-5,628	-6,399
			9,161
74.40	Obligated balance, end of year	2	
			-9,161
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	5,628	6,397
86.93	Outlays from discretionary balances		2
87.00	Total outlays (gross)	5,628	6,399
			9,161
Net budget authority and outlays:			
89.00	Budget authority	5,628	6,397
90.00	Outlays	5,628	6,399
			9,161

For 2009, the Budget proposes \$11,893 million for FAA Safety and Operations, Air Traffic Organization, and Research, Engineering, and Development, of which \$9,161 million would be provided from the Airport and Airway Trust Fund.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

【SEC. 110. None of the funds in this Act may be used to compensate in excess of 425 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 2008.】

【SEC. 111. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on “below-market” rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.】

SEC. 【112】 110. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303: *Provided*, That during fiscal year 【2008】 2009, 49 U.S.C. 41742(b) shall not apply, and any amount remaining in such account at the close of that fiscal year may be made available to satisfy section 41742(a)(1) for the subsequent fiscal year.

SEC. 【113】 111. Amounts collected under section 40113(e) of title 49, United States Code, shall be credited to the appropriation current at the time of collection, to be merged with and available for the same purposes of such appropriation.

【SEC. 114. (a) Section 44302(f)(1) of title 49, United States Code, is amended by striking “2006,” each place it appears and inserting “2008,”.

(b) Section 44303(b) of such title is amended by striking “2006,” and inserting “2008,”.】

【SEC. 115. None of the funds appropriated or limited by this Act may be used to change weight restrictions or prior permission rules at Teterboro airport in Teterboro, New Jersey.】

【SEC. 116. EXTENSION OF TAXES AND EXPENDITURE AUTHORITY RELATING TO AIRPORT AND AIRWAY TRUST FUND

(a) FUEL TAXES.—Subparagraph (B) of section 4081(d)(2) of the Internal Revenue Code of 1986 is amended by striking “September 30, 2007” and inserting “February 29, 2008”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of such Code is amended by striking “September 30, 2007” and inserting “February 29, 2008”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “September 30, 2007” and inserting “February 29, 2008”.

(c) AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.—

(1) IN GENERAL.—Paragraph (1) of section 9502(d) of such Code is amended—

(A) by striking “October 1, 2007” and inserting “March 1, 2008”, and

(B) by inserting “or the Department of Transportation Appropriations Act, 2008” in subparagraph (A) before the semicolon at the end.

(2) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(f) of such Code is amended by striking “October 1, 2007” and inserting “March 1, 2008”.

(d) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2007.】

【SEC. 117. LABOR INTEGRATION

(a) LABOR INTEGRATION.—With respect to any covered transaction involving two or more covered air carriers that results in the combination of crafts or classes that are subject to the Railway Labor Act (45 U.S.C. 151 et seq.), sections 3 and 13 of the labor protective provisions imposed by the Civil Aeronautics Board in the Allegheny-Mohawk merger (as published at 59 C.A.B. 45) shall apply to the integration of covered employees of the covered air carriers; except that—

(1) if the same collective bargaining agent represents the combining crafts or classes at each of the covered air carriers, that collective bargaining agent’s internal policies regarding integration, if any, will not be affected by and will supersede the requirements of this section; and

(2) the requirements of any collective bargaining agreement that may be applicable to the terms of integration involving covered employees of a covered air carrier shall not be affected by the requirements of this section as to the employees covered by that agreement, so long as those provisions allow for the protections afforded by sections 3 and 13 of the Allegheny-Mohawk provisions.

(b) DEFINITIONS.—In this section, the following definitions apply:

(1) AIR CARRIER.—The term “air carrier” means an air carrier that holds a certificate issued under chapter 411 of title 49, United States Code.

(2) COVERED AIR CARRIER.—The term “covered air carrier” means an air carrier that is involved in a covered transaction.

(3) COVERED EMPLOYEE.—The term “covered employee” means an employee who—

(A) is not a temporary employee; and

(B) is a member of a craft or class that is subject to the Railway Labor Act (45 U.S.C. 151 et seq.).

(4) COVERED TRANSACTION.—The term “covered transaction” means—

(A) a transaction for the combination of multiple air carriers into a single air carrier; and which

(B) involves the transfer of ownership or control of—

(i) 50 percent or more of the equity securities (as defined in section 101 of title 11, United States Code) of an air carrier; or

(ii) 50 percent or more (by value) of the assets of the air carrier.

(c) APPLICATION.—This section shall not apply to any covered transaction involving a covered air carrier that took place before the date of enactment of this Act.

(d) EFFECTIVENESS OF PROVISION.—This section shall become effective on the date of enactment of this Act and shall continue in effect in fiscal years after fiscal year 2008.】

SEC. 112. 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.

SEC. 113. None of the funds in this Act may be obligated or expended for an employee of the Federal Aviation Administration to purchase a store gift card or gift certificate through use of a Government-issued credit card. (Department of Transportation Appropriations Act, 2008.)

FEDERAL HIGHWAY ADMINISTRATION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted August 10, 2005, provides for increased transportation infrastructure investment, strengthens transportation safety programs and environmental programs, and continues core research activities. SAFETEA-LU, along with Title 23, United States Code (“Highways”) and other supporting legislation, provides authority for the various programs of the Federal Highway Administration designed to improve highways

throughout the Nation. The President's Budget continues transportation infrastructure investment to increase the mobility and productivity of the Nation, strengthens transportation safety programs, and provides focus on program efficiencies, oversight, and accountability. In support of the Administration's National Strategy to Reduce Congestion on America's Transportation Network, the Administration proposes using existing budgetary resources to fund a new initiative to reduce highway congestion.

In 2009, the Federal Highway Administration continues core programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, Highway Safety Improvement Program, Highway Bridge Replacement and Rehabilitation Program, the Federal Lands Highways Program, and the Congestion Mitigation and Air Quality Improvement Program. In addition, the Transportation Infrastructure Finance and Innovation program provides Federal credit assistance to nationally or regionally significant surface transportation projects, and the Equity Bonus program provides funding to States based on equity considerations. Other programs new in SAFETEA-LU include the Coordinated Border Infrastructure Program, Highways for Life Pilot Program, National Corridor Infrastructure Improvement Program, Projects of National and Regional Significance, and Safe Routes to School.

In summary, the 2009 Budget consists of \$41,562 million in new budget authority and \$40,637 million in outlays. The following table reflects the total funding for all Federal Highway Administration programs.

	(In millions of dollars)		
	2007 actual	2008 actual	2009 est.
Budget Authority:			
Federal-aid highways (HTF)	42,159	42,627	41,487
Federal-aid subject to limitation	41,409	41,877	40,748
Federal-aid highways exempt from the limitation	751	750	739
Appalachian development highway system (GF)	20	16	0
Miscellaneous appropriations (GF)	1	15	0
Emergency relief (GF) 1/	871	195	0
Miscellaneous trust funds (TF)	34	75	75
Total Budget Authority	43,085	42,928	41,562
Total Discretionary	894	225	0
Total Mandatory	42,191	42,703	41,562
Obligation Limitation:			
Federal-aid highways (HTF)	38,965	41,216	39,399

¹Includes U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act 2007, Chapter 8 of Title IV—Additional Hurricane Disaster Relief and Recovery, P. L. 110-28.
Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Transit Administration.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

[DELTA REGIONAL TRANSPORTATION DEVELOPMENT PROGRAM]

[For necessary expenses for the Delta Regional Transportation Development Program as authorized under section 1308 of Public Law 109-59, \$14,014,000, to remain available until expended.] (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Interest on TIFIA Upward Reestimate	1	1	.....
00.83 Miscellaneous highway projects	67	43	29
10.00 Total new obligations (object class 41.0)	68	44	29
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	151	130	97
22.00 New budget authority (gross)	1	11	.....
22.10 Resources available from recoveries of prior year obligations	46	.....	.....

23.90 Total budgetary resources available for obligation	198	141	97
23.95 Total new obligations	-68	-44	-29
24.40 Unobligated balance carried forward, end of year	130	97	68
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation .....	.....	14	.....
40.36 Unobligated balance permanently reduced .....	.....	-4	.....
43.00 Appropriation (total discretionary) .....	.....	10	.....
Mandatory:			
60.00 Appropriation	1	1	.....
70.00 Total new budget authority (gross)	1	11	.....
Change in obligated balances:			
72.40 Obligated balance, start of year	310	174	127
73.10 Total new obligations	68	44	29
73.20 Total outlays (gross)	-158	-91	-69
73.45 Recoveries of prior year obligations	-46	.....	.....
74.40 Obligated balance, end of year	174	127	87
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority .....	.....	3	.....
86.93 Outlays from discretionary balances	157	87	69
86.97 Outlays from new mandatory authority	1	1	.....
87.00 Total outlays (gross)	158	91	69
Net budget authority and outlays:			
89.00 Budget authority	1	11	.....
90.00 Outlays	158	91	69

This consolidated schedule shows the obligation and outlay of amounts appropriated from the General Fund for miscellaneous Highway programs. This includes the 2008 appropriation of \$14 million for the Delta Regional Transportation Development Program. No further General Fund appropriations are requested for 2009.

EMERGENCY RELIEF PROGRAM [I-35W BRIDGE REPAIR AND RECONSTRUCTION]

[For necessary expenses to carry out the project for repair and reconstruction of the Interstate 35W bridge located in Minneapolis, Minnesota, that collapsed on August 1, 2007, as authorized under section 1(c) of Public Law 110-56, up to \$195,000,000, as documented by the Minnesota Department of Transportation to remain available until expended: *Provided*, That the amount provided under this heading is designated as described in section 5 (in the matter preceding division A of this consolidated Act): *Provided further*, That the Federal share of the costs of any project funded using amounts made available under this section shall be 100 percent in accordance with section 1(b) of Public Law 110-56.] (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0500-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Emergency relief program	939	1,567	.....
10.00 Total new obligations (object class 41.0)	939	1,567	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,330	1,372	.....
22.00 New budget authority (gross)	871	195	.....
22.10 Resources available from recoveries of prior year obligations	110	.....	.....
23.90 Total budgetary resources available for obligation	2,311	1,567	.....
23.95 Total new obligations	-939	-1,567	.....
24.40 Unobligated balance carried forward, end of year	1,372	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	871	195	.....

Change in obligated balances:				
72.40	Obligated balance, start of year	1,274	1,262	1,717
73.10	Total new obligations	939	1,567	
73.20	Total outlays (gross)	-841	-1,112	-979
73.45	Recoveries of prior year obligations	-110		
74.40	Obligated balance, end of year	1,262	1,717	738
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	235	53	
86.93	Outlays from discretionary balances	606	1,059	979
87.00	Total outlays (gross)	841	1,112	979
Net budget authority and outlays:				
89.00	Budget authority	871	195	
90.00	Outlays	841	1,112	979

The Emergency Relief program receives \$100 million annually in mandatory funds from the Highway Trust Fund in the Federal-aid highways account. SAFETEA-LU authorized the program to receive additional General Fund discretionary funding as needed. These funds are provided through this account starting in 2006.

In 2008, \$195 million was appropriated for the repair and reconstruction of the Interstate 35W bridge located in Minneapolis, MN, that collapsed on August 1, 2007, as authorized under Public Law 110-56. No further appropriation is requested for this account in 2009.

[APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM]

[For necessary expenses for West Virginia corridor H of the Appalachian Development Highway System as authorized under section 1069(y) of Public Law 102-240, as amended, \$15,680,000, to remain available until expended.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.06	Appalachian Development Highway System	54	122	
10.00	Total new obligations (object class 25.2)	54	122	
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	133	106	
22.00	New budget authority (gross)	20	16	
22.10	Resources available from recoveries of prior year obligations	7		
23.90	Total budgetary resources available for obligation	160	122	
23.95	Total new obligations	-54	-122	
24.40	Unobligated balance carried forward, end of year	106		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	20	16	
Change in obligated balances:				
72.40	Obligated balance, start of year	176	151	175
73.10	Total new obligations	54	122	
73.20	Total outlays (gross)	-72	-98	-84
73.45	Recoveries of prior year obligations	-7		
74.40	Obligated balance, end of year	151	175	91
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	5	4	
86.93	Outlays from discretionary balances	67	94	84
87.00	Total outlays (gross)	72	98	84
Net budget authority and outlays:				
89.00	Budget authority	20	16	
90.00	Outlays	72	98	84

Funding for this program will be used for the necessary expenses relating to construction of, and improvements to, corridors of the Appalachian Development Highway System (ADHS). This schedule shows the obligation and outlay of amounts made available in prior years. No further appropriation is requested as the ADHS is funded as part of the Federal-aid highway program.

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	2007 actual	2008 est.	2009 est.	
Change in obligated balances:				
72.40	Obligated balance, start of year	3	3	1
73.20	Total outlays (gross)		-2	-1
74.40	Obligated balance, end of year	3	1	
Outlays (gross), detail:				
86.93	Outlays from discretionary balances		2	1
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays		2	1

This schedule shows the obligation and outlay of amounts made available in prior years. No further appropriations are requested.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4123-0-3-401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Loan obligations	766	2,120	798
00.02	Interest paid to Treasury	16	51	113
01.00	Direct Program by Activities—Subtotal (running)	782	2,171	911
10.00	Total new obligations	782	2,171	911
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	31	1	
22.00	New financing authority (gross)	780	2,225	911
22.10	Resources available from recoveries of prior year obligations	163		
22.60	Portion applied to repay debt	-8	-55	
22.70	Balance of authority to borrow withdrawn	-183		
23.90	Total budgetary resources available for obligation	783	2,171	911
23.95	Total new obligations	-782	-2,171	-911
24.40	Unobligated balance carried forward, end of year	1		
New financing authority (gross), detail:				
Mandatory:				
67.10	Authority to borrow	757	2,001	831
Spending authority from offsetting collections:				
69.00	Offsetting collections (cash)	43	131	82
69.10	Change in uncollected customer payments from Federal sources (unexpired)	-20	93	-2
69.90	Spending authority from offsetting collections (total mandatory)	23	224	80
70.00	Total new financing authority (gross)	780	2,225	911
Change in obligated balances:				
72.40	Obligated balance, start of year	1,300	1,672	2,330
73.10	Total new obligations	782	2,171	911
73.20	Total financing disbursements (gross)	-267	-1,420	-1,259
73.45	Recoveries of prior year obligations	-163		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	20	-93	2

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM DIRECT LOAN FINANCING ACCOUNT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4123-0-3-401	2007 actual	2008 est.	2009 est.
74.40 Obligated balance, end of year	1,672	2,330	1,984
Outlays (gross), detail:			
87.00 Total financing disbursements (gross)	267	1,420	1,259
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources: subsidy from program account	-29	-119	-82
88.00 Federal sources: Upward Reestimate	-8	-12	
88.25 Interest on uninvested funds	-6		
88.90 Total, offsetting collections (cash)	-43	-131	-82
Against gross financing authority only:			
88.95 Change in receivables from program accounts	20	-93	2
Net financing authority and financing disbursements:			
89.00 Financing authority	757	2,001	831
90.00 Financing disbursements	224	1,289	1,177

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1131 Direct loan obligations exempt from limitation	766	2,120	798
1150 Total direct loan obligations	766	2,120	798
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	109	376	1,745
1231 Disbursements: Direct loan disbursements	267	1,369	1,146
1251 Repayments: Repayments and prepayments			
1290 Outstanding, end of year	376	1,745	2,891

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 made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). 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 69-4123-0-3-401	2006 actual	2007 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury		2
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	118	377
1405 Allowance for subsidy cost (-)	-9	-40
1499 Net present value of assets related to direct loans	109	337
1999 Total assets	109	339
LIABILITIES:		
2103 Federal liabilities: Debt	109	339
2999 Total liabilities	109	339
4999 Total liabilities and net position	109	339

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM LOAN GUARANTEE FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			

21.40	Unobligated balance carried forward, start of year		20
22.00	New financing authority (gross)	20	20
23.90	Total budgetary resources available for obligation	20	40
24.40	Unobligated balance carried forward, end of year	20	40

New financing authority (gross), detail:

Mandatory:			
Spending authority from offsetting collections:			
69.00	Offsetting collections (cash)	4	8
69.10	Change in uncollected customer payments from Federal sources (unexpired)	16	12
69.90	Spending authority from offsetting collections (total mandatory)	20	20

Change in obligated balances:

72.40	Obligated balance, start of year		-16
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-16	-12
74.40	Obligated balance, end of year	-16	-28

Offsets:

Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from: Federal sources:			
88.00	loan guarantee subsidy	-4	-8
Against gross financing authority only:			
88.95	Change in receivables from program accounts	-16	-12

Net financing authority and financing disbursements:

89.00	Financing authority		
90.00	Financing disbursements	-4	-8

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on commitments:			
2111	Limitation on guaranteed loans made by private lenders		
2131	Guaranteed loan commitments exempt from limitation	200	200
2150	Total guaranteed loan commitments	200	200
2199	Guaranteed amount of guaranteed loan commitments	200	200
Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year		40
2231	Disbursements of new guaranteed loans	40	80
2251	Repayments and prepayments		
2290	Outstanding, end of year	40	120

Memorandum:

2299	Guaranteed amount of guaranteed loans outstanding, end of year	40	120
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As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from loan guarantees made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts are a means of financing and are not included in the budget totals.

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION
PROGRAM LINE OF CREDIT FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4173-0-3-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Lines of credit	200	200
00.02	Interest paid to Treasury		1
01.00	Direct Program by Activities—Subtotal (running)	200	201
10.00	Total new obligations	200	201

Budgetary resources available for obligation:

22.00	New financing authority (gross)	- 2	200	201
22.10	Resources available from recoveries of prior year obligations	20		
22.70	Balance of authority to borrow withdrawn	- 18		
23.90	Total budgetary resources available for obligation		200	201
23.95	Total new obligations		-200	-201

New financing authority (gross), detail:

Mandatory:

67.10	Authority to borrow		180	181
69.00	Spending authority from offsetting collections:			
69.10	Offsetting collections (cash)		20	20
69.10	Change in uncollected customer payments from Federal sources (unexpired)	- 2		
69.90	Spending authority from offsetting collections (total mandatory)	- 2	20	20
70.00	Total new financing authority (gross)	- 2	200	201

Change in obligated balances:

72.40	Obligated balance, start of year	18		180
73.10	Total new obligations		200	201
73.20	Total financing disbursements (gross)		-20	-41
73.45	Recoveries of prior year obligations	- 20		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	2		
74.40	Obligated balance, end of year		180	340

Outlays (gross), detail:

87.00	Total financing disbursements (gross)		20	41
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Offsets:

88.00	Against gross financing authority and financing disbursements:			
88.00	Offsetting collections (cash) from: Federal sources	- 20		-20
88.95	Against gross financing authority only:			
88.95	Change in receivables from program accounts	2		

Net financing authority and financing disbursements:

89.00	Financing authority		180	181
90.00	Financing disbursements			21

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			
1131 Direct loan obligations exempt from limitation		200	200
1150 Total direct loan obligations		200	200
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year			20
1231 Disbursements: Direct loan disbursements		20	40
1290 Outstanding, end of year		20	60

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 lines of credit made under the Transportation Infrastructure Finance and Innovation Act Program (TIFIA). The amounts are a means of financing and are not included in the budget totals.

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	2007 actual	2008 est.	2009 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	5	3	1
73.40 Adjustments in expired accounts (net)	- 2	- 2	
74.40 Obligated balance, end of year	3	1	1

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 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 Department provided these lines of credit for two toll road projects in Orange County, California. Each year, \$24 million of these lines of credit expire if not used.

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

Program and Financing (in millions of dollars)

Identification code 69-4264-0-3-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	- 2	- 2	
22.10 Resources available from recoveries of prior year obligations	24	24	
22.70 Balance of authority to borrow withdrawn	- 22	- 22	
23.90 Total budgetary resources available for obligation			
New financing authority (gross), detail:			
Mandatory:			
69.10 Spending authority from offsetting collections:			
Change in uncollected customer payments from Federal sources (unexpired)	- 2	- 2	
Change in obligated balances:			
72.40 Obligated balance, start of year	67	45	23
73.45 Recoveries of prior year obligations	- 24	- 24	
74.00 Change in uncollected customer payments from Federal sources (unexpired)	2	2	
74.40 Obligated balance, end of year	45	23	23
Offsets:			
Against gross financing authority only:			
88.95 Change in receivables from program accounts	2	2	
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	15	8	
22.40 Portion returned to trust fund from liquidating account	- 7		
23.90 Total budgetary resources available for obligation	8	8	
23.98 Unobligated balance expiring or withdrawn		- 8	
24.40 Unobligated balance carried forward, end of year	8		
24.41 Special and trust fund receipts returned to Schedule N		8	
Change in obligated balances:			
72.40 Obligated balance, start of year	6	6	6
74.40 Obligated balance, end of year	6	6	6
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT—Continued

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	2007 actual	2008 est.	2009 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	67	67	67
1264 Write-offs for default: Loan Forgiveness (P.L. 109-59)			
1290 Outstanding, end of year	67	67	67

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.

FEDERAL-AID HIGHWAYS
HIGHWAY TRUST FUND

Whenever in this fiscal year the Secretary of the Treasury (after consultation with the Secretary of Transportation) determines that the amount in the Highway Trust Fund (other than the Mass Transit Account) or the Mass Transit Account is insufficient to timely meet the anticipated payments from the account, and the amount in the other account exceeds the amount necessary to timely meet the anticipated payments from that account, the Secretary shall transfer to the insufficient account from such other account referred to in this paragraph an amount up to the insufficiency or the excess in such other account, whichever is less: Provided, That any amount transferred to the insufficient account shall be treated as a non-interest bearing repayable advance: Provided further, That whenever in this fiscal year or any fiscal year hereafter the Secretary of the Treasury (after consultation with the Secretary of Transportation) determines that the amount in the account to which an advance is made exceeds the amount necessary to timely meet the anticipated payments from the account, the Secretary shall transfer from that account, to the account from which the advance was made, an amount equal to the amount so advanced or such excess, whichever is less.

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	2007 actual	2008 est.	2009 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: Federal securities: Par value	10,998	12,205	7,070
92.02 Total investments, end of year: Federal securities: Par value	12,205	7,070	1,072

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.

The Budget authorizes borrowing between the Highway Account and the Mass Transit Account within the Highway Trust Fund in fiscal year 2009 in the form of non-interest bearing repayable advances. The borrowing would occur if the Secretary of the Treasury, in consultation with the Secretary of Transportation, determines that during 2009, the amount in the borrowing account is not sufficient to make anticipated payments in a timely manner and the amount in the lending account exceeds the amount necessary to make anticipated payments in a timely manner.

The Status of Funds table presents the status of the Highway Trust Fund. The rule governing most trust funds is that the legal authority to incur obligations against the receipts estimated to be collected by the fund cannot exceed the cash balances of the fund, i.e., the actual receipts estimated to be collected in that year. The laws governing the Highway Trust Fund provide an exception to this rule. The legal authority to incur obligations against the Highway Trust Fund can exceed the actual cash balances up to the receipts anticipated to be collected in the following four years.

Cash balances.—The Status of Funds table begins with the unexpended balance on a “cash basis” at the start of the year. The table shows the amount of cash invested in Federal securities at par value and the amount of cash on hand, i.e., uninvested balance. Next, the table provides the amounts of cash income and cash outlays during each year to show the cash balance at the end of each year.

The following table shows the annual income and outlays of programs funded by the Highway Account of the Highway Trust Fund.

STATUS OF THE HIGHWAY ACCOUNT OF THE HIGHWAY TRUST FUND

(In millions of dollars)

	2007 actual	2008 est.	2009 est.
Unexpended balance, start of year	9,014	8,110	3,008
Cash income during the year:			
Governmental Receipts	34,310	34,192	34,846
Cash outgo during the year (outlays):			
Highway and Safety programs	34,980	38,999	40,829
Federal Transit Administration transfers (net)	234	296	217
Total annual outlays	35,214	39,295	41,051
Repayable advance from the Mass Transit Account	0	0	3,193
Unexpended balance, end of year	8,110	3,008	0

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	2007 actual	2008 est.	2009 est.
Unexpended balance, start of year:			
0100 Balance, start of year	15,065	15,415	9,359
Adjustments:			
0191 Kerosene tax adjustment	164		
0192 Right-of-way adjustment	11		
0193 Rounding adjustment	-3		
0199 Total balance, start of year	15,237	15,415	9,359
Cash income during the year:			
Current law:			
Offsetting receipts (proprietary):			
1220 CMA Interest, Highway Trust Fund (highway Account)	2		
Offsetting governmental receipts:			
1260 Highway Trust Fund, Deposits (highway Account)	34,308	34,192	34,846
1261 Highway Trust Fund, Deposits (mass Transit Account)	5,053	5,011	5,082
Offsetting collections:			
1280 Federal-aid Highways	54	200	200
1281 Motor Carrier Safety Operations and Programs	17	28	20
1282 Motor Carrier Safety Operations and Programs			6
1283 Operations and Research (Highway Trust Fund)	11	25	25
1299 Income under present law	39,445	39,456	40,179
3299 Total cash income	39,445	39,456	40,179
Cash outgo during year:			
Current law:			
4500 Construction (trust Fund)		-2	
4501 Federal-aid Highways	-33,762	-37,443	-39,464
4502 Appalachian Development Highway System (Highway Trust Fund)	-2	-6	-2
4503 Miscellaneous Highway Trust Funds	-158	-167	-133
4504 Motor Carrier Safety	-30	-35	
4505 National Motor Carrier Safety Program	-26	-44	
4506 Motor Carrier Safety Grants	-210	-361	-302
4507 Motor Carrier Safety Operations and Programs	-205	-330	-260
4508 Border Enforcement Program	-1		

4509	Operations and Research (Highway Trust Fund)	-251	-226	-169
4510	Highway Traffic Safety Grants	-416	-636	-679
4511	Discretionary Grants (Highway Trust Fund, Mass Transit Account)	-12	-24	-24
4512	Formula and Bus Grants	-4,194	-6,237	-7,225
4599	Outgo under current law (-)	-39,267	-45,511	-48,258
Proposed legislation:				
5500	Operations and Research (Highway Trust Fund)			-71
5599	Outgo under proposed legislation (-)			-71
6599	Total cash outgo (-)	-39,267	-45,511	-48,329
7625	Permanently cancelled balances		-1	
7645	Federal-aid Highways	2		
7645	Federal-aid Highways	-247		
7645	Federal-aid Highways	-121		
7645	Federal-aid Highways	11		
7645	Operations and Research (Highway Trust Fund)	121		
7645	Formula and Bus Grants	-2		
7645	Formula and Bus Grants	-11		
7645	Formula and Bus Grants	247		
7650	Other adjustments, net	-7		
Manual Adjustments:				
7691	Negation of ROW accounting transaction	7		
7699	Total adjustments		-1	
Unexpended balance, end of year:				
8700	Uninvested balance (net), end of year	3,210	2,289	137
8701	Highway Trust Fund	12,205	7,070	1,072
8799	Total balance, end of year	15,415	9,359	1,209

FEDERAL-AID HIGHWAYS
([RESCISSION] CANCELLATION)
(HIGHWAY TRUST FUND)

Of the unobligated balances of funds apportioned to each State under chapter 1 of title 23, United States Code, \$3,150,000,000 are [rescinded] hereby cancelled: *Provided*, That such [rescission] cancellation shall not apply to the funds distributed in accordance with sections 130(f) and 104(b)(5) of title 23, United States Code; sections 133(d)(1) and 163 of such title, as in effect on the day before the date of enactment of Public Law 109-59; and the first sentence of section 133(d)(3)(A) of such title.

(a) *Notwithstanding any other provision of law, of the unobligated balances of funds made available under sections 1103(b), 1104(b), 1105(f), 1105(h), 1106(a), 1106(b), 1107(b), 1108(b), and 4008(j) of Public Law 102-240 and section 6023(b) of Public Law 102-240 (adding paragraph (10)(C) to section 11(b) of the Federal Transit Act), up to \$175,000,000 shall be available to the Secretary of Transportation to carry out the National Strategy to Reduce Congestion on America's Transportation Network, consisting of \$100,000,000 for metropolitan area congestion reduction demonstration initiatives and \$75,000,000 to support the Corridors of the Future program: Provided further, That funds available pursuant to this section shall remain available for obligation until September 30, 2011, and shall not be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other act: Provided further, That the Federal share payable on account of any program, project, or activity carried out with funds made available under this section may be up to 100 percent.*

(b) *Notwithstanding any other provision of law, after funds are made available in accordance with subsection (a), of the remaining unobligated balances of funds under sections 1103(b), 1104(b), 1105(f), 1105(h), 1106(a), 1106(b), 1107(b), 1108(b), and 4008(j) of Public Law 102-240 and section 6023(b) of Public Law 102-240 (adding paragraph (10)(C) to section 11(b) of the Federal Transit Act), \$109,000,000 are hereby cancelled.*

(c) *Notwithstanding any other provision of law, of the unobligated balances made available under section 1602 of Public Law 105-178, funds for each project for which less than 10 percent of the funds made available under that section have been obligated are hereby cancelled.*

(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
(INCLUDING TRANSFER OF FUNDS)

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 \$40,216,051,359 \$39,398,728,226 for Federal-aid highways and

highway safety construction programs for fiscal year 2008: *Provided*, That within the \$40,216,051,359 \$39,398,728,226 obligation limitation on Federal-aid highways and highway safety construction programs, not more than \$429,800,000 shall be available for the implementation or execution of programs for transportation research (chapter 5 of title 23, United States Code; sections 111, 5505, and 5506 of title 49, United States Code; and title 5 of Public Law 109-59) for fiscal year [2008] 2009: *Provided further*, That this limitation on transportation research programs shall not apply to any authority previously made available for obligation: *Provided further*, That the Secretary may, as authorized by section 605(b) of title 23, United States Code, collect and spend fees to cover the costs of services of expert firms, including counsel, in the field of municipal and project finance to assist in the underwriting and servicing of Federal credit instruments and all or a portion of the costs to the Federal Government of servicing such credit instruments: *Provided further*, That such fees are available until expended to pay for such costs: *Provided further*, That such amounts are in addition to administrative expenses that are also available for such purpose, and are not subject to any obligation limitation or the limitation on administrative expenses under section 608 of title 23, United States Code.

[(ADDITIONAL OBLIGATION LIMITATION)]
[(HIGHWAY TRUST FUND)]

[For an additional amount of obligation limitation to be distributed for the purpose of section 144(e) of title 23, United States Code, \$1,000,000,000: *Provided*, That such obligation limitation shall be used only for a purpose eligible for obligation with funds apportioned under such section and shall be distributed in accordance with the formula in such section: *Provided further*, That such obligation limitation shall remain available for a period of three fiscal years 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: *Provided further*, That in distributing obligation authority under this paragraph, the Secretary shall ensure that such obligation limitation shall supplement and not supplant each State's planned obligations for such purposes.]

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For carrying out the provisions of title 23, United States Code, that are attributable to Federal-aid highways, not otherwise provided, including reimbursement for sums expended pursuant to the provisions of 23 U.S.C. 308, \$41,955,051,359 \$39,500,000,000 or so much thereof as may be available in and derived from the Highway Trust Fund (other than the Mass Transit Account), to remain available until expended: *Provided*, That notwithstanding any other provision of law, from such amount, sufficient funds shall first be allocated to ensure timely liquidation of obligations for salaries and administrative expenses authorized to be paid from this account for the fiscal year. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Direct loan subsidy (TIFIA)	30	232	100
00.02 Guaranteed loan subsidy (TIFIA)		20	20
00.09 Administrative expenses (TIFIA)	2	2	2
00.10 Surface transportation program	8,466	7,712	7,624
00.11 National highway system	6,954	7,323	7,237
00.12 Interstate maintenance	5,104	5,996	5,926
00.13 Bridge program	4,789	5,624	5,063
00.14 Congestion mitigation and air quality improvement	1,049	2,090	2,067
00.15 Highway safety improvement program	753	1,278	1,262
00.16 Equity programs	1,925	2,421	2,413
00.17 Federal lands highways	940	1,059	985
00.18 Appalachian development highway system	300	417	424
00.19 High priority projects	1,607	1,860	2,546
00.20 Projects of national and regional significance	158	205	252
00.21 Research, development, and technology	458	391	396
00.22 Administration	361	378	395
00.23 Other programs	2,903	3,942	2,630
00.91 Programs subject to obligation limitation	35,799	40,950	39,342
02.11 Emergency relief program	110	172	118
02.13 Equity programs	606	771	692
02.14 Demonstration projects	7	22	
02.15 Direct loan program upward reestimate (TIFIA)	7	11	
02.16 Congestion initiative			175

FEDERAL-AID HIGHWAYS—Continued
(HIGHWAY TRUST FUND)—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
02.91 Programs exempt from obligation limitation	730	976	985
03.01 Other discretionary appropriations	1	567	
06.00 Total direct program	36,530	42,493	40,327
09.01 Reimbursable program	229	200	200
10.00 Total new obligations	36,759	42,693	40,527
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	35,319	35,726	32,163
22.00 New budget authority (gross)	37,164	39,130	29,209
22.22 Unobligated balance transferred from other accounts	2		
23.90 Total budgetary resources available for obligation	72,485	74,856	61,372
23.95 Total new obligations	-36,759	-42,693	-40,527
24.40 Unobligated balance carried forward, end of year	35,726	32,163	20,845
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	36,035	41,955	39,500
40.49 Portion applied to liquidate contract authority	-35,675	-41,955	-39,500
41.00 Transferred to other accounts	-368		
42.00 Transferred from other accounts	11		
43.00 Appropriation (total discretionary)	3		
49.36 Unobligated balance permanently reduced			-3,885
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	54	200	200
58.10 Change in uncollected customer payments from Federal sources (unexpired)	272		
58.90 Spending authority from offsetting collections (total discretionary)	326	200	200
Mandatory:			
60.26 Appropriation (trust fund, indefinite)	7	11	
66.10 Contract authority	42,269	43,095	42,488
66.35 Contract authority permanently reduced	-479	-1,001	
66.36 Unobligated balance permanently reduced	-4,343	-3,697	-8,593
66.61 Transferred to other accounts	-1,109		
66.62 Transferred from other accounts	11		
66.90 Contract authority (total mandatory)	36,828	38,919	32,894
70.00 Total new budget authority (gross)	37,164	39,130	29,209
Change in obligated balances:			
72.40 Obligated balance, start of year	43,267	45,992	51,242
73.10 Total new obligations	36,759	42,693	40,527
73.20 Total outlays (gross)	-33,762	-37,443	-39,464
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-272		
74.40 Obligated balance, end of year	45,992	51,242	52,305
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	10,586	11,328	10,838
86.93 Outlays from discretionary balances	22,243	25,227	27,687
86.97 Outlays from new mandatory authority	208	211	200
86.98 Outlays from mandatory balances	725	677	739
87.00 Total outlays (gross)	33,762	37,443	39,464
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-54	-200	-200
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-272		
Net budget authority and outlays:			
89.00 Budget authority	36,838	38,930	29,009
90.00 Outlays	33,708	37,243	39,264
Memorandum (non-add) entries:			
93.01 Unobligated balance, start of year: Contract authority	22,648	20,710	12,799
93.02 Unobligated balance, end of year: Contract authority	20,710	12,799	5,130
93.03 Obligated balance, start of year: Contract authority	43,265	46,367	51,242

93.04 Obligated balance, end of year: Contract authority 46,367 51,242 52,305

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

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Direct loan levels supportable by subsidy budget authority:			
115001 TIFIA Lines of Credit		200	200
115002 TIFIA Direct Loans	766	2,120	798
115999 Total direct loan levels	766	2,320	998
Direct loan subsidy (in percent):			
132001 TIFIA Lines of Credit	5.58	10.00	10.00
132002 TIFIA Direct Loans	3.92	10.00	10.00
132999 Weighted average subsidy rate	3.92	10.00	10.00
Direct loan subsidy budget authority:			
133001 TIFIA Lines of Credit		20	20
133002 TIFIA Direct Loans	30	212	80
133999 Total subsidy budget authority	30	232	100
Direct loan subsidy outlays:			
134001 TIFIA Lines of Credit		20	20
134002 TIFIA Direct Loans	30	119	82
134999 Total subsidy outlays	30	139	102
Direct loan upward reestimates:			
135002 TIFIA Direct Loans	7	12	
135999 Total upward reestimate budget authority	7	12	
Guaranteed loan levels supportable by subsidy budget authority:			
215001 Loan guarantee		200	200
215999 Total loan guarantee levels		200	200
Guaranteed loan subsidy (in percent):			
232001 Loan guarantee	3.90	10.00	10.00
232999 Weighted average subsidy rate	0.00	10.00	10.00
Guaranteed loan subsidy budget authority:			
233001 Loan guarantee		20	20
233999 Total subsidy budget authority		20	20
Guaranteed loan subsidy outlays:			
234001 Loan guarantee		4	8
234999 Total subsidy outlays		4	8
Administrative expense data:			
3510 Budget authority	2	2	2
3590 Outlays from new authority	2	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 continues to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief (\$100 million) and a portion of the Equity Bonus program (\$639 million) are exempt from the obligation limitation.

The FAH program is funded by contract authority in P.L. 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Budget proposes an obligation limitation for FAH of \$39.4 billion. This funding level for 2009 reflects the obligation limitation that will fulfill the funding commitment under SAFETEA-LU, including a downward adjustment based on the revenue aligned budget authority (RABA) calculation enacted in SAFETEA-LU.

Surface transportation program (STP).—STP funds may be used by States and localities for projects on any Federal-

aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of STP funds are set aside for transportation enhancements and State sub-allocations are provided.

National highway system (NHS).—The NHS program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The NHS consists of the current Interstate, other rural principal arterials, urban freeways 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.

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

Emergency relief (ER).—The ER program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges that 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.

Bridge replacement and rehabilitation.—The bridge program enables States to improve the condition of their bridges through replacement, rehabilitation, and systematic preventive maintenance. The funds are available for use on bridges located on any public road.

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.

Federal lands.—This category funds improvement for forest highways, park roads and parkways, Indian reservation roads, and refuge roads. The Federal Lands Highways program provides for transportation planning, research, engineering, and construction of highways, roads, parkways, and transit facilities that provide access to or within public lands, National parks, and Indian reservations.

Transportation infrastructure finance and innovation (TIFIA) program.—The TIFIA credit program issues loans to assist in the development of surface transportation projects of regional and national significance. The goal is to develop major infrastructure facilities through greater non-Federal and private sector participation.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans, loan guarantees, and lines of credit 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 and the administrative expenses are estimated on a cash basis.

Federal highway research, technology and education.—Research, technology, and education programs develop new transportation technology that can be applied nationwide. Activities include surface transportation research, including Intelligent Transportation Systems; development and deployment, training and education; and University Transportation Research.

Highway safety improvement (HSIP).—The highway infrastructure safety program, established as a core program in 2006, features strategic safety planning and performance, devotes additional resources, and supports innovative ap-

proaches to reducing highway fatalities and injuries on all public roads.

Equity Bonus program.—The Equity Bonus program provides additional funds to States to ensure that each State receives an amount based on equity considerations. Each State is guaranteed a minimum rate of return on its share of contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under the previous highway authorization (the Transportation Equity Act for the 21st Century, or TEA-21). Certain States will maintain the share of total apportionments they each received during TEA-21. An open-ended authorization is provided, ensuring that there will be sufficient funds to meet the objectives of the Equity Bonus program.

High priority projects and transportation improvements.—Funds are provided for specific projects identified in SAFETEA-LU, each with a specified amount of funding over the 5 years of SAFETEA-LU.

Projects of national and regional significance.—Provides funding for specific projects of national or regional importance. All the funds authorized for this program from the Highway Trust Fund are designated for projects listed in SAFETEA-LU.

Congestion Reduction Initiative.—In support of a Department-wide effort to tackle congestion in all modes of transportation, the 2009 Budget includes a \$175 million initiative for reducing highway congestion. The Budget proposes to fund the initiative by reprogramming \$175 million in unobligated balances associated with inactive Federal-aid highway program demonstration projects. These funds will be used to support new pricing projects in metropolitan areas and continue the Corridors of the Future program.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	30	31	32
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	32	33	34
12.1 Civilian personnel benefits	5	5	5
21.0 Travel and transportation of persons	10	10	10
24.0 Printing and reproduction	1	1	1
25.1 Advisory and assistance services	18	18	19
25.2 Other services	396	404	412
25.3 Other purchases of goods and services from Government accounts	454	463	472
25.4 Operation and maintenance of facilities	2	2	2
26.0 Supplies and materials	4	4	4
32.0 Land and structures	152	155	158
41.0 Grants, subsidies, and contributions	34,154	40,068	37,849
93.0 Limitation on general operating expenses (see separate schedule)			
99.0 Direct obligations	35,228	41,163	38,966
99.0 Reimbursable obligations	229	200	200
Allocation Account—direct:			
Personnel compensation:			
11.1 Full-time permanent	46	48	49
11.3 Other than full-time permanent	5	5	5
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	54	56	57
12.1 Civilian personnel benefits	14	14	15
21.0 Travel and transportation of persons	4	4	4
22.0 Transportation of things	1	1	1
23.1 Rental payments to GSA	9	9	9
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	3	3	3
25.2 Other services	458	467	477
25.3 Other purchases of goods and services from Government accounts	21	21	22
25.4 Operation and maintenance of facilities	4	4	4
26.0 Supplies and materials	4	4	4

FEDERAL-AID HIGHWAYS—Continued
(HIGHWAY TRUST FUND)—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
31.0 Equipment	5	5	5
32.0 Land and structures	18	18	19
41.0 Grants, subsidies, and contributions	345	345	345
99.0 Allocation account—direct	941	952	966
99.9 Total new obligations	36,398	42,315	40,132

Employment Summary

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	332	333	333
Reimbursable:			
2001 Civilian full-time equivalent employment	184	185	185

LIMITATION ON ADMINISTRATIVE EXPENSES

Not to exceed **[\$377,556,000] \$394,880,000**, together with advances and reimbursements received by the Federal Highway Administration, shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration for necessary expenses for administration and operation. (*Department of Transportation Appropriations Act, 2008.*)

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Limitation Acct—Direct Obligations:			
Personnel compensation:			
11.1 Full-time permanent	188	196	206
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	194	202	212
12.1 Civilian personnel benefits	57	61	63
21.0 Travel and transportation of persons	10	10	10
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	24	26	29
23.2 Rental payments to others	1	1	1
23.3 Communications, utilities, and miscellaneous charges	4	4	4
24.0 Printing and reproduction	2	2	2
25.1 Advisory and assistance services	13	12	12
25.2 Other services	3	3	3
25.3 Other purchases of goods and services from Government accounts	11	15	16
25.7 Operation and maintenance of equipment	33	33	34
26.0 Supplies and materials	3	3	3
31.0 Equipment	4	4	4
99.0 Limitation acct—direct obligations	361	378	395

Employment Summary

Identification code 69-8083-0-7-401	2007 actual	2008 est.	2009 est.
Limitation account—direct:			
6001 Civilian full-time equivalent employment	2,241	2,272	2,313

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8072-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.02 Section 378 of P.L. 106-346	1	2	
10.00 Total new obligations (object class 25.2)	1	2	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	2	

23.95 Total new obligations	-1	-2	
24.40 Unobligated balance carried forward, end of year	2		

Change in obligated balances:

72.40 Obligated balance, start of year	8	7	3
73.10 Total new obligations	1	2	
73.20 Total outlays (gross)	-2	-6	-2
74.40 Obligated balance, end of year	7	3	1

Outlays (gross), detail:

86.93 Outlays from discretionary balances	2	6	2
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Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	2	6	2

Funding for this program is used for the necessary expenses for the Appalachian Development Highway System (ADHS) as distributed to the following States: Alabama, Georgia, Kentucky, Maryland, Mississippi, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Virginia, and West Virginia. This schedule shows the obligation and outlay of amounts made available in prior years. No further appropriation is requested.

HIGHWAY-RELATED SAFETY GRANTS

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	2007 actual	2008 est.	2009 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	1
74.40 Obligated balance, end of year	1	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-related safety standards. Title 23, United States Code, authorizes a consolidated State and community highway safety formula grant program, and therefore this schedule reflects spending of prior year balances.

MISCELLANEOUS TRUST FUNDS

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-9971-0-7-999	2007 actual	2008 est.	2009 est.
01.00 Balance, start of year			
01.99 Balance, start of year			
Receipts:			
02.00 Advances from Other Federal Agencies, FHA Miscellaneous Trust		1	1
02.20 Advances from State Cooperating Agencies and Foreign Governments, FHA Miscellaneous Trust	15	48	48
02.21 Advances for Highway Research Program, Miscellaneous Trust		12	12
02.22 Contributions from States, Etc., Cooperative Work, Forest Highways, FHA, Miscellaneous Trust	17	12	12
02.23 Proprietary Receipts, Miscellaneous Trust Funds	2	2	2
02.99 Total receipts and collections	34	75	75
04.00 Total: Balances and collections	34	75	75
Appropriations:			
05.00 Miscellaneous Trust Funds	-34	-75	-75
05.99 Total appropriations	-34	-75	-75
07.99 Balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	8	29	29
00.03 Contributions for highway research programs	1	3	3
00.04 Advances from State cooperating agencies	20	70	70
00.05 Advances from foreign governments	1	3	3
10.00 Total new obligations	30	105	105
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	43	67	37
22.00 New budget authority (gross)	34	75	75
22.10 Resources available from recoveries of prior year obligations	20		
23.90 Total budgetary resources available for obligation	97	142	112
23.95 Total new obligations	-30	-105	-105
24.40 Unobligated balance carried forward, end of year	67	37	7
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund)	34	75	75
Change in obligated balances:			
72.40 Obligated balance, start of year	165	130	21
73.10 Total new obligations	30	105	105
73.20 Total outlays (gross)	-45	-214	-105
73.45 Recoveries of prior year obligations	-20		
74.40 Obligated balance, end of year	130	21	21
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	12	61	61
86.98 Outlays from mandatory balances	33	153	44
87.00 Total outlays (gross)	45	214	105
Net budget authority and outlays:			
89.00 Budget authority	34	75	75
90.00 Outlays	45	214	105

The Miscellaneous Trust Funds account reflects work performed by FHWA for other parties. FHWA performs the work on a reimbursable basis.

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

Contributions for highway research programs (Government Receipts).—Contributions are received from various sources in support of the FHWA Research, Development, and Technology Program. The funds are used primarily in support of pooled-funds projects.

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.

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	3	3	3
25.2 Other services	27	102	102
99.9 Total new obligations	30	105	105

Employment Summary

Identification code 69-9971-0-7-999	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	27	30	30

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.27 Miscellaneous highway projects	111	164	
10.00 Total new obligations (object class 41.0)	111	164	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	260	165	
22.00 New budget authority (gross)		-1	
22.10 Resources available from recoveries of prior year obligations	16		
23.90 Total budgetary resources available for obligation	276	164	
23.95 Total new obligations	-111	-164	
24.40 Unobligated balance carried forward, end of year	165		
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance permanently reduced		-1	
Change in obligated balances:			
72.40 Obligated balance, start of year	338	275	272
73.10 Total new obligations	111	164	
73.20 Total outlays (gross)	-158	-167	-133
73.45 Recoveries of prior year obligations	-16		
74.40 Obligated balance, end of year	275	272	139
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	158	167	133
Net budget authority and outlays:			
89.00 Budget authority		-1	
90.00 Outlays	158	167	133

Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION
[(INCLUDING RESCISSIONS)]

[SEC. 120. (a) For fiscal year 2008, the Secretary of Transportation shall—

(1) not distribute from the obligation limitation for Federal-aid highways amounts authorized for administrative expenses and programs by section 104(a) of title 23, United States Code; programs funded from the administrative takedown authorized by section 104(a)(1) of title 23, United States Code (as in effect on the date before the date of enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users); the highway use tax evasion program; the programs, projects and activities funded by the set aside authorized by section 129 of this Act; the Bureau of Transportation Statistics; and additional obligation limitation provided in this Act for the purpose of section 144(e) of title 23, United States Code;

(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 previous fiscal years 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

ADMINISTRATIVE PROVISIONS—FEDERAL HIGHWAY ADMINISTRATION—
Continued

[(INCLUDING RESCISSIONS)]—Continued

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for provisions of law described in paragraphs (1) through (9) 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)(10) for such fiscal year), less the aggregate of the amounts not distributed under paragraphs (1) and (2) of this subsection;

(4)(A) distribute the obligation limitation for Federal-aid highways, less the aggregate amounts not distributed under paragraphs (1) and (2), for sections 1301, 1302, and 1934 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users; sections 117 (but individually for each project numbered 1 through 3676 listed in the table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) and 144(g) of title 23, United States Code; and section 14501 of title 40, United States Code, 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 that section for the fiscal year; and

(B) distribute \$2,000,000,000 for section 105 of title 23, United States Code;

(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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and title 23, United States Code (other than to programs to which paragraphs (1) and (4) apply), by multiplying the ratio determined under paragraph (3) by the amounts authorized to be appropriated for each 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 amounts apportioned for the equity bonus program, but only to the extent that the amounts apportioned for the equity bonus program for the fiscal year are greater than \$2,639,000,000, and the Appalachian development highway system program) that are apportioned by the Secretary under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users and title 23, United States Code, in the ratio that—

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

(B) the total of the amounts 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 subsections (b) and (j) of section 131 of the Surface Transportation Assistance Act of 1982; (5) under subsections (b) and (c) of section 149 of the Surface Transportation and Uniform Relocation Assistance Act of 1987; (6) under sections 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 the enactment of the Transportation Equity Act for the 21st Century; (8) under section 105 of title 23, United States Code, as in effect for fiscal years 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years; (9) for Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century or subsequent public laws for multiple years or to remain available until used, but only to the extent that the obligation authority has not lapsed or been used; (10) under section 105 of title 23, United States Code, but only in an amount equal to \$639,000,000 for each of fiscal years 2005 through 2008; and (11) under section 1603 of

the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation.

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall, after August 1 of such fiscal year, revise a distribution of the obligation limitation made available under subsection (a) if the amount distributed cannot be obligated 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.

(d) APPLICABILITY OF OBLIGATION LIMITATIONS TO TRANSPORTATION RESEARCH PROGRAMS.—The obligation limitation shall apply to transportation research programs carried out under chapter 5 of title 23, United States Code, and title V (research title) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, except that obligation authority made available for such programs under such limitation shall remain available for a period of 3 fiscal years 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.

(e) REDISTRIBUTION OF CERTAIN AUTHORIZED FUNDS.—

(1) IN GENERAL.—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 that—

(A) are authorized to be appropriated for such fiscal year for Federal-aid highways programs; and

(B) 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.

(2) RATIO.—Funds shall be distributed under paragraph (1) in the same ratio as the distribution of obligation authority under subsection (a)(6).

(3) AVAILABILITY.—Funds distributed under paragraph (1) shall be available for any purposes described in section 133(b) of title 23, United States Code.

(f) SPECIAL LIMITATION CHARACTERISTICS.—Obligation limitation distributed for a fiscal year under subsection (a)(4) for the provision specified in subsection (a)(4) shall—

(1) remain available until used for obligation of funds for that provision; and

(2) 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.

(g) HIGH PRIORITY PROJECT FLEXIBILITY.—

(1) IN GENERAL.—Subject to paragraph (2), obligation authority distributed for such fiscal year under subsection (a)(4) for each project numbered 1 through 3676 listed in the table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users may be obligated for any other project in such section in the same State.

(2) RESTORATION.—Obligation authority used as described in paragraph (1) shall be restored to the original purpose on the date on which obligation authority is distributed under this section for the next fiscal year following obligation under paragraph (1).

(h) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this section shall be construed to limit the distribution of obligation authority under subsection (a)(4)(A) for each of the individual projects numbered greater than 3676 listed in the table contained in section 1702 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.】

SEC. [121] 120. 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 be subject to the obligation limitation for Federal-aid highways and highway safety construction.

【SEC. 122. Of the unobligated balances made available under sections 1103, 1104, 1105, 1106(a), 1106(b), 1107, and 1108 of Public Law 102-240, \$1,292,287.73 are rescinded.】

【SEC. 123. Of the unobligated balances made available under section 1602 of Public Law 105-178, \$5,987,345.70 are rescinded.】

【SEC. 124. Of the unobligated balances made available under section 188(a)(1) of title 23, United States Code, as in effect on the

day before the date of enactment of Public Law 109–59, and under section 608(a)(1) of such title, \$256,806,000 are rescinded.]

[SEC. 125. Of the amounts made available under section 104(a) of title 23, United States Code, \$43,358,601 are rescinded.]

[SEC. 126. Of the unobligated balances of funds made available in fiscal year 2005 and prior fiscal years for the implementation or execution of programs for transportation research, training and education, and technology deployment including intelligent transportation systems, \$239,801,603 are rescinded.]

[SEC. 127. Of the amounts made available for “Highway Related Safety Grants” by section 402 of title 23, United States Code, and administered by the Federal Highway Administration, \$11,314 in unobligated balances are rescinded.]

[SEC. 128. Of the unobligated balances made available under Public Law 101–516, Public Law 102–143, Public Law 103–331, Public Law 106–346, Public Law 107–87, and Public Law 108–7, \$4,753,687.26 are rescinded.]

[SEC. 129. Notwithstanding any other provision of law, the Secretary of Transportation shall set aside from revenue aligned budget authority authorized for fiscal year 2008 under section 110 of title 23, United States Code, such sums as may be necessary for the programs, projects and activities at the level of 98 percent of the corresponding amounts identified under this section in the explanatory statement accompanying this Act: *Provided*, That funds set aside by this section, at the request of a State, shall be transferred by the Secretary to another Federal agency: *Provided further*, That the Federal share payable on account of any program, project, or activity carried out with funds set aside by this section shall be 100 percent: *Provided further*, That the sums set aside by this section shall remain available until expended: *Provided further*, That all funds set aside by this section shall be subject to any limitation on obligations for Federal-aid highways and highway safety construction programs set forth in this Act or any other Act: *Provided further*, That the obligation limitation made available for the programs, projects, and activities for which funds are set aside by this section shall remain available until used 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: *Provided further*, That amounts authorized for fiscal year 2008 for revenue aligned budget authority under such section in excess of the amount set aside by the first clause of this section are rescinded.]

[SEC. 130. Not less than 15 days prior to waiving, under her statutory authority, any Buy America requirement for Federal-aid highway projects, the Secretary of Transportation shall make an informal public notice and comment opportunity on the intent to issue such waiver and the reasons therefor: *Provided*, That the Secretary shall provide an annual report to the Appropriations Committees of the Congress on any waivers granted under the Buy America requirements.]

[SEC. 131. Notwithstanding any other provision of law, amounts authorized for fiscal year 2008 for programs under sections 1305 and 1502 of Public Law 109–59 and section 503(b) of title 23, United States Code, are rescinded.] (*Department of Transportation Appropriations Act, 2008.*)

**FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION**

Trust Funds

[MOTOR CARRIER SAFETY]

[(HIGHWAY TRUST FUND)]

[(RESCISSION)]

[Of the amounts made available under this heading in prior appropriations Acts, \$32,187,720 in unobligated balances are rescinded.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69–8055–0–7–401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	35	37	5
22.00 New budget authority (gross)		– 32	
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	37	5	5

24.40 Unobligated balance carried forward, end of year	37	5	5
New budget authority (gross), detail:			
Mandatory:			
66.36 Unobligated balance permanently reduced		– 32	
Change in obligated balances:			
72.40 Obligated balance, start of year	67	35	
73.20 Total outlays (gross)	– 30	– 35	
73.45 Recoveries of prior year obligations	– 2		
74.40 Obligated balance, end of year	35		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	30	35	
Net budget authority and outlays:			
89.00 Budget authority		– 32	
90.00 Outlays	30	35	
Memorandum (non-add) entries:			
93.01 Unobligated balance, start of year: Contract authority	32		

No funding is requested for this account in 2009.

[NATIONAL MOTOR CARRIER SAFETY PROGRAM]

[(HIGHWAY TRUST FUND)]

[(RESCISSION)]

[Of the amounts made available under this heading in prior appropriations Act, \$5,212,858 in unobligated balances are rescinded.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69–8048–0–7–401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	5	15	10
22.00 New budget authority (gross)		– 5	
22.10 Resources available from recoveries of prior year obligations	10		
23.90 Total budgetary resources available for obligation	15	10	10
24.40 Unobligated balance carried forward, end of year	15	10	10
New budget authority (gross), detail:			
Mandatory:			
66.36 Unobligated balance permanently reduced		– 5	
Change in obligated balances:			
72.40 Obligated balance, start of year	80	44	
73.20 Total outlays (gross)	– 26	– 44	
73.45 Recoveries of prior year obligations	– 10		
74.40 Obligated balance, end of year	44		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	26	44	
Net budget authority and outlays:			
89.00 Budget authority		– 5	
90.00 Outlays	26	44	
Memorandum (non-add) entries:			
93.01 Unobligated balance, start of year: Contract authority			10
93.02 Unobligated balance, end of year: Contract authority		10	10
93.03 Obligated balance, start of year: Contract authority	36	36	
93.04 Obligated balance, end of year: Contract authority	36		

No funding is requested for this account in 2009.

MOTOR CARRIER SAFETY GRANTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
【(INCLUDING RESCISSION)】

For payment of obligations incurred in carrying out sections 31102, 31104(a), 31106, 31107, 31109, 31309, 31313 of title 49, United States Code, and sections 4126 and 4128 of Public Law 109–59, **[\$300,000,000,] \$307,000,000**, to be derived from the Highway Trust Fund (other than the Mass Transit Account) 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 **[\$300,000,000] \$307,000,000**, for “Motor Carrier Safety Grants”; of which **[\$202,000,000] \$209,000,000** shall be available for the motor carrier safety assistance program to carry out sections 31102 and 31104(a) of title 49, United States Code; \$25,000,000 shall be available for the commercial driver’s license improvements program to carry out section 31313 of title 49, United States Code; \$32,000,000 shall be available for the border enforcement grants program to carry out section 31107 of title 49, United States Code; \$5,000,000 shall be available for the performance and registration information system management program to carry out sections 31106(b) and 31109 of title 49, United States Code; \$25,000,000 shall be available for the commercial vehicle information systems and networks deployment program to carry out section 4126 of Public Law 109–59; \$3,000,000 shall be available for the safety data improvement program to carry out section 4128 of Public Law 109–59; and \$8,000,000 shall be available for the commercial driver’s license information system modernization program to carry out section 31309(e) of title 49, United States Code: *Provided further*, That of the funds made available for the motor carrier safety assistance program, \$29,000,000 shall be available for audits of new entrant motor carriers: *Provided further*, That \$11,260,214 in unobligated balances are rescinded. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)				
Identification code 69–8158–0–7–401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01 Commercial motor vehicle safety	284	291	298	
00.02 HAZMAT safety	9	9	9	
10.00 Total new obligations	293	300	307	
Budgetary resources available for obligation:				
21.40 Unobligated balance carried forward, start of year	11	12	1	
22.00 New budget authority (gross)	294	289	307	
23.90 Total budgetary resources available for obligation	305	301	308	
23.95 Total new obligations	–293	–300	–307	
24.40 Unobligated balance carried forward, end of year	12	1	1	
New budget authority (gross), detail:				
Discretionary:				
40.26 Motor Carrier Safety Grants	294	300	307	
40.49 Portion applied to liquidate contract authority, Motor Carrier Safety Grants	–294	–300	–307	
43.00 Appropriation (total discretionary)				
Mandatory:				
66.10 Contract authority, Motor Carrier Safety Grants	294	300	307	
66.36 Unobligated balance permanently reduced		–11		
66.90 Contract authority (total mandatory)	294	289	307	
70.00 Total new budget authority (gross)	294	289	307	
Change in obligated balances:				
72.40 Obligated balance, start of year	194	277	216	
73.10 Total new obligations	293	300	307	
73.20 Total outlays (gross)	–210	–361	–302	
74.40 Obligated balance, end of year	277	216	221	
Outlays (gross), detail:				
86.90 Outlays from new discretionary authority		84	86	
86.93 Outlays from discretionary balances	210	277	216	

87.00	Total outlays (gross)	210	361	302
Net budget authority and outlays:				
89.00	Budget authority	294	289	307
90.00	Outlays	210	361	302
Memorandum (non-add) entries:				
93.03	Obligated balance, start of year: Contract authority	–3	–3	–14
93.04	Obligated balance, end of year: Contract authority	–3	–14	–14

Motor Carrier Safety Grants are funded at \$307 million in 2009, of which \$209 million is dedicated to Motor Carrier Safety Assistance Program (MCSAP) State grants. Grants will be used to support State compliance reviews; identify and apprehend traffic violators; conduct roadside inspections; and support safety audits on new entrant carriers. State safety enforcement efforts, at both the southern and northern borders, are funded at a total of \$32 million to ensure that all points of entry into the U.S. are fortified with comprehensive safety measures. In addition, \$25 million is included to improve State commercial driver’s license (CDL) oversight activities to prevent unqualified drivers from being issued CDLs, and \$5 million is provided for the Performance and Registration Information Systems and Management (PRISM) program, which links State motor vehicle registration systems with carrier safety data in order to identify unsafe commercial motor carriers. It also includes \$25 million for Commercial Vehicle Information Systems and Networks Deployment (CVISN) to improve safety and productivity of commercial vehicles and drivers; \$3 million for Safety data improvement program to improve the accuracy, timeliness, and completeness of commercial motor vehicle safety data; and \$8 million to modernize its Commercial Driver’s License Information System (CDLIS).

Object Classification (in millions of dollars)				
Identification code 69–8158–0–7–401	2007 actual	2008 est.	2009 est.	
Direct obligations:				
21.0	Travel and transportation of persons	1	1	1
25.2	Other services	22	25	25
41.0	Grants, subsidies, and contributions	270	274	281
99.9	Total new obligations	293	300	307

MOTOR CARRIER SAFETY OPERATIONS AND PROGRAMS
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
【(INCLUDING RESCISSION)】

For payment of obligations incurred **for** in the implementation, execution, and administration of the motor carrier safety operations and programs pursuant to section 31104(i) of title 49, United States Code, and sections 4127 and 4134 of Public Law 109–59, **[\$229,654,000,] \$234,000,000**, to be derived from the Highway Trust Fund (other than the Mass Transit Account), together with advances and reimbursements received by the Federal Motor Carrier Safety Administration, the sum of which shall remain available until expended: *Provided*, That none of the funds derived from the Highway Trust Fund in this Act shall be available for the implementation, execution or administration of programs, the obligations for which are in excess of **[\$229,654,000,] \$234,000,000**, for “Motor Carrier Safety Operations and Programs”, of which **[\$8,900,000] \$7,724,000**, to remain available for obligation until September 30, **[2010] 2011**, is for the research and technology program and \$1,000,000 shall be available for commercial motor vehicle operator’s grants to carry out section 4134 of Public Law 109–59: *Provided further*, That notwithstanding any other provision of law, none of the funds under this heading for outreach and education shall be available for transfer: *Provided further*, That **[\$1,815,553** in unobligated balances are rescinded] *notwithstanding any other provision of law, from such*

amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-8159-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Commercial motor vehicle safety	168	183	185
00.02 HAZMAT safety	8	8	9
00.03 HAZMAT security	7	7	7
00.04 Commercial motor vehicle productivity	4	4	4
00.05 Organizational excellence	28	28	29
01.00 Subtotal, direct program	215	230	234
09.01 Reimbursable program	27	27	27
10.00 Total new obligations	242	257	261
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	12	12	11
22.00 New budget authority (gross)	240	256	260
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	254	268	271
23.95 Total new obligations	-242	-257	-261
24.40 Unobligated balance carried forward, end of year	12	11	10
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	223	230	234
40.49 Portion applied to liquidate contract authority	-223	-230	-234
43.00 Appropriation (total discretionary)			
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	17	28	26
Mandatory:			
66.10 Contract authority	223	230	234
66.36 Unobligated balance permanently reduced		-2	
66.90 Contract authority (total mandatory)	223	228	234
70.00 Total new budget authority (gross)	240	256	260
Change in obligated balances:			
72.40 Obligated balance, start of year	62	97	24
73.10 Total new obligations	242	257	261
73.20 Total outlays (gross)	-205	-330	-260
73.45 Recoveries of prior year obligations	-2		
74.40 Obligated balance, end of year	97	24	25
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	193	235	236
86.93 Outlays from discretionary balances	12	95	24
87.00 Total outlays (gross)	205	330	260
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources			-6
88.45 Offsetting governmental collections (from non-Federal sources)	-17	-28	-20
88.90 Total, offsetting collections (cash)	-17	-28	-26
Net budget authority and outlays:			
89.00 Budget authority	223	228	234
90.00 Outlays	188	302	234
Memorandum (non-add) entries:			
93.03 Obligated balance, start of year: Contract authority	-2	-2	-4
93.04 Obligated balance, end of year: Contract authority	-2	-4	-4

This account provides the necessary resources to support motor carrier safety program activities and maintain the agency's administrative infrastructure. Funding will support nationwide motor carrier safety and consumer enforcement efforts, including federal safety enforcement activities at the U.S./Mexico border to ensure that Mexican carriers entering

the U.S. are in compliance with Federal Motor Carrier Safety Regulations.

Resources are also provided to fund motor carrier regulatory development and implementation, information management, research and technology, safety education and outreach, and the safety and consumer telephone hotline.

Object Classification (in millions of dollars)

Identification code 69-8159-0-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	70	76	76
11.3 Other than full-time permanent	2	2	2
11.9 Total personnel compensation	72	78	78
12.1 Civilian personnel benefits	30	31	31
21.0 Travel and transportation of persons	12	13	13
23.1 Rental payments to GSA	11	11	11
23.3 Communications, utilities, and miscellaneous charges	5	6	6
24.0 Printing and reproduction	1	1	1
25.2 Other services	72	77	81
25.5 Research and development contracts	10	10	10
26.0 Supplies and materials		1	1
31.0 Equipment	2	2	2
99.0 Direct obligations	215	230	234
99.0 Reimbursable obligations	27	27	27
99.9 Total new obligations	242	257	261

Employment Summary

Identification code 69-8159-0-7-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	969	1,062	1,062
Reimbursable:			
2001 Civilian full-time equivalent employment	42	57	57

BORDER ENFORCEMENT PROGRAM
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8274-0-7-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
24.41 Special and trust fund receipts returned to Schedule N	11		
Change in obligated balances:			
72.40 Obligated balance, start of year	9		
73.20 Total outlays (gross)	-1		
73.40 Adjustments in expired accounts (net)	-8		
74.40 Obligated balance, end of year			
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

No funding is requested for this account in 2009.

[ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION]

[SEC. 135. Funds appropriated or limited in this Act shall be subject to the terms and conditions stipulated in section 350 of Public Law 107-87 and section 6901 of Public Law 110-28, including that the Secretary submit a report to the House and Senate Appropriations Committees annually on the safety and security of transportation into the United States by Mexico-domiciled motor carriers.]

[ADMINISTRATIVE PROVISIONS—FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION]—Continued

[SEC. 136. None of the funds made available under this Act may be used to establish a cross-border motor carrier demonstration program to allow Mexico-domiciled motor carriers to operate beyond the commercial zones along the international border between the United States and Mexico.] (Department of Transportation Appropriations Act, 2008.)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The following table depicts the total funding for all National Highway Traffic Safety programs.

	(In millions of dollars)		
	2007 actual	2008 actual	2009 est.
Budget Authority:			
Operations and research (GF)	0	127	0
Operations and research (HTF)	112	112	232
Operations and research (HTF) (Transfer from FHWA)	121	0	0
Highway traffic safety grants	588	599	620
Total Budget Authority	821	838	851
Total Discretionary	0	127	0
Total Mandatory	821	711	851
Obligation Limitation:			
Operations and research (HTF)	112	112	232
Operations and research (HTF) (Transfer from FHWA)	121	0	0
Highway traffic safety grants (HTF)	588	599	620
Total Obligation Limitation	821	711	851

Note: Numbers may not add due to rounding. The 2009 amounts for Operations and Research (Highway Trust Fund) includes the legislative proposal for this account.

Federal Funds

[OPERATIONS AND RESEARCH]

[For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under subtitle C of title X of Public Law 109–59, chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, \$126,572,000, of which \$26,156,000 shall remain available until September 30, 2010: *Provided*, That none of the funds appropriated by this Act may be obligated or expended to plan, finalize, or implement any rulemaking to add to section 575.104 of title 49 of the Code of Federal Regulations any requirement pertaining to a grading standard that is different from the three grading standards (treadwear, traction, and temperature resistance) already in effect.] (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69–0650–0–1–401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Highway Safety Programs		1	
00.02 Research and analysis		35	
00.03 Rulemaking		13	
00.04 Enforcement		18	
00.05 National Driver Register		60	
10.00 Total new obligations		127	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		127	
23.95 Total new obligations		–127	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		127	
Change in obligated balances:			
72.40 Obligated balance, start of year	27	16	78
73.10 Total new obligations		127	

73.20 Total outlays (gross)	–8	–65	–40
73.40 Adjustments in expired accounts (net)	–3		
74.40 Obligated balance, end of year	16	78	38
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		51	
86.93 Outlays from discretionary balances	8	14	40
87.00 Total outlays (gross)	8	65	40
Net budget authority and outlays:			
89.00 Budget authority		127	
90.00 Outlays	8	65	40

Object Classification (in millions of dollars)

Identification code 69–0650–0–1–401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent		34	
11.5 Other personnel compensation		1	
11.9 Total personnel compensation		35	
12.1 Civilian personnel benefits		9	
21.0 Travel and transportation of persons		1	
23.1 Rental payments to GSA		3	
23.3 Communications, utilities, and miscellaneous charges		3	
25.2 Other services		40	
25.5 Research and development contracts		35	
31.0 Equipment		1	
99.9 Total new obligations		127	

Employment Summary

Identification code 69–0650–0–1–401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment		352	

Trust Funds

OPERATIONS AND RESEARCH

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 403, **[\$107,750,000,] \$105,500,000** to be derived from the Highway Trust Fund (other than the Mass Transit Account) 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 total obligations for which, in fiscal year **[2008] 2009**, are in excess of **[\$107,750,000] \$105,500,000** for programs authorized under 23 U.S.C. 403: *Provided further*, That **\$36,583,000** of this amount shall remain available until September 30, 2009, and **\$68,917,000** shall remain available until September 30, 2010: *Provided further*, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year. (Department of Transportation Appropriations Act, 2008.)

NATIONAL DRIVER REGISTER

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out chapter 303 of title 49, United States Code, **\$4,000,000**, to be derived from the Highway Trust Fund (other than the Mass Transit Account) 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 total obligations for which, in fiscal year **[2008] 2009**, are in excess of **\$4,000,000** for the National Driver Register authorized under such chapter: *Provided further*, That notwithstanding any other provision of law, from such amounts, sufficient

funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)			
Identification code 69-8016-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Highway safety programs	39	46	42
00.02 Research and analysis	64	33	26
00.05 Rulemaking	13		
00.06 Enforcement	17		
00.07 National driver register	4	4	3
00.08 Administrative Expenses	104	33	39
01.00 Total Direct Obligations	241	116	110
09.01 Reimbursable program	11	25	25
10.00 Total new obligations	252	141	135
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	26	17	1
22.00 New budget authority (gross)	242	125	135
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	269	142	136
23.95 Total new obligations	-252	-141	-135
24.40 Unobligated balance carried forward, end of year	17	1	1
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	112	100	110
40.49 Portion applied to liquidate contract authority	-233	-100	-110
42.00 Transferred from other accounts	121		
43.00 Appropriation (total discretionary)			
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	11	25	25
58.10 Change in uncollected customer payments from Federal sources (unexpired)	-2		
58.90 Spending authority from offsetting collections (total discretionary)	9	25	25
Mandatory:			
66.10 Contract authority	112	112	110
66.36 Unobligated balance permanently reduced		-12	
66.62 Transferred from other accounts	121		
66.90 Contract authority (total mandatory)	233	100	110
70.00 Total new budget authority (gross)	242	125	135
Change in obligated balances:			
72.40 Obligated balance, start of year	217	218	133
73.10 Total new obligations	252	141	135
73.20 Total outlays (gross)	-251	-226	-169
73.40 Adjustments in expired accounts (net)	-1		
73.45 Recoveries of prior year obligations	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	2		
74.40 Obligated balance, end of year	218	133	99
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	110	90	89
86.93 Outlays from discretionary balances	141	136	80
87.00 Total outlays (gross)	251	226	169
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-11	-25	-25
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	2		
Net budget authority and outlays:			
89.00 Budget authority	233	100	110
90.00 Outlays	240	201	144
Memorandum (non-add) entries:			
93.03 Obligated balance, start of year: Contract authority	-4	-4	-4
93.04 Obligated balance, end of year: Contract authority	-4	-4	-4

Summary of Budget Authority and Outlays

(in millions of dollars)

	2007 actual	2008 est.	2009 est.
Enacted/requested:			
Budget Authority	233	100	110
Outlays	240	201	144
Legislative proposal, not subject to PAYGO:			
Budget Authority			122
Outlays			71
Total:			
Budget Authority	233	100	232
Outlays	240	201	215

A total of \$231.5 million (including the National Driver Register program) is proposed for Operations and Research. Of this amount, \$105.5 million is for the Highway Safety Research and Development Program, and \$4.0 million is for the National Driver Register program, both of which are currently authorized under SAFETEA-LU. In addition, \$122.0 million is for the Vehicle Safety Program for which authorization is being requested. The Budget proposes to fund all NHTSA programs from the Highway Trust Fund.

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, encourage enforcement of State odometer law, and conduct safety recalls when warranted.

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data (also funded under Highway Safety Research) to identify safety problems; develops alternative solutions; and assesses costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on increasing safety belt use, decreasing alcohol involvement in crashes, decreasing the number of rollover crashes, improving vehicle-to-vehicle crash compatibility, and improving data systems.

Highway Safety Research Programs.—Provide research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by State and local governments, the private sector, universities, 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.

National Driver Register.—Provides funding to implement and operate the Problem Driver Pointer System (PDPS) to help identify drivers who have been suspended for or convicted of serious traffic offenses, such as driving under the influence of alcohol or other drugs.

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	60	18	18

NATIONAL DRIVER REGISTER—Continued
(HIGHWAY TRUST FUND)—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-8016-0-7-401	2007 actual	2008 est.	2009 est.
11.5 Other personnel compensation	2	1	1
11.9 Total personnel compensation	62	19	19
12.1 Civilian personnel benefits	16	5	4
21.0 Travel and transportation of persons	3	1	1
23.1 Rental payments to GSA	9	4	8
23.3 Communications, utilities, and miscellaneous charges	1		2
24.0 Printing and reproduction	3		
25.2 Other services	83	53	48
25.5 Research and development contracts	55	33	26
26.0 Supplies and materials	3	1	1
31.0 Equipment	6		1
99.0 Direct obligations	241	116	110
99.0 Reimbursable obligations	11	25	25
99.9 Total new obligations	252	141	135

Employment Summary

Identification code 69-8016-0-7-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	531	201	201

OPERATIONS AND RESEARCH
[(HIGHWAY TRUST FUND)]

(Legislative proposal, not subject to PAYGO)

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of legislation authorizing contract authority and for payment of obligations incurred in carrying out the provisions of subtitle C of Title X of Public Law 109-59, and chapter 301 and part C of subtitle VI of Title 49, United States Code, \$122,000,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account) 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 total obligations for which, in fiscal year 2009 are in excess of \$122,000,000 for programs authorized under such provisions: Provided further, That \$58,685,000 of this amount shall remain available until September 30, 2009, and \$63,315,000 shall remain available until September 30, 2010: Provided further, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year.

Program and Financing (in millions of dollars)

Identification code 69-8016-2-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.02 Research and analysis			30
00.05 Rulemaking			17
00.06 Enforcement			17
00.08 Administrative Expenses			58
10.00 Total new obligations			122
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			122
23.95 Total new obligations			-122
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)			122
40.49 Portion applied to liquidate contract authority			-122
43.00 Appropriation (total discretionary)			

Mandatory:			
66.10 Contract authority			122
70.00 Total new budget authority (gross)			122

Change in obligated balances:

73.10 Total new obligations			122
73.20 Total outlays (gross)			-71
74.40 Obligated balance, end of year			51

Outlays (gross), detail:

86.90 Outlays from new discretionary authority			71
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Net budget authority and outlays:

89.00 Budget authority			122
90.00 Outlays			71

Memorandum (non-add) entries:

93.01 Unobligated balance, start of year: Contract authority			
93.02 Unobligated balance, end of year: Contract authority			
93.03 Obligated balance, start of year: Contract authority			
93.04 Obligated balance, end of year: Contract authority			

Object Classification (in millions of dollars)

Identification code 69-8016-2-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			37
12.1 Civilian personnel benefits			9
21.0 Travel and transportation of persons			1
23.3 Communications, utilities, and miscellaneous charges			3
25.2 Other services			43
25.5 Research and development contracts			28
31.0 Equipment			1
99.9 Total new obligations			122

Employment Summary

Identification code 69-8016-2-7-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment			352

HIGHWAY TRAFFIC SAFETY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, to remain available until expended, [\$599,250,000] \$619,500,000 to be derived from the Highway Trust Fund (other than the Mass Transit Account): 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 [2008] 2009, are in excess of [\$599,250,000] \$619,500,000 for programs authorized under 23 U.S.C. 402, 405, 406, 408, and 410 and sections 2001(a)(11), 2009, 2010, and 2011 of Public Law 109-59, of which [\$225,000,000] \$235,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402; \$25,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405; \$124,500,000 shall be for "Safety Belt Performance Grants" under 23 U.S.C. 406: Provided further, That unobligated balances and associated obligational authority for such grants may be made available for such grants in fiscal year 2010; \$34,500,000 shall be for "State Traffic Safety Information System Improvements" under 23 U.S.C. 408; [\$131,000,000] \$139,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Incentive Grant Program" under 23 U.S.C. 410; [\$18,250,000] \$18,500,000 shall be for "Administrative Expenses" under section 2001(a)(11) of Public Law 109-59; \$29,000,000 shall be for "High Visibility Enforcement Program" under section 2009 of Public Law 109-59; [\$6,000,000] \$7,000,000 shall be for "Motorcyclist Safety" under section 2010 of Public Law 109-59; and [\$6,000,000] \$7,000,000 shall be for "Child Safety and Child Booster

Seat Safety Incentive Grants” under section 2011 of Public Law 109–59: *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 \$500,000 of the funds made available for section 410 “Alcohol-Impaired Driving Countermeasures Grants” shall be available for technical assistance to the States: *Provided further*, That not to exceed \$750,000 of the funds made available for the “High Visibility Enforcement Program” shall be available for the evaluation required under section 2009(f) of Public Law 109–59: *Provided further*, That notwithstanding any other provision of law, from such amounts, sufficient funds shall first be allocated to ensure timely liquidation of obligations for the payment of authorized salaries and administrative expenses for the fiscal year. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69–8020–0–7–401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Section 402 formula grants	220	220	235
00.02 Section 405 occupant protection incentive grants	25	25	25
00.03 Section 406 Safety Belt Performance	120	125	125
00.04 Section 408 State Traffic Information System Improvements	35	34	35
00.05 Section 410 Alcohol Incentive Grants	125	125	139
00.06 Section 2009 High Visibility Enforcement	29	29	29
00.07 Section 2010 Motorcyclist Safety	6	6	7
00.08 Section 2011 Child Safety and Booster Seat Grants	6	6	7
00.09 Section 2001 Grant Administrative	17	18	18
10.00 Total new obligations	583	588	620
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	11	16	16
22.00 New budget authority (gross)	588	588	620
23.90 Total budgetary resources available for obligation	599	604	636
23.95 Total new obligations	–583	–588	–620
24.40 Unobligated balance carried forward, end of year	16	16	16
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	588	588	620
40.49 Portion applied to liquidate contract authority	–588	–588	–620
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	588	599	620
66.36 Unobligated balance permanently reduced		–11	
66.90 Contract authority (total mandatory)	588	588	620
70.00 Total new budget authority (gross)	588	588	620
Change in obligated balances:			
72.40 Obligated balance, start of year	546	713	665
73.10 Total new obligations	583	588	620
73.20 Total outlays (gross)	–416	–636	–679
74.40 Obligated balance, end of year	713	665	606
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	241	246	254
86.93 Outlays from discretionary balances	175	390	425
87.00 Total outlays (gross)	416	636	679
Net budget authority and outlays:			
89.00 Budget authority	588	588	620
90.00 Outlays	416	636	679
Memorandum (non-add) entries:			
93.03 Obligated balance, start of year: Contract authority	120	120	120
93.04 Obligated balance, end of year: Contract authority	120	120	120

SAFETEA-LU updated the following programs:

Section 402.—SAFETEA-LU reauthorized and amended the State and Community Highway Safety formula grant program to support State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries,

and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions of the State.

Section 405.—SAFETEA-LU reauthorized and amended Section 405(a) of Chapter 4 of Title 23 to encourage States to adopt and implement effective programs to reduce deaths and injuries from riding unrestrained or improperly restrained in motor vehicles. A State may use these grant funds only to implement and enforce occupant protection programs.

Section 406.—SAFETEA-LU established a new program of incentive grants to encourage the enactment and enforcement of laws requiring the use of safety belts in passenger motor vehicles. A State may use these grant funds for any safety purpose under Title 23 or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of amounts received by States must be obligated for behavioral highway safety activities.

Section 408.—SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. A State may use these grant funds only to implement such data improvement programs.

Section 410.—SAFETEA-LU reauthorized and amended the alcohol-impaired driving countermeasures incentive grant program to encourage States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol. A state may use these grant funds to implement the impaired driving activities described in the Programmatic Criteria, including but not limited to costs for high visibility enforcement; the costs of training and equipment for law enforcement; the costs of advertising and educational campaigns that publicize checkpoints, increase law enforcement efforts and target impaired drivers under 34 years of age; the costs of a State impaired operator information system, and the costs of vehicle or license plate impoundment. In addition, the Secretary is directed to make a separate grant under the section to high fatality rate States.

Child Safety and Child Booster Seat Safety Incentive Grants.—Section 2011 of SAFETEA-LU established a new incentive grant program to make grants available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton’s Law (49 U.S.C. 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs, including programs for purchasing and distributing child safety seats and child restraints to low-income families.

Motorcyclist Safety.—Section 2010 of SAFETEA-LU established a new program of incentive grants to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness

HIGHWAY TRAFFIC SAFETY GRANTS—Continued
(HIGHWAY TRUST FUND)—Continued

programs, including improvements to training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

High Visibility Enforcement.—Section 2009 of SAFETEA-LU established a new program to administer at least two high-visibility traffic safety law enforcement campaigns each year to achieve one or both of the following objectives: (1) reduce alcohol-impaired or drug-impaired operation of motor vehicles; and/or (2) increase the use of safety belts by occupants of motor vehicles. These funds may be used to establish and administer the high visibility traffic safety law enforcement campaigns, to pay for the development, production, and use of broadcast and print media advertising in carrying out these campaigns, and by the Secretary to conduct an annual evaluation of the effectiveness of these campaigns. Consideration is to be given to advertising directed at non-English speaking populations, including those who listen, read or watch non-traditional media.

Grant Administrative Expenses.—Section 2001(a)(11) of SAFETEA-LU provides funding for salaries and operating expenses related carrying out Chapter 4 of Title 23, United States Code, as well as supporting the National Occupant Protection User Survey (NOPUS) and Highway Safety Research programs.

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	7	8	8
11.1 Full-time permanent			
11.9 Total personnel compensation	7	8	8
12.1 Civilian personnel benefits	3	3	3
25.2 Other services	29	30	30
25.5 Research and development contracts	5	5	5
41.0 Grants, subsidies, and contributions	539	542	574
99.9 Total new obligations	583	588	620

Employment Summary

Identification code 69-8020-0-7-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	85	82	82

ADMINISTRATIVE PROVISIONS—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

SEC. 140. Notwithstanding any other provision of law or limitation on the use of funds made available under section 403 of title 23, United States Code, an additional \$130,000 shall be made available to the National Highway Traffic Safety Administration, out of the amount limited for section 402 of title 23, United States Code, to pay for travel and related expenses for State management reviews and to pay for core competency development training and related expenses for highway safety staff.

【SEC. 141. Of the amounts made available under the heading “Operations and Research (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)” in prior appropriations Acts, \$12,197,113.60 in unobligated balances are rescinded.】

【SEC. 142. Of the amounts made available under the heading “National Driver Register (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)” in prior appropriations Acts, \$119,914.61 in unobligated balances are rescinded.】

【SEC. 143. Of the amounts made available under the heading “Highway Traffic Safety Grants (Liquidation of Contract Authorization) (Limitation on Obligations) (Highway Trust Fund)” in prior ap-

ropriations Acts, \$10,528,958 in unobligated balances are rescinded.】
(Department of Transportation Appropriations Act, 2008.)

FEDERAL RAILROAD ADMINISTRATION

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

[In millions of dollars]

	2007 Actual	2008 Est.	2009 Est.
Budget Authority:			
Safety and operations	150	150	157
Railroad research and development	35	36	34
Efficiency incentive grants to Amtrak	31	0	275
Capital and debt service grants to Amtrak	772	850	525
Operating subsidy grants to Amtrak	490	475	0
Intercity Passenger Rail Grant Program	0	30	100
Alaska Railroad rehabilitation	0	0	0
Pennsylvania Station Redevelopment Project	0	0	0
Rail Line Relocation	0	20	0
Total Budget Authority	1,478	1,561	1,091
Outlays:			
Safety and Operations	145	197	156
Railroad research and development	34	53	43
Grants to the National Railroad Passenger Corporation	16	21	0
Efficiency incentive grants to Amtrak	0	62	275
Capital and debt service grants to Amtrak	772	850	525
Operating subsidy grants to Amtrak	485	485	0
Intercity Passenger Rail Grant Program	0	2	10
Northeast corridor improvement program	0	6	0
Pennsylvania Station redevelopment project	0	5	24
Next generation high-speed rail	15	5	8
Alaska Railroad rehabilitation	5	1	0
Rail Line Relocation	0	10	10
Total Outlays	1,472	1,697	1,051

Federal Funds

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, 【\$150,193,499】 \$156,745,000, of which \$12,268,890 shall remain available until expended. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Salaries and expenses	161	149	155
00.02 Contract support	1		1
00.06 Alaska railroad liabilities	1	1	1
01.00 Total direct program	163	150	157
09.01 Reimbursable services	16	7	7
09.99 Total reimbursable program	16	7	7
10.00 Total new obligations	179	157	164
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	12		
22.00 New budget authority (gross)	166	157	164
22.22 Unobligated balance transferred from other accounts	2		
23.90 Total budgetary resources available for obligation	180	157	164
23.95 Total new obligations	-179	-157	-164
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	150	150	157
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	16	7	7
70.00 Total new budget authority (gross)	166	157	164

Change in obligated balances:

72.40	Obligated balance, start of year	49	65	18
73.10	Total new obligations	179	157	164
73.20	Total outlays (gross)	-174	-204	-163
73.40	Adjustments in expired accounts (net)	-2		
74.10	Change in uncollected customer payments from Federal sources (expired)	13		
74.40	Obligated balance, end of year	65	18	19

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	138	141	147
86.93	Outlays from discretionary balances	36	63	16
87.00	Total outlays (gross)	174	204	163

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-29	-7	-7
Against gross budget authority only:				
88.96	Portion of offsetting collections (cash) credited to expired accounts	13		

Net budget authority and outlays:

89.00	Budget authority	150	150	157
90.00	Outlays	145	197	156

The Safety and Operations account funds the following activities:

Salaries and expenses.—Provides support for Federal Railroad Administration (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.

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 2009 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	2007 actual	2008 est.	2009 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	69	72	78
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	2	2	3
11.9	Total personnel compensation	72	75	82
12.1	Civilian personnel benefits	21	20	23
21.0	Travel and transportation of persons	9	10	9
23.1	Rental payments to GSA	5	6	5
23.3	Communications, utilities, and miscellaneous charges	1	1	1
25.2	Other services	15	7	9
25.3	Other purchases of goods and services from Government accounts	20	19	12
25.7	Operation and maintenance of equipment	7	7	11
26.0	Supplies and materials	1	1	1
31.0	Equipment	2	3	3
41.0	Grants, subsidies, and contributions	10	1	1
99.0	Direct obligations	163	150	157
99.0	Reimbursable obligations	16	7	7
99.9	Total new obligations	179	157	164

Employment Summary

Identification code 69-0700-0-1-401	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	811	850	853

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$35,964,400]** \$33,950,000, to remain available until expended, of which \$6,720,000 shall be available for positive train control projects. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Railroad system issues	3	4	3
00.02	Human factors	3	4	3
00.03	Rolling stock and components	3	3	3
00.04	Track and structures	5	4	4
00.05	Track and train interaction	2	4	4
00.06	Train control	10	7	7
00.07	Grade crossings	2	3	2
00.08	Hazardous materials transportation	2	4	1
00.09	Train occupant protection	4	6	4
00.10	R&D facilities and test equipment	2	2	3
00.11	Marshall U/U of Nebraska		1	
00.12	NDGPS	1	2	
00.13	Advanced Freight Locomotive Safety		1	
00.14	Dem and Deploy PTC in Alaska		1	
01.00	Total direct program	37	46	34
09.10	Reimbursable program		4	4
10.00	Total new obligations	37	50	38

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	6	11	1
22.00	New budget authority (gross)	37	40	38
22.10	Resources available from recoveries of prior year obligations	5		
23.90	Total budgetary resources available for obligation	48	51	39
23.95	Total new obligations	-37	-50	-38
24.40	Unobligated balance carried forward, end of year	11	1	1

New budget authority (gross), detail:

Discretionary:				
40.00	Appropriation	35	36	34
Spending authority from offsetting collections:				
58.00	Offsetting collections (cash)		4	4
58.10	Change in uncollected customer payments from Federal sources (unexpired)	2		
58.90	Spending authority from offsetting collections (total discretionary)	2	4	4
70.00	Total new budget authority (gross)	37	40	38

Change in obligated balances:

72.40	Obligated balance, start of year	56	52	45
73.10	Total new obligations	37	50	38
73.20	Total outlays (gross)	-34	-57	-47
73.45	Recoveries of prior year obligations	-5		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	-2		
74.40	Obligated balance, end of year	52	45	36

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	5	26	24
86.93	Outlays from discretionary balances	29	31	23
87.00	Total outlays (gross)	34	57	47

Offsets:

Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources		-4	-4
Against gross budget authority only:				
88.95	Change in uncollected customer payments from Federal sources (unexpired)	-2		

Net budget authority and outlays:

89.00	Budget authority	35	36	34
90.00	Outlays	34	53	43

The Railroad Research and Development Program provides science and technology support for FRA's rail safety rule-making and enforcement efforts. It also stimulates techno-

RAILROAD RESEARCH AND DEVELOPMENT—Continued

logical advances in conventional and high speed railroads. The program focuses on the following areas of research:

Railroad system issues.—Provides for research in railroad system safety, performance-based regulations, railroad systems and infrastructure security, railroad environmental issues, and locomotive R&D.

Human factors.—Provides for research in train operations, and yard and terminal accidents and incidents.

Rolling stock and components.—Provides for research in on-board monitoring systems, wayside monitoring systems, and material and design improvements.

Track and structures.—Provides for research in inspection techniques, material and component reliability, track and structure design and performance, and track stability data processing and feedback.

Track and train interaction.—Provides for research in derailment mechanisms, and vehicle-track performance.

Train control.—Provides for research in train control test and evaluation.

Grade crossings.—Provides for research in grade crossing human factors and infrastructure.

Hazardous materials transportation.—Provides for research in hazmat transportation safety, damage assessment and inspection, and tank car safety.

Train occupant protection.—Provides for research in locomotive safety, and passenger car safety and performance.

R&D facilities and test equipment.—Provides support to the Transportation Technology Center (TTC) and the track research instrumentation platform. The TTC is a Government-owned facility near Pueblo, Colorado, operated by the Association of American Railroads under a contract for care, custody and control.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2 Other services	17	16	7
25.4 Operation and maintenance of facilities	2	2	2
25.5 Research and development contracts	14	26	23
41.0 Grants, subsidies, and contributions	2	2	2
99.0 Direct obligations	35	46	34
99.0 Reimbursable obligations	2	4	4
99.9 Total new obligations	37	50	38

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Pennsylvania Station redevelopment project		60	
10.00 Total new obligations (object class 41.0)		60	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	60	60	
23.95 Total new obligations		-60	
24.40 Unobligated balance carried forward, end of year	60		
Change in obligated balances:			
72.40 Obligated balance, start of year			55
73.10 Total new obligations		60	
73.20 Total outlays (gross)		-5	-24
74.40 Obligated balance, end of year		55	31
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		5	24

Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		5	24

Funds are used to redevelop the Pennsylvania Station in New York City, which involves also renovating the James A. Farley Post Office building. 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. In 2000, an advance appropriation of \$20 million was provided for 2001, 2002, and 2003. In 2001, Congress specified that the \$20 million advance appropriation provided in 2000 for the Farley Building, was to be used exclusively for fire and life safety initiatives. No funds are requested in 2009.

ALASKA RAILROAD REHABILITATION

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	2007 actual	2008 est.	2009 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	7	2	
73.20 Total outlays (gross)	-5	-2	
74.40 Obligated balance, end of year	2		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	5	2	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		2	

These funds are earmarked for direct payments to the Alaska railroad. No funds are requested for 2009.

GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.03 General capital grants	11	1	
10.00 Total new obligations (object class 25.5)	11	1	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	12	1	
23.95 Total new obligations	-11	-1	
24.40 Unobligated balance carried forward, end of year	1		
Change in obligated balances:			
72.40 Obligated balance, start of year	25	19	
73.10 Total new obligations	11	1	
73.20 Total outlays (gross)	-17	-20	
74.40 Obligated balance, end of year	19		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	17	20	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		17	20

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. Amtrak is not an agency or instrument of the U.S. Government. Since 2006, funds for Amtrak have been

provided through separate appropriation accounts for capital, operating, and efficiency incentive grants.

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【OPERATING GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION】

【To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation for operation of intercity passenger rail, \$475,000,000 to remain available until expended: *Provided*, That the Secretary of Transportation shall approve funding to cover operating losses for the Corporation only after receiving and reviewing a grant request for each specific train route: *Provided further*, That each such grant request shall be accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: *Provided further*, That the Corporation is directed to achieve savings through operating efficiencies including, but not limited to, modifications to food and beverage service and first class service: *Provided further*, That the Inspector General of the Department of Transportation shall report to the House and Senate Committees on Appropriations beginning 3 months after the date of the enactment of this Act and quarterly thereafter with estimates of the savings accrued as a result of all operational reforms instituted by the Corporation: *Provided further*, That not later than 120 days after enactment of this Act, the Corporation shall transmit to the House and Senate Committees on Appropriations the status of its plan to improve the financial performance of food and beverage service and its plan to improve the financial performance of first class service (including sleeping car service): *Provided further*, That the Corporation shall report quarterly to the House and Senate Committees on Appropriations on its progress against the milestones and target dates contained in the plan provided in fiscal year 2007 and quantify savings realized to date on a monthly basis compared to those projected in the plan, identify any changes in the plan or delays in implementing these plans, and identify the causes of delay and proposed corrective measures: *Provided further*, That not later than 90 days after enactment of this Act, the Corporation shall transmit, in electronic format, to the Secretary, the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation a comprehensive business plan approved by the Board of Directors for fiscal year 2008 under section 24104(a) of title 49, United States Code: *Provided further*, That the business plan shall include, as applicable, targets for ridership, revenues, and capital and operating expenses: *Provided further*, That the plan shall also include a separate accounting of such targets for the Northeast Corridor; commuter service; long-distance Amtrak service; State-supported service; each intercity train route, including Autotrain; and commercial activities including contract operations: *Provided further*, That the business plan shall include a description of the work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by this business plan: *Provided further*, That the Corporation shall continue to provide monthly reports in electronic format regarding the pending business plan, which shall describe the work completed to date, any changes to the business plan, and the reasons for such changes, and shall identify all sole source contract awards which shall be accompanied by a justification as to why said contract was awarded on a sole source basis: *Provided further*, That the Corporation's business plan and all subsequent supplemental plans shall be displayed on the Corporation's website within a reasonable timeframe following their submission to the appropriate entities: *Provided further*, That none of the funds under this heading may be obligated or expended until the Corporation agrees to continue abiding by the provisions of paragraphs 1, 2, 5, 9, and 11 of the summary of conditions for the direct loan agreement of June 28, 2002, in the same manner as in effect on the date of enactment of this Act: *Provided further*, That none of the funds provided in this Act may be used after March 1, 2006, to support any route on which Amtrak offers a discounted fare of more than 50 percent off the normal, peak fare: *Provided further*, That the preceding proviso does not apply to routes where the operating loss as a result of the discount is covered by a State and the State participates in the setting of fares: *Provided further*, That of the amounts made available under this heading not less than \$18,500,000 shall be available for the Amtrak Office of Inspector General.】 (Department of Transportation Appropriations Act, 2008.)

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Program and Financing (in millions of dollars)

Identification code 69-0121-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Operating subsidy grants	485	475	.....
00.03 Managerial cost accounting system .....	.....	10	.....
10.00 Total new obligations (object class 41.0)	485	485	.....
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	5	10	.....
22.00 New budget authority (gross)	490	475	.....
23.90 Total budgetary resources available for obligation	495	485	.....
23.95 Total new obligations	-485	-485	.....
24.40 Unobligated balance carried forward, end of year	10	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	490	475	.....
Change in obligated balances:			
73.10 Total new obligations	485	485	.....
73.20 Total outlays (gross)	-485	-485	.....
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	485	475	.....
86.93 Outlays from discretionary balances .....	.....	10	.....
87.00 Total outlays (gross)	485	485	.....
Net budget authority and outlays:			
89.00 Budget authority	490	475	.....
90.00 Outlays	485	485	.....

For 2007 and 2008, this account included funds for Operating Subsidy Grants to the National Passenger Railroad Corporation. In 2009, funds for these activities are requested through the Efficiency Incentive Grants account.

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CAPITAL 【AND DEBT SERVICE】 GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

To enable the Secretary of Transportation to make quarterly grants to the National Railroad Passenger Corporation for the maintenance and repair of capital infrastructure owned by the Corporation, including railroad equipment, rolling stock, legal mandates and other services, 【\$850,000,000】 \$525,000,000, to remain available until expended【, of which not to exceed \$285,000,000 shall be for debt service obligations: *Provided*, That the Secretary may retain up to one-quarter of 1 percent of the funds under this heading to fund the oversight by the Federal Railroad Administration of the design and implementation of capital projects funded by grants made under this heading: *Provided* 【further】], That the Secretary shall approve funding for capital expenditures, including advance purchase orders of materials, for the Corporation only after receiving and reviewing a grant request for each specific capital grant justifying the Federal support to the Secretary's satisfaction: *Provided further*, That none of the funds under this heading may be used to subsidize operating losses of the Corporation: *Provided further*, That none of the funds under this heading may be used for capital projects not approved by the Secretary 【of Transportation or on】 and in the Corporation's fiscal year 【2008】 2009 business plan: *Provided further*, 【That \$35,000,000 of amounts made available under this heading shall be available until expended for capital improvements if the Corporation demonstrates to the Secretary's satisfaction that the Corporation has achieved operational savings and met ridership and revenue targets as defined in the Corporation's business plan: *Provided further*, That of the funds provided under this section, not less than \$5,000,000 shall be expended for the development and implementation of a managerial cost accounting system, which includes average and marginal unit cost capability.】 *That the Corporation is directed to take all steps necessary to restore and maintain the Northeast Corridor infrastructure to a state of good repair as determined by the Secretary: Provided further*, That the Secretary may withhold grant funds from the Corporation if the Secretary finds the Corporation has not adequately maintained the Northeast Corridor or other high priority cap-

CAPITAL [AND DEBT SERVICE] GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION—Continued

ital projects. [Provided further, That within 90 days of enactment, the Department of Transportation Inspector General shall review and comment to the Secretary of Transportation and the House and Senate Committees on Appropriations upon the strengths and weaknesses of the system being developed by the Corporation and how it best can be implemented to improve decision making by the Board of Directors and management of the Corporation: Provided further, That not later than 180 days after the enactment of this Act, the Secretary, in consultation with the Corporation and the States on the Northeast Corridor, shall establish a common definition of what is determined to be a “state of good repair” on the Northeast Corridor and report its findings, including definitional areas of disagreement, to the House and Senate Committees on Appropriations, the House Committee on Transportation and Infrastructure and the Senate Committee on Commerce, Science, and Transportation.] (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0125-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 General Capital Improvements	772	560	525
00.02 Debt Service Grants		285	
00.03 Managerial Cost Accounting System		5	
10.00 Total new obligations (object class 41.0)	772	850	525
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	772	850	525
23.95 Total new obligations	-772	-850	-525
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	772	850	525
Change in obligated balances:			
73.10 Total new obligations	772	850	525
73.20 Total outlays (gross)	-772	-850	-525
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	772	850	525
Net budget authority and outlays:			
89.00 Budget authority	772	850	525
90.00 Outlays	772	850	525

Resources in this account are provided to the Secretary of Transportation to make grants to the National Passenger Railroad Corporation for capital requirements.

EFFICIENCY INCENTIVE GRANTS

For an additional amount to be made available to the Secretary for efficiency incentive grants to the National Railroad Passenger Corporation, \$275,000,000, to remain available until expended: Provided, That if the Secretary deems it in the best interests of the transportation system, the Secretary has sole discretion to make grants from these funds to the Corporation at such times and in such amounts for intercity passenger rail, including coverage of operating losses of the Corporation: Provided further, That the Secretary may approve funding to cover operating losses of the Corporation only after receiving and reviewing a grant request for each specific train route, accompanied by a detailed financial analysis, revenue projection, and capital expenditure projection justifying the Federal support to the Secretary's satisfaction: Provided further, That the Corporation is directed to achieve savings through operating efficiencies: Provided further, That within 30 days after enactment of this Act, the Corporation shall develop a comprehensive business plan, approved by the Board of Directors, for approval by the Secretary, that outlines how the Corporation will operate with a \$275,000,000 non-capital Federal subsidy in 2009: Provided further, That the business plan shall provide detailed steps for reducing losses on long distance trains and describe how the Corporation could reduce Federal subsidies for long distance trains: Provided further, That the Corporation shall implement the plan beginning in 2009, pending approval by the Secretary: Provided

further, That the business plan shall include, as applicable, targets for ridership, revenues, and capital and operating expenses, with a separate accounting of targets for the Northeast Corridor; commuter service; long distance Amtrak service; State-supported service; each intercity train route, including Autotrain; and commercial activities including contract operations: Provided further, That the business plan shall include a description of the work to be funded, along with cost estimates and an estimated timetable for completion of the projects covered by the business plan: Provided further, That the Corporation shall continue to provide monthly reports in electronic format regarding the current business plan, which shall describe the work completed to date, any changes to the business plan and the reasons for such changes, and shall identify all sole source contract awards accompanied by a justification as to why said contract was awarded on a sole source basis: Provided further, That no federal subsidies shall be spent on food and beverage services in 2009 and beyond: Provided further, That as a condition for providing service requested by a State, the Corporation must collect an equitable contribution from that State reflecting the costs associated with that service: Provided further, That within 30 days of enactment of this Act, the Corporation shall produce a comprehensive corporate-wide competition plan that will identify multiple opportunities for public and private entities to perform core Corporation business functions, including the operation of trains: Provided further, That the Corporation shall implement the competition plan beginning in 2009, upon its approval by the Secretary: Provided further, That no later than 30 days after the date of enactment of this Act, the Secretary shall, in consultation with the States that presently provide financial assistance for intercity passenger rail service; initiate a pilot program under which the Secretary shall competitively select an operator of a State-supported intercity passenger rail service presently operated by the Corporation: Provided further, That the selection of such an operator shall be made in accordance with such terms and conditions as the Secretary, in the Secretary's sole discretion, deems appropriate: Provided further, That the Corporation shall make available to such operator, on terms and conditions to be established by the Secretary, such equipment and access to such facilities and services as the Secretary deems necessary for the selected operator to effectively provide the subject service: Provided further, That the Secretary may, from the funds appropriated in this account, make a grant to a State or States that provide support for the subject service an amount not greater than 75 percent of the Corporation's avoidable loss on the subject service during Fiscal Year 2007 for the purpose of offsetting net operating losses of such service: Provided further, That none of the funds in this Act may be used for operating expenses, including advance purchase orders, not approved by the Secretary and in the Corporation's fiscal year 2009 business plan: Provided further, That the Corporation shall display the business plan and all subsequent supplemental plans on the Corporation's website within a reasonable timeframe following the submission to the appropriate entities: Provided further, That none of the funds under this heading may be obligated or expended until the Corporation agrees to continue to abide by the provisions of paragraphs 1, 2, 3, 5, and 11 of the summary of conditions for the direct loan agreement of June 22, 2002, in the same manner as in effect on the date of enactment of this Act: Provided further, That the Secretary may, at the Secretary's discretion, condition the award of efficiency incentive grant funds on reform requirements for the Corporation and the Secretary's assessment of progress towards such reform requirements.

Program and Financing (in millions of dollars)

Identification code 69-0120-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Incentive Grants		62	275
10.00 Total new obligations (object class 41.0)		62	275
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	31	62	
22.00 New budget authority (gross)	31		275
23.90 Total budgetary resources available for obligation	62	62	275
23.95 Total new obligations		-62	-275
24.40 Unobligated balance carried forward, end of year	62		
New budget authority (gross), detail:			
Discretionary:			

40.00	Appropriation	31	275
Change in obligated balances:			
73.10	Total new obligations	62	275
73.20	Total outlays (gross)	-62	-275
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority		275
86.93	Outlays from discretionary balances	62	
87.00	Total outlays (gross)	62	275
Net budget authority and outlays:			
89.00	Budget authority	31	275
90.00	Outlays	62	275

Resources in this account are provided to the Secretary of Transportation to make grants to the National Passenger Railroad Corporation for operating expenses contingent upon efficiency gains.

[CAPITAL ASSISTANCE TO STATES—INTERCITY] INTERCITY PASSENGER RAIL GRANT PROGRAM

[PASSENGER RAIL SERVICE]

To enable the [Federal Railroad Administrator] Secretary to make grants to States [for the capital costs of improving existing] in support of intercity passenger rail [service and providing new intercity passenger rail service, \$30,000,000], \$100,000,000, to remain available until expended: [Provided, That grants shall be provided to a State only on a reimbursable basis: Provided further, That grants cover no more than 50 percent of the total capital cost of a project selected for funding: Provided further, That no more than 10 percent of funds made available under this program may be used for planning activities that lead directly to the development of a passenger rail corridor investment plan consistent with the requirements established by the Administrator: Provided further, That no later than eight months following enactment of this Act, the Secretary shall establish and publish criteria for project selection, set a deadline for grant applications, and provide a schedule for project selection: Provided further, That to be eligible for this assistance, States must include intercity passenger rail service as an integral part of statewide transportation planning as required under section 135 of title 23, United States Code: Provided further, That to be eligible for capital assistance the specific project must be on the Statewide Transportation Improvement Plan at the time of the application to qualify: Provided further, That the Secretary give priority to capital and planning applications for projects that improve the safety and reliability of intercity passenger trains, involve a commitment by freight railroads to an enforceable on-time performance of passenger trains of 80 percent or greater, involve a commitment by freight railroads of financial resources commensurate with the benefit expected to their operations, improve or extend service on a route that requires little or no Federal assistance for its operations, and involve a commitment by States or railroads of financial resources to improve the safety of highway/rail grade crossings over which the passenger service operates.] Provided, That States may apply to the Federal Railroad Administration for grants up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy: Provided further, That priority shall be given to infrastructure improvement projects that improve the safety, reliability and schedule of intercity passenger trains, reduce congestion on the host freight railroads, involve a commitment by freight railroads to an enforceable on-time performance of passenger trains of 80 percent or greater, involve a commitment by States of financial resources to improve the safety of highway/rail grade crossings over which the passenger service operates, and that protect and enhance the environment, promote energy conservation, and improve quality of life: Provided further, That to be eligible for this assistance, States must include intercity passenger rail service as an integral part of Statewide transportation planning as required under 23 U.S.C. 135: Provided further, That the specific project must be on the Statewide Transportation Improvement Plan at the time of application to qualify. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0715-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Intercity passenger rail grants		30	100
10.00 Total new obligations (object class 41.0)		30	100
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		30	100
23.95 Total new obligations		-30	-100
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		30	100
Change in obligated balances:			
72.40 Obligated balance, start of year			28
73.10 Total new obligations		30	100
73.20 Total outlays (gross)		-2	-10
74.40 Obligated balance, end of year		28	118
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		2	5
86.93 Outlays from discretionary balances			5
87.00 Total outlays (gross)		2	10
Net budget authority and outlays:			
89.00 Budget authority		30	100
90.00 Outlays		2	10

For 2009, the Administration proposes a Capital Grant Program to encourage state participation in its passenger rail service. Under this program, a State or States may apply for grants for up to 50 percent of the cost of capital investments necessary to support improved intercity passenger rail service that either requires no operating subsidy or for which the State or States agree to provide any needed operating subsidy. To qualify for funding, States would have to include intercity passenger rail service as an integral part of Statewide transportation planning as required under 23 U.S.C. 135. Additionally, the specific project would have to be on the Statewide Transportation Improvement Plan at the time of application.

NEXT GENERATION HIGH-SPEED RAIL

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.03 Grade crossing hazard mitigation/low-cost innovative technologies	1	2	
00.04 Track/structures technology	1	1	
00.05 Corridor planning		6	
00.06 Maglev	1		
10.00 Total new obligations	3	9	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	12	9	
23.95 Total new obligations	-3	-9	
24.40 Unobligated balance carried forward, end of year	9		
Change in obligated balances:			
72.40 Obligated balance, start of year			23
73.10 Total new obligations	3	9	
73.20 Total outlays (gross)	-15	-5	-8
74.40 Obligated balance, end of year	19	23	15
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	15	5	8
Net budget authority and outlays:			
89.00 Budget authority			

NEXT GENERATION HIGH-SPEED RAIL—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0722-0-1-401	2007 actual	2008 est.	2009 est.
90.00 Outlays	15	5	8

The Next Generation High-Speed Rail Program funds: research, development, and technology demonstration programs and the planning and analysis required to evaluate technology proposals under the program. No funds are requested in 2009.

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2 Other services	2	7	
25.3 Other purchases of goods and services from Government accounts	1	2	
99.9 Total new obligations	3	9	

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Northeast corridor improvement program		6	
10.00 Total new obligations (object class 25.2)		6	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	6	6	
23.95 Total new obligations		-6	
24.40 Unobligated balance carried forward, end of year	6		
Change in obligated balances:			
72.40 Obligated balance, start of year	1	1	
73.10 Total new obligations		6	
73.20 Total outlays (gross)		-7	
74.40 Obligated balance, end of year	1		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances		7	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays		7	

This program provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. Since 2001, capital funding has been provided in the Amtrak appropriation.

[RAIL LINE RELOCATION AND IMPROVEMENT PROGRAM]

[For necessary expenses of carrying out section 20154 of title 49, United States Code, as authorized by section 9002 of Public Law 109-59, \$20,145,000, to remain available until expended.] (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0716-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Rail line relocation		20	
10.00 Total new obligations (object class 41.0)		20	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		20	
23.95 Total new obligations		-20	

New budget authority (gross), detail:

Discretionary:			
40.00	Appropriation	20	

Change in obligated balances:

72.40	Obligated balance, start of year		10
73.10	Total new obligations	20	
73.20	Total outlays (gross)	-10	-10
74.40	Obligated balance, end of year	10	

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	10	
86.93	Outlays from discretionary balances		10
87.00	Total outlays (gross)	10	10

Net budget authority and outlays:

89.00	Budget authority	20	
90.00	Outlays	10	10

This program provides Federal assistance to States for relocating or making necessary improvements to local rail lines.

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 2008: *Provided further*, That subject to section 502 of the Congressional Budget Act of 1974, for fiscal year 2009 the combined principal amount of Federal guaranteed loan commitments, any part of which is guaranteed, and direct loan obligations made available shall not exceed \$700,000,000. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-0750-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.05	Upward Reestimate	3	17
00.06	Interest on reestimates of direct loan subsidy		4
10.00	Total new obligations (object class 41.0)	3	21

Budgetary resources available for obligation:

22.00	New budget authority (gross)	3	21
23.95	Total new obligations	-3	-21

New budget authority (gross), detail:

Mandatory:			
60.00	Appropriation	3	21

Change in obligated balances:

73.10	Total new obligations	3	21
73.20	Total outlays (gross)	-3	-21

Outlays (gross), detail:

86.97	Outlays from new mandatory authority	3	21
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Net budget authority and outlays:

89.00	Budget authority	3	21
90.00	Outlays	3	21

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

Identification code 69-0750-0-1-401	2007 actual	2008 est.	2009 est.
Direct loan levels supportable by subsidy budget authority:			
115001	Railroad Rehabilitation and Improvement Financing Direct Loans	103	600
			600

115999 Total direct loan levels	103	600	600
Direct loan subsidy (in percent):			
132001 Railroad Rehabilitation and Improvement Financing			
Direct Loans	0.00	0.00	0.00
132999 Weighted average subsidy rate	0.00	0.00	0.00
Direct loan upward reestimates:			
135001 Railroad Rehabilitation and Improvement Financing			
Direct Loans	3	21	
135999 Total upward reestimate budget authority	3	21	
Direct loan downward reestimates:			
137001 Railroad Rehabilitation and Improvement Financing			
Direct Loans	-5	-7	
137999 Total downward reestimate budget authority	-5	-7	
Guaranteed loan levels supportable by subsidy budget authority:			
215002 Railroad Rehabilitation and Improvement Financing			
Guarantees	100	100	
215999 Total loan guarantee levels	100	100	
Guaranteed loan subsidy (in percent):			
232002 Railroad Rehabilitation and Improvement Financing			
Guarantees	0.00	0.00	0.00
232999 Weighted average subsidy rate	0.00	0.00	0.00

Data above includes funds for the Railroad Rehabilitation and Improvement (RRIF) Program. No loans are proposed to be supported in 2009 with Federal funds.

RRIF GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4288-0-3-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year			3
22.00 New financing authority (gross)		3	3
23.90 Total budgetary resources available for obligation		3	6
24.40 Unobligated balance carried forward, end of year		3	6
New financing authority (gross), detail:			
Mandatory:			
69.00 Spending authority from offsetting collections: Off-			
setting collections (credit risk premium)		3	3
Offsets:			
Against gross financing authority and financing dis-			
bursements:			
88.40 Offsetting collections (cash) from: Non-Federal			
sources		-3	-3
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements		-3	-3

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4288-0-3-401	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders			100
2131 Guaranteed loan commitments exempt from limitation		100	
2150 Total guaranteed loan commitments		100	100
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year			98
2231 Disbursements of new guaranteed loans		100	100
2251 Repayments and prepayments		-2	-5
2290 Outstanding, end of year		98	193

Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year		96	189

The RRIF program was established by the Transportation Equity Act for the 21st Century (TEA-21) and amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). RRIF program funds may be used to acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings and shops.

RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4420-0-3-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Direct loans	103	600	600
00.02 Interest to treasury	26	38	38
00.91 Direct Program by Activities—Subtotal (1 level)	129	638	638
08.02 Downward reestimate	4	2	
08.04 Interest on downward reestimate	1	5	
08.91 Direct Program by Activities—Subtotal (1 level)	5	7	
10.00 Total new obligations	134	645	638
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	134	645	638
23.95 Total new obligations	-134	-645	-638
24.40 Unobligated balance carried forward, end of year			
New financing authority (gross), detail:			
Mandatory:			
67.10 Authority to borrow	106	600	600
Spending authority from offsetting collections:			
69.00 Offsetting collections (interest on uninvested funds)	3	3	3
69.00 Offsetting collections (principal-borrowers)	52	54	60
69.00 Offsetting collections (upward reestimate)	3	21	
69.00 Offsetting collections (interest-borrowers)	23	29	29
69.00 Offsetting collections (cash)	2	6	6
69.47 Portion applied to repay debt	-55	-68	-60
69.90 Spending authority from offsetting collections (total mandatory)	28	45	38
70.00 Total new financing authority (gross)	134	645	638
Change in obligated balances:			
72.40 Obligated balance, start of year	162	165	165
73.10 Total new obligations	134	645	638
73.20 Total financing disbursements (gross)	-131	-645	-638
74.40 Obligated balance, end of year	165	165	165
Outlays (gross), detail:			
87.00 Total financing disbursements (gross)	131	645	638
Offsets:			
Against gross financing authority and financing dis-			
bursements:			
Offsetting collections (cash) from:			
88.00 Federal sources	-3	-21	
88.25 Interest on uninvested funds	-3	-3	-3
88.40 Credit Risk Premium	-2	-6	-6
88.40 Principal Repayment	-52	-54	-60
88.40 Interest Repayment	-23	-29	-29
88.90 Total, offsetting collections (cash)	-83	-113	-98
Net financing authority and financing disbursements:			
89.00 Financing authority	51	532	540
90.00 Financing disbursements	48	532	540

**RAILROAD REHABILITATION AND IMPROVEMENT DIRECT LOAN
FINANCING ACCOUNT—Continued**

Status of Direct Loans (in millions of dollars)

Identification code 69-4420-0-3-401	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans			600
1131 Direct loan obligations exempt from limitation	103	600	
1150 Total direct loan obligations	103	600	600
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	447	495	1,041
1231 Disbursements: Direct loan disbursements	100	600	600
1251 Repayments: Repayments and prepayments	-52	-54	-60
1263 Write-offs for default: Direct loans			
1290 Outstanding, end of year	495	1,041	1,581

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. 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 69-4420-0-3-401	2006 actual	2007 actual
ASSETS:		
Net value of assets related to post-1991 direct loans receivable:		
1401 Direct loans receivable, gross	447	495
1499 Net present value of assets related to direct loans	447	495
1999 Total assets	447	495
LIABILITIES:		
2105 Federal liabilities: Other	447	495
2999 Total liabilities	447	495
4999 Total liabilities and net position	447	495

**RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING
ACCOUNT**

Program and Financing (in millions of dollars)

Identification code 69-4411-0-3-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Interest to Treasury	1	1	1
10.00 Total new obligations (object class 43.0)	1	1	1
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	1	1	1
23.95 Total new obligations	-1	-1	-1
New budget authority (gross), detail:			
Mandatory:			
Spending authority from offsetting collections:			
69.00 Offsetting collections (cash)	5	7	5
69.47 Portion applied to repay debt	-4	-6	-4
69.90 Spending authority from offsetting collections (total mandatory)	1	1	1
Change in obligated balances:			
73.10 Total new obligations	1	1	1
73.20 Total outlays (gross)	-1	-1	-1
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	1	1
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-5	-7	-5

Net budget authority and outlays:

89.00 Budget authority	-4	-6	-4
90.00 Outlays	-4	-6	-4

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	2007 actual	2008 est.	2009 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	21	17	11
1251 Repayments: Repayments and prepayments	-4	-6	-5
1290 Outstanding, end of year	17	11	6

This account shows credit activity that occurred prior to the passage of the Federal Credit Reform Act, including:

Section 505—Redeemable preference shares—Authority for the section 505 redeemable preference shares program expired on September 30, 1988. The account reflects actual and projected outlays 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	2006 actual	2007 actual
ASSETS:		
1601 Direct loans, gross	23	17
1602 Interest receivable	1	1
1699 Value of assets related to direct loans	24	18
1999 Total assets	24	18
LIABILITIES:		
Federal liabilities:		
2102 Interest payable	1	1
2103 Debt	23	17
2999 Total liabilities	24	18
4999 Total liabilities and net position	24	18

ADMINISTRATIVE PROVISIONS—FEDERAL RAILROAD ADMINISTRATION

[SEC. 150. Notwithstanding any other provision of this Act, funds provided in this Act for the National Railroad Passenger Corporation shall immediately cease to be available to said Corporation in the event that the Corporation contracts to have services provided at or from any location outside the United States. For purposes of this section, the word “services” shall mean any service that was, as of July 1, 2006, performed by a full-time or part-time Amtrak employee whose base of employment is located within the United States.]

[SEC. 151. Not later than January 1, 2008, the Federal Railroad Administrator shall submit a report, and quarterly reports thereafter, to the House and Senate Committees on Appropriations detailing the Administrator’s efforts at improving the on-time performance of Amtrak intercity rail service operating on non-Amtrak owned property. Such reports shall compare the most recent actual on-time performance data to pre-established on-time performance goals that the Administrator shall set for each rail service, identified by route. Such reports shall also include whatever other information and data regarding the on-time performance of Amtrak trains the Administrator deems to be appropriate.]

SEC. [152] 150. The Secretary may purchase promotional items of nominal value for use in public outreach activities to accomplish the purposes of 49 U.S.C. 20134: *Provided*, That the Secretary shall prescribe guidelines for the administration of such purchases and use.

SEC. [153] 151. The Secretary of Transportation may receive and expend cash, or receive and utilize spare parts and similar items, from non-United States Government sources to repair damages to or replace United States Government owned automated track inspection cars and equipment as a result of third party liability for such damages, and any amounts collected under this subsection shall be credited directly to the Safety and Operations account of the Federal Railroad Administration, and shall remain available until expended for the repair, operation and maintenance of automated track inspection cars and equipment in connection with the automated track inspection program. (*Department of Transportation Appropriations Act, 2008.*)

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides grant funding to State and local governments, public and private transit operators, and other recipients to subsidize public transit operations; construct new public transit systems; purchase and maintain transit vehicles and equipment; support regional transportation planning efforts; and improve the technology and service methods used in the delivery of public transportation services. FTA programs also provide financial assistance to help implement national policy goals relating to mobility for the elderly, for individuals with disabilities, and for those who are economically disadvantaged. In 2009, FTA will again increase public transportation funding predictability and transparency by distributing more funds by formula, including the rural (non-urbanized area) program funds to address unmet public transportation needs in underserved rural communities.

This table below presents the total funding for all Federal Transit Administration programs with additional detail provided in the budget schedules that follow.

[In millions of dollars]

	2007 actual	2008 actual	2009 est.
Budget Authority:			
Administrative expenses (GF)	85	89	94
Research and university research centers (GF)	61	65	60
Formula grants (GF) ¹	35	0	0
Capital investment grants (GF)	1,566	1,569	1,621
Formula and bus grants (HTF)	7,263	7,768	8,361
Total Budget Authority	9,010	9,491	10,135
Total Discretionary	1,747	1,723	1,775
Total Mandatory	7,263	7,768	8,361
Obligation Limitation:			
Formula and bus grants (HTF)	7,263	7,768	8,361

¹ Includes U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act 2007, Chapter 8 of Title IV—Additional Hurricane Disaster Relief and Recovery. P. L. 110-28.
Note: Numbers may not add due to rounding. Totals do not include transfers with the Federal Highway Administration.

Federal Funds

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, [\$89,300,000: *Provided*, That of the funds available under this heading, not to exceed \$1,504,000 shall be available for travel and not to exceed \$20,719,000 shall be available for the central account: *Provided further*, That any funding transferred from the central account shall be submitted for approval to the House and Senate Committees on Appropriations: *Provided further*, That none of the funds provided or limited in this Act may be used to create a permanent office of transit security under this heading] \$94,413,000: *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, \$2,000,000 shall be reimbursed to the Department of Transportation's Office of Inspector General for costs associated with audits and investigations of transit-related issues, including reviews of new fixed guideway systems[: *Provided further*, That upon submission to the Congress of the fiscal year 2009 President's budget, the Secretary of Transportation shall transmit to Congress the annual report on new starts, including proposed allocations of funds for fiscal year 2009]. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Administrative expenses	84	89	94
10.00 Total new obligations	84	89	94
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	85	89	94
23.95 Total new obligations	-84	-89	-94
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	85	89	94
Change in obligated balances:			
72.40 Obligated balance, start of year	12	12	9
73.10 Total new obligations	84	89	94
73.20 Total outlays (gross)	-84	-92	-94
74.40 Obligated balance, end of year	12	9	9
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	78	80	85
86.93 Outlays from discretionary balances	6	12	9
87.00 Total outlays (gross)	84	92	94
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1		
Against gross budget authority only:			
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	85	89	94
90.00 Outlays	83	92	94

For 2009, \$94 million is requested to fund the personnel and support costs associated with the management and direction of FTA programs. FTA remains committed to implementing the President's Management Agenda, to increasing efficiency and productivity within current staffing levels, and to improving the services offered to its customers. FTA has been a leader in the Department in implementing internet access for grantees to the Transportation Electronic Award and Management system. This on-line resource provides information on grant awards and disbursements and allows users to monitor project budgets and milestones, make budget and scope revisions, and other project management activities.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	45	48	49
11.3 Other than full-time permanent	2	2	2
11.9 Total personnel compensation	47	50	51
12.1 Civilian personnel benefits	12	13	13
21.0 Travel and transportation of persons	1	2	2
23.1 Rental payments to GSA	6	7	7
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.2 Other services	16	16	20
31.0 Equipment	1		

ADMINISTRATIVE EXPENSES—Continued

Object Classification (in millions of dollars)—Continued

Identification code 69-1120-0-1-401	2007 actual	2008 est.	2009 est.
99.9 Total new obligations	84	89	94

Employment Summary

Identification code 69-1120-0-1-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	510	517	517

FORMULA GRANTS

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Urban formula—capital	277	148	148
00.02 Elderly and Disabled		1	
00.03 Nonurban formula	27	3	3
00.04 Over-the-road bus	1	2	
00.05 Emergency response funds	2	1	
00.06 Hurricane Katrina and Rita Sup	26	9	
09.00 Hurricane Katrina transportation	4		
10.00 Total new obligations	337	164	151
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	600	344	180
22.00 New budget authority (gross)	36		
22.10 Resources available from recoveries of prior year obligations	45		
23.90 Total budgetary resources available for obligation	681	344	180
23.95 Total new obligations	-337	-164	-151
24.40 Unobligated balance carried forward, end of year	344	180	29
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	35		
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	44		
58.10 Change in uncollected customer payments from Federal sources (unexpired)	-43		
58.90 Spending authority from offsetting collections (total discretionary)	1		
70.00 Total new budget authority (gross)	36		
Change in obligated balances:			
72.40 Obligated balance, start of year	4,796	3,044	1,624
73.10 Total new obligations	337	164	151
73.20 Total outlays (gross)	-2,087	-1,584	-959
73.45 Recoveries of prior year obligations	-45		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	43		
74.40 Obligated balance, end of year	3,044	1,624	816
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1		
86.93 Outlays from discretionary balances	2,086	1,584	959
87.00 Total outlays (gross)	2,087	1,584	959
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-44		
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	43		
Net budget authority and outlays:			
89.00 Budget authority	35		
90.00 Outlays	2,043	1,584	959

In 2009, funds requested for all transit formula grant programs are included in the Formula and Bus Grants account and funded exclusively by the Highway Trust Fund. No new budget authority is requested in this account for 2009.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2 Other services	2	3	3
41.0 Grants, subsidies, and contributions	331	161	148
99.0 Direct obligations	333	164	151
99.0 Reimbursable obligations	4		
99.9 Total new obligations	337	164	151

UNIVERSITY TRANSPORTATION RESEARCH

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 University Transportation Research	8		
10.00 Total new obligations (object class 41.0)	8		
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	8		
23.95 Total new obligations	-8		
24.40 Unobligated balance carried forward, end of year			
Change in obligated balances:			
72.40 Obligated balance, start of year	10	4	3
73.10 Total new obligations	8		
73.20 Total outlays (gross)	-14	-1	-1
74.40 Obligated balance, end of year	4	3	2
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	14	1	1
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	14	1	1

In 2009, funding for the University Transportation Research program will be included in the Research and University Research Centers account. No new budget authority is requested in this account for 2009.

RESEARCH AND UNIVERSITY RESEARCH CENTERS

For necessary expenses to carry out 49 U.S.C. 5306, 5312-5315, 5322, and 5506, **[\$65,362,900]** \$59,600,000, to remain available until expended: *Provided*, That \$9,300,000 is available to carry out the transit cooperative research program under section 5313 of title 49, United States Code, \$4,300,000 is available for the National Transit Institute under section 5315 of title 49, United States Code, and \$7,000,000 is available for university transportation centers program under section 5506 of title 49, United States Code: *Provided further*, That **[\$44,762,900]** \$39,000,000 is available to carry out national research programs under sections 5312, 5313, 5314, and 5322 of title 49, United States Code. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Research and University Research Centers	60	46	40
09.01 Reimbursable program	6	29	28
10.00 Total new obligations	66	75	68

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	45	65	75
22.00	New budget authority (gross)	84	85	80
22.10	Resources available from recoveries of prior year obligations	2		
23.90	Total budgetary resources available for obligation	131	150	155
23.95	Total new obligations	-66	-75	-68
24.40	Unobligated balance carried forward, end of year	65	75	87

New budget authority (gross), detail:

Discretionary:

40.00	Appropriation	61	65	60
58.00	Spending authority from offsetting collections: Offsetting collections (cash)	24	20	20
58.10	Change in uncollected customer payments from Federal sources (unexpired)	-1		
58.90	Spending authority from offsetting collections (total discretionary)	23	20	20
70.00	Total new budget authority (gross)	84	85	80

Change in obligated balances:

72.40	Obligated balance, start of year	170	93	80
73.10	Total new obligations	66	75	68
73.20	Total outlays (gross)	-142	-88	-99
73.45	Recoveries of prior year obligations	-2		
74.00	Change in uncollected customer payments from Federal sources (unexpired)	1		
74.40	Obligated balance, end of year	93	80	49

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	9	33	32
86.93	Outlays from discretionary balances	133	55	67
87.00	Total outlays (gross)	142	88	99

Offsets:

Against gross budget authority and outlays:

88.00	Offsetting collections (cash) from: Federal sources	-24	-20	-20
88.95	Change in uncollected customer payments from Federal sources (unexpired)	1		

Against gross budget authority only:

Net budget authority and outlays:

89.00	Budget authority	61	65	60
90.00	Outlays	118	68	79

In 2009, the National Research and Technology Program, Transit Cooperative Research Program, University Centers Program, and the National Transit Institute are funded in the Research and University Research Centers account.

National Research and Technology Program funding will be used for FTA's safety and mobility activities. Under the national component of the program, FTA advances the research, development, and deployment of transportation methods and technologies that address issues such as accessibility for elderly, low income, and disabled individuals; air quality; traffic congestion; and transit capacity and operational improvements.

The Transit Cooperative Research Program funds research projects that are significant to the transit industry. Grant awards support priority projects in areas of safety, security, equipment and system design, system operations, and the economic development impact of transit investment in transportation corridors.

Funding for the University Centers Program will provide continued support for research, education, and technology transfer activities aimed at addressing regional and national transportation problems.

The National Transit Institute exists to develop and provide transit industry employee education programs to improve transit workforce performance, enhance security incident response capability, and to implement strategies that increase ridership.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	2007 actual	2008 est.	2009 est.	
Direct obligations:				
25.5	Research and development contracts	1	1	1
41.0	Grants, subsidies, and contributions	59	45	39
99.0	Direct obligations	60	46	40
99.0	Reimbursable obligations	6	29	28
99.9	Total new obligations	66	75	68

JOB ACCESS AND REVERSE COMMUTE GRANTS

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Job access and reverse commute grants	30	13	9
10.00	Total new obligations (object class 41.0)	30	13	9

Budgetary resources available for obligation:

21.40	Unobligated balance carried forward, start of year	51	22	9
22.10	Resources available from recoveries of prior year obligations	1		
23.90	Total budgetary resources available for obligation	52	22	9
23.95	Total new obligations	-30	-13	-9
24.40	Unobligated balance carried forward, end of year	22	9	

Change in obligated balances:

72.40	Obligated balance, start of year	167	127	78
73.10	Total new obligations	30	13	9
73.20	Total outlays (gross)	-69	-62	-42
73.45	Recoveries of prior year obligations	-1		
74.40	Obligated balance, end of year	127	78	45

Outlays (gross), detail:

86.93	Outlays from discretionary balances	69	62	42
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Net budget authority and outlays:

89.00	Budget authority			
90.00	Outlays	69	62	42

In 2009, funds requested for the Job Access and Reverse Commute program are included in the Formula and Bus Grants account. No new budget authority is requested in 2009 in this account.

CAPITAL INVESTMENT GRANTS

For necessary expenses to carry out section 5309 of title 49, United States Code, [§1,569,091,997] \$1,620,828,893, to remain available until expended: *Provided*, That of the funds available under this heading, amounts are to be made available as follows:

- AC Transit BRT Corridor—Alameda County, California, \$490,000.
- Alaska and Hawaii ferry projects, \$15,000,000.
- Bus Rapid Transit, Cumberland County, Pennsylvania, \$294,000.
- Central Corridor Light Rail, Minnesota, \$10,192,000.
- Central Link Initial Segment, Washington, \$68,600,000.
- Central LRT Double-Track—Largo Extension, Maryland, \$34,300,000.
- Central Phoenix/East Valley Light Rail, Arizona, \$88,200,000.
- Charlotte Rapid Transit, North Carolina, \$1,960,000.
- CORRIDORone Regional Rail Project, Pennsylvania, \$10,976,000.
- DCTA Fixed Guideway/Engineering, Lewisville, Texas, \$245,000.
- Denali Commission, Alaska, \$5,000,000.
- Dulles Corridor Metrorail Project, Virginia, \$34,300,000.
- Galveston Rail Trolley, Texas, \$1,960,000.
- Honolulu High Capacity Transit Corridor, Hawaii, \$15,190,000.
- Hudson-Bergen MOS-2, New Jersey, \$54,089,135.
- I-205/Portland Mall Light Rail, Oregon, \$78,400,000.
- I-69 HOV/BRT, Mississippi, \$7,546,000.

CAPITAL INVESTMENT GRANTS—Continued

JTA Bus Rapid Transit, Jacksonville, Florida, \$9,329,600.
Lane Transit District, Pioneer Parkway EmX Corridor, Oregon, \$14,504,000.
Long Island Rail Road East Side Access, New York, \$210,700,000.
MARC Commuter Rail Improvements and Rolling Stock, Maryland, \$9,800,000.
MBTA Fitchburg to Boston Rail Corridor Project, Massachusetts, \$5,880,000.
METRA Connects Southeast Service, Illinois, \$7,227,500.
METRA Star Line, Illinois, \$7,227,500.
METRA Union Pacific Northwest Line, Illinois, \$7,227,500.
METRA Union Pacific West Line, Illinois, \$7,227,500.
Metro Gold Line Eastside Extension, California, \$78,400,000.
Metrorail Orange Line Expansion, Florida, \$1,960,000.
Metro Rapid Bus System Gap Closure, Los Angeles, California, \$16,347,380.
Mid-Jordan Light Rail Extension, Utah, \$19,600,000.
Monmouth-Ocean-Middlesex County Passenger Rail, New Jersey, \$980,000.
New Britain-Hartford Busway, Connecticut, \$3,271,632.
Norfolk Light Rail Project, Virginia, \$23,030,000.
North Corridor, Houston and Southeast Corridor, Texas, \$19,600,000.
North Shore Corridor & Blue Line, Massachusetts, \$1,960,000.
NorthStar Commuter, Minnesota, \$53,900,000.
Northern Indiana Commuter Transit District Recapitalization, Indiana, \$4,900,000.
North Shore LRT Connector, Pennsylvania, \$32,846,115.
Northwest NJ-Northeast PA, Pennsylvania, \$2,940,000.
NW/SE LRT MOS, Texas, \$84,525,000.
Pacific Highway South BRT, King County, Washington, \$13,794,480.
Perris Valley Line Metrolink Extension, California, \$1,960,000.
Pawtucket/Central Falls Commuter Rail Station, Rhode Island, \$1,960,000.
Planning and Design, Bus Rapid Transit-State Avenue Corridor, Wyandotte County, Kansas, \$1,470,000.
Provo Orem Bus Rapid Transit, Utah, \$4,018,000.
Rapid Transit (BRT) project, Livermore, California, \$2,940,000.
Ravenswood Line Extension, Illinois, \$39,200,000.
Route 1 Bus Rapid Transit, Potomac Yard-Crystal City, Alexandria and Arlington, Virginia, \$980,000.
Second Avenue Subway Phase 1, New York, \$167,810,300.
SMART EIS and PE, California, \$1,960,000.
South County Commuter Rail Wickford Junction Station, Rhode Island, \$12,269,449.
Southeast Corridor LRT, Colorado, \$50,529,274.
South Sacramento Corridor Phase 2, California, \$4,410,000.
Telegraph Avenue-International Boulevard-East 14th Street Bus Rapid Transit Corridor Improvements, California, \$1,960,000.
Third Street Light Rail, San Francisco, California, \$11,760,000.
Trans-Hudson Midtown Corridor, New Jersey, \$14,700,000.
Troost Corridor Bus Rapid Transit, Missouri, \$6,134,800.
West Corridor Light Rail Project, Colorado, \$39,200,000.
University Link LRT, Washington, \$19,600,000.
VIA Bus Rapid Transit Corridor Project, San Antonio, Texas, \$4,900,000.
Virginia Railway Express Extension—Gainesville/Haymarket, Virginia, \$490,000.
VRE Rolling Stock, Virginia, \$3,920,000.
Weber County to Salt Lake City, Utah, \$78,400,000], of which \$200,000,000 is for section 5309(e). (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-1134-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Capital investment grants	2,090	1,733	2,013
00.03 Lower Manhattan recovery P.L. 107-206		90	9
09.00 Federal emergency management P.L. 107-206 Reimbursable (FEMA)	192	100	83
10.00 Total new obligations	2,282	1,923	2,105
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1,798	1,090	736

22.00	New budget authority (gross)	1,567	1,569	1,621
22.10	Resources available from recoveries of prior year obligations	9		
22.21	Unobligated balance transferred to other accounts	-2		
23.90	Total budgetary resources available for obligation	3,372	2,659	2,357
23.95	Total new obligations	-2,282	-1,923	-2,105
24.40	Unobligated balance carried forward, end of year	1,090	736	252
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	1,566	1,569	1,621
58.00	Spending authority from offsetting collections: Offsetting collections (cash)	1		
70.00	Total new budget authority (gross)	1,567	1,569	1,621
Change in obligated balances:				
72.40	Obligated balance, start of year	6,907	6,517	5,722
73.10	Total new obligations	2,282	1,923	2,105
73.20	Total outlays (gross)	-2,663	-2,718	-2,606
73.45	Recoveries of prior year obligations	-9		
74.40	Obligated balance, end of year	6,517	5,722	5,221
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	648	188	195
86.93	Outlays from discretionary balances	2,015	2,530	2,411
87.00	Total outlays (gross)	2,663	2,718	2,606
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	1,566	1,569	1,621
90.00	Outlays	2,662	2,718	2,606

In 2009, funding for the New Starts program, including Small Starts grants, is included in the Capital Investment Grants account. FTA's New Starts program is the Federal government's primary source for capital investment in transit infrastructure that is planned, constructed and operated by State and local government entities. These projects include heavy rail, light rail, commuter rail and bus rapid transit systems that are implemented in communities across the country to provide an alternative to automobile travel, to improve mobility, and to address congestion and air quality concerns in the areas they serve.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	2007 actual	2008 est.	2009 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	1	1	1
25.2	Other services	12	21	24
41.0	Grants, subsidies, and contributions	2,077	1,801	1,997
99.0	Direct obligations	2,090	1,823	2,022
99.0	Reimbursable obligations	192	100	83
99.9	Total new obligations	2,282	1,923	2,105

Employment Summary

Identification code 69-1134-0-1-401	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	9	9	9

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Research, training, and human resources	1		

10.00	Total new obligations (object class 41.0)	1		
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	1		
23.95	Total new obligations	-1		
24.40	Unobligated balance carried forward, end of year			
Change in obligated balances:				
72.40	Obligated balance, start of year	1	1	
73.10	Total new obligations	1		
74.40	Obligated balance, end of year	1	1	1
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

Since 2006, the activities of this account have been funded in the Research and University Research Centers account.

INTERSTATE TRANSFER GRANTS-TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
24.40	Unobligated balance carried forward, end of year		
Change in obligated balances:			
72.40	Obligated balance, start of year	5	3
73.20	Total outlays (gross)	-2	-1
74.40	Obligated balance, end of year	3	2
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	2	1
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	2	1

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

Program and Financing (in millions of dollars)

Identification code 69-1128-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Washington Metro	26	
10.00	Total new obligations (object class 41.0)	26	
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	26	
23.95	Total new obligations	-26	
24.40	Unobligated balance carried forward, end of year		
New budget authority (gross), detail:			
Discretionary:			
58.00	Spending authority from offsetting collections: Offsetting collections (cash)	26	
Change in obligated balances:			
72.40	Obligated balance, start of year	3	1
73.10	Total new obligations	26	
73.20	Total outlays (gross)	-28	
74.40	Obligated balance, end of year	1	1
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	26	
86.93	Outlays from discretionary balances	2	

87.00	Total outlays (gross)	28		
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-26		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	2		

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to support the construction of the Washington, D.C. Metrorail transit system. The National Capital Transportation Amendments of 1990 authorized an additional \$1.3 billion in Federal funds 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 for the Washington, D.C. Metrorail transit system in this account for 2009.

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
24.40	Unobligated balance carried forward, end of year		
Change in obligated balances:			
72.40	Obligated balance, start of year	1	1
74.40	Obligated balance, end of year	1	1
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays		

This schedule displays program balances that are no longer required.

Trust Funds

DISCRETIONARY GRANTS (HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Discretionary grants	2	
10.00	Total new obligations (object class 41.0)	2	
Budgetary resources available for obligation:			
21.40	Unobligated balance carried forward, start of year	7	5
23.95	Total new obligations	-2	
24.40	Unobligated balance carried forward, end of year	5	5
Change in obligated balances:			
72.40	Obligated balance, start of year	125	115
73.10	Total new obligations	2	
73.20	Total outlays (gross)	-12	-24
74.40	Obligated balance, end of year	115	91
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	12	24
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	12	24
Memorandum (non-add) entries:			
93.03	Obligated balance, start of year: Contract authority	-38	-38
93.04	Obligated balance, end of year: Contract authority	-38	-38

DISCRETIONARY GRANTS (HIGHWAY TRUST FUND, MASS TRANSIT ACCOUNT)—Continued

In 2009, no additional liquidating cash is requested to pay previously incurred obligations in the Discretionary Grants account.

FORMULA AND BUS GRANTS
(LIQUIDATION OF CONTRACT AUTHORITY)
(LIMITATION ON OBLIGATIONS)
(HIGHWAY TRUST FUND)
【(INCLUDING RESCISSION)】

For payment of obligations incurred in carrying out the provisions of 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105–178, as amended, 【\$6,855,000,000】 \$8,670,000,000 to be derived from the Mass Transit Account of the Highway Trust Fund and to remain available until expended: *Provided*, That funds available for the implementation or execution of programs authorized under 49 U.S.C. 5305, 5307, 5308, 5309, 5310, 5311, 5316, 5317, 5320, 5335, 5339, and 5340 and section 3038 of Public Law 105–178, as amended, shall not exceed total obligations of 【\$7,767,887,062】 \$8,360,565,000 in fiscal year 【2008: *Provided further*, That of the funds available to carry out the bus program under section 5309 of title 49, United States Code, which are not otherwise allocated under this act or under SAFETEA-LU (Public Law 109–59), not more than 10 percent may be expended in furtherance of the Department of Transportation’s “National Strategy to Reduce Congestion on America’s Transportation Network” issued May, 2006 by Secretary of Transportation, the Honorable Norman Mineta; also known as the “Congestion Initiative” or any other new highway congestion initiative: *Provided further*, That \$28,660,920 in unobligated balances are rescinded】 2009. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69–8350–0–7–401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Urbanized area programs	5,285	4,086	5,354
00.02 Fixed guideway modernization	1,547	1,309	1,770
00.03 Bus and bus facility grants	402	1,188	1,504
00.04 Over-the-road bus	6	11	13
00.05 Clean Fuels Program	16	46	61
00.06 Planning Programs	153	88	119
00.07 State administered programs	669	950	1,208
00.08 Alternatives analysis program	16	33	39
00.09 Alternative Transportation in Parks and Public Lands	17	32	40
10.00 Total new obligations	8,111	7,743	10,108
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3,657	3,818	3,814
22.00 New budget authority (gross)	8,240	7,739	8,361
22.10 Resources available from recoveries of prior year obligations	34	.....	.....
22.21 Unobligated balance transferred to other accounts	-2	.....	.....
23.90 Total budgetary resources available for obligation	11,929	11,557	12,175
23.95 Total new obligations	-8,111	-7,743	-10,108
24.40 Unobligated balance carried forward, end of year	3,818	3,814	2,067
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	4,660	6,855	8,670
40.49 Portion applied to liquidate contract authority used	-4,896	-6,855	-8,670
41.00 Transferred to other accounts	-11	.....	.....
42.00 Transferred from other accounts	247	.....	.....
43.00 Appropriation (total discretionary) .....	.....	.....	.....
Mandatory:			
66.10 Contract authority	7,263	7,873	8,361
66.35 Contract authority permanently reduced .....	.....	-105	.....
66.36 Unobligated balance permanently reduced .....	.....	-29	.....
66.61 Transferred to other accounts	-11	.....	.....
66.62 Transferred from other accounts	988	.....	.....
66.90 Contract authority (total mandatory)	8,240	7,739	8,361

70.00 Total new budget authority (gross)	8,240	7,739	8,361
Change in obligated balances:			
72.40 Obligated balance, start of year	2,790	6,673	8,179
73.10 Total new obligations	8,111	7,743	10,108
73.20 Total outlays (gross)	-4,194	-6,237	-7,225
73.45 Recoveries of prior year obligations	-34	.....	.....
74.40 Obligated balance, end of year	6,673	8,179	11,062
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1,766	1,942	1,839
86.93 Outlays from discretionary balances	2,428	4,295	5,386
87.00 Total outlays (gross)	4,194	6,237	7,225
Net budget authority and outlays:			
89.00 Budget authority	8,240	7,739	8,361
90.00 Outlays	4,194	6,237	7,225
Memorandum (non-add) entries:			
93.01 Unobligated balance, start of year: Contract authority	1,909	1,369	747
93.02 Unobligated balance, end of year: Contract authority	1,369	747	.....
93.03 Obligated balance, start of year: Contract authority	2,789	6,673	8,179
93.04 Obligated balance, end of year: Contract authority	6,673	8,179	8,617

For 2009, all programs within the Formula and Bus Grant account are funded from the Mass Transit Account of the Highway Trust Fund.

Formula and Bus Grants are funded by contract authority provided in SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) P.L. 109–59. 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. These funds help existing transit systems alleviate congestion, ensure basic mobility, promote economically vibrant communities and meet the requirements of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA).

Urbanized Area Formula.—\$4,552.3 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 capital assets in urban areas over 200,000 in population. In urban areas under 200,000, both capital and operating costs are eligible expenditures. Urbanized Area Formula includes funding for the Growing States and High Density States Formula Programs which are distributed to the Urbanized and Nonurbanized Area Formula programs using separate factors.

Fixed Guideway Modernization.—\$1,666.5 million for the acquisition, reconstruction and improvement of facilities and equipment for use on fixed guideways, including heavy rail, light rail, commuter rail, and ferryboat operations. Funding for this program will help ensure that the Nation’s older fixed guideway systems continue to meet the transportation needs of the communities they serve.

Bus and Bus Facility Grants.—\$984 million to provide investments in bus and bus-related capital projects that enhance the efficiency and safety of the nation’s bus systems.

State Administered Programs.—\$928.6 million. Nonurbanized Area Formula—\$538.1 million will be apportioned by legislative formula based on each State’s nonurban 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, including \$9.3 million for the Rural Transportation Assistance Program. Nonurbanized Area Formula includes funding for the Growing States Program. Formula Grants for Elderly and Individuals with Disabilities—\$133.5 million will be apportioned to each State according to a legislatively required formula for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement. Job Access and Reverse Commute—\$164.5 million, to be appor-

tioned to the States by formula to provide grants to non-profit organizations and local transit agencies to fund transportation services in urban, suburban and rural areas to assist welfare recipients and low-income individuals to access employment opportunities. New Freedom Program—\$92.5 million, to be apportioned by formula to provide additional tools to overcome significant barriers facing Americans with disabilities seeking access to jobs and integration into the workforce.

Planning.—\$113.5 million to fund metropolitan and state-wide planning activities.

Over-the-Road Bus Accessibility Program.—\$8.8 million for the Rural Transportation Accessibility Incentive Program. Funding will assist operators of over-the-road buses in financing the incremental capital and training costs of complying with the Department of Transportation’s final rule regarding disabled accessibility of over-the-road buses required by the Americans with Disabilities Act.

Clean Fuels Grant Program.—\$51.5 million to provide financing for the purchase or lease of clean fuel buses and bus facilities and the improvement of existing facilities to accommodate these buses. This includes buses powered by compressed natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell and certain clean diesel (up to 25 percent of grants annually), and other low or zero emissions technology.

Alternatives Analysis Program.—\$25 million provided for transit projects in the early stage of development and to investigate transit alternatives to solving local transportation problems.

Alternative Transportation in Parks and Public Lands.—\$26.9 million to enhance the protection of America’s national parks and increase the enjoyment of those visiting the parks. The goals of the Alternative Transportation in Parks program include ensuring access for all, including individuals with disabilities; improving conservation and park and public land opportunities in urban areas through partnering with State and local governments; and improving park and public land transportation.

National Transit Database (NTD).—\$3.5 million for operation and maintenance of the NTD system, a database of statistics on the transit industry, which is Congressionally mandated under 49 U.S.C. 5335(a)(1)(2). The NTD provides for the national collection and dissemination of a uniform system of transit system financial accounts and operating data. As set forth in legislative formulas, these data are used in the national allocation of FTA formula funding.

This account was renamed in 2006 from Trust Fund Share of Expenses consistent with the account restructuring in SAFETEA-LU.

Object Classification (in millions of dollars)

Identification code 69-8350-0-7-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2 Other services	61	68	75
41.0 Grants, subsidies, and contributions	8,050	7,675	10,033
99.9 Total new obligations	8,111	7,743	10,108

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION

SEC. 160. 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. 161. Notwithstanding any other provision of law, funds made available by this Act under “Federal Transit Administration, Capital investment grants” and bus and bus facilities under “Federal Transit Administration, Formula and bus grants” for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2010] 2011, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. 162. Notwithstanding any other provision of law, any funds appropriated before October 1, [2007] 2008, 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. 163. Notwithstanding any other provision of law, unobligated funds made available for a new fixed guideway systems projects under the heading “Federal Transit Administration, Capital Investment Grants” in any appropriations Act prior to this Act may be used during this fiscal year to satisfy expenses incurred for such projects.

SEC. 164. During fiscal year [2008] 2009, each Federal Transit Administration grant for a project that involves the acquisition or rehabilitation of a bus to be used in public transportation shall be funded for [90] 100 percent of the net capital costs of a biodiesel bus or a factory-installed or retrofitted hybrid electric propulsion system and any equipment related to such a system: *Provided*, That the Secretary shall have the discretion to determine, through practicable administrative procedures, the costs attributable to the system and related equipment.

[SEC. 165. Notwithstanding any other provision of law, in regard to the Central Link Initial Segment Project, to the extent that Federal funds remain available within the current budget for the project, the Secretary shall, immediately upon the date of enactment of this Act, amend the Full Funding Grant Agreement for said project to allow remaining Federal funds to be used to support completion of the Airport Link extension of said project.]

[SEC. 166. Amounts provided for a high capacity fixed guideway light rail and mass transit project for the City of Albuquerque, New Mexico, in Public Laws 106-69, 106-346 and 107-87 shall be available for bus and bus facilities.]

[SEC. 167. Any unobligated amounts made available for the Commuter Rail, Albuquerque to Santa Fe, New Mexico under the heading “Capital Investment Grants” under the heading “Federal Transit Administration” in title I of division A of the Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006 (Public Law 109-115; 119 Stat. 2418) shall be made available for public transportation buses, equipment and facilities related to such buses, and intermodal terminal in Albuquerque and Santa Fe, New Mexico, subject to the requirements under section 5309 of title 49, United States Code.]

[SEC. 168. Notwithstanding any other provision of law, funds made available for the Las Vegas Resort Corridor Fixed Guideway Project under the Federal Transit Administration Capital Investment Grants Account in any previous Appropriations Act, including Public Laws 108-7, 108-199, 108-447, and any unexpended funds in Federal Transit Administration grant number NV-03-0019 may hereafter be made available until expended to the Regional Transportation Commission of Southern Nevada for bus rapid transit projects and bus and bus-related projects: *Provided*, That funds made available for a project in accordance with this section shall be administered under the terms and conditions set forth in 49 U.S.C. 5307, to the extent applicable.]

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

[In millions of dollars]			
	2007 actual	2008 est.	2009 est.
Unexpended balance, start of year	6,223	7,306	6,352
Cash income during the year			
Governmental receipts, Motor fuel taxes	5,054	5,011	5,082
Federal Highway Administration transfers (net)	234	296	217
Total annual cash income	5,288	5,307	5,299
Cash outlays during the year:			
Discretionary grants	12	24	24
Formula Grants and Research	4,194	6,237	7,225
Total annual outlays	4,206	6,261	7,250
Repayable advance to the Highway Account	0	0	3,193
Unexpended balance, end of year	7,306	6,352	1,209

ADMINISTRATIVE PROVISIONS—FEDERAL TRANSIT ADMINISTRATION—
Continued

[SEC. 169. The second sentence of section 321 of the Department of Transportation and Related Agencies Appropriations Act, 1986 (99 Stat. 1287) is repealed.]

[SEC. 170. None of the funds provided or limited under this Act may be used to issue a final regulation under section 5309 of title 49, United States Code, except that the Federal Transit Administration may continue to review comments received on the proposed rule (Docket No. FTA-2006-25737).]

[SEC. 171. Funds made available to the Putnam County, Florida, for Ride Solutions buses and bus facilities in Public Laws 108-199, 108-447 and 109-115 that remain unobligated may be available to Putnam County under the conditions of 49 U.S.C. 5312 to research, develop, fabricate, test, demonstrate, deploy and evaluate a low floor bus to meet the needs of Ride Solution in particular, and small urban and rural operators in general.]

[SEC. 172. Of the balances available for this fiscal year to carry out 49 U.S.C. 5309(b) left to the discretion of the Secretary of Transportation, \$104,697,038 are rescinded.]

[SEC. 173. Of the balances available for this fiscal year to carry out 49 U.S.C. 5339 left to the discretion of the Secretary of Transportation, \$308,900 are rescinded.]

SEC. 165. *Project Management Oversight Limitations. Section 5327(c) of title 49, United States Code, is amended—(1) by adding at the end of paragraph (1) the following: “(G) 1 percent of the amounts to carry out section 5314. (H) 1 percent of the amounts to carry out section 5316. (I) 1 percent of the amounts to carry out section 5317.”; (2) in paragraph (2)(B) by striking “sections 5305, 5307, 5309, 5310, 5311, and 5320” and inserting “this chapter”; and (3) in paragraph (2)(C) by inserting “and enforcement necessary” after “assistance”. (Department of Transportation Appropriations Act, 2008.)*

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

Federal 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 Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
09.01 Operations and maintenance	17	17	25
09.02 Replacements and improvements	1	1	9
10.00 Total new obligations	18	18	34
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	14	14	14
22.00 New budget authority (gross)	18	18	34
23.90 Total budgetary resources available for obligation	32	32	48
23.95 Total new obligations	-18	-18	-34
24.40 Unobligated balance carried forward, end of year	14	14	14
New budget authority (gross), detail:			
Mandatory:			
69.00 Spending authority from offsetting collections: Offsetting collections (cash)	18	18	34
Change in obligated balances:			
72.40 Obligated balance, start of year	5	5	5
73.10 Total new obligations	18	18	34
73.20 Total outlays (gross)	-18	-18	-34

74.40 Obligated balance, end of year	5	5	5
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	18	18	34
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-18	-17	-32
88.40 Non-Federal sources		-1	-2
88.90 Total, offsetting collections (cash)	-18	-18	-34
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 that part of the St. Lawrence Seaway between the Port of Montreal and Lake Erie that is within the territorial limits of the United States. The St. Lawrence Seaway provides an efficient and economic waterway and lock transportation system for the movement of commercial goods to and from the Great Lakes Region of North America. SLSDC works with its Canadian counterpart agency to ensure the reliability, safety and security of the locks and waterway and the uninterrupted flow of maritime commerce through the system. Appropriations from the Harbor Maintenance Trust Fund, and revenues from other non-Federal sources, are used to finance SLSDC operational, maintenance, and capital asset renewal needs for the U.S. portion of the St. Lawrence Seaway.

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	2006 actual	2007 actual
ASSETS:		
1101 Federal assets: Fund balances with Treasury	5	5
Other Federal assets:		
1801 Cash and other monetary assets	12	12
1803 Property, plant and equipment, net	76	75
1901 Other assets	3	3
1999 Total assets	96	95
LIABILITIES:		
Non-Federal liabilities:		
2201 Accounts payable	3	3
2206 Pension and other actuarial liabilities	3	3
2999 Total liabilities	6	6
NET POSITION:		
3100 Invested Capital	91	89
3300 Cumulative results of operations	-1	
3999 Total net position	90	89
4999 Total liabilities and net position	96	95

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	2007 actual	2008 est.	2009 est.
Reimbursable obligations:			
11.1 Personnel compensation: Full-time permanent	10	11	12
12.1 Civilian personnel benefits	3	3	3
25.2 Other services	1		
25.4 Operation and maintenance of facilities	2	2	9
26.0 Supplies and materials	1		1
31.0 Equipment			2
32.0 Land and structures			7
99.0 Reimbursable obligations	17	16	34
99.5 Below reporting threshold	1	2	
99.9 Total new obligations	18	18	34

Employment Summary

Identification code 69-4089-0-3-403	2007 actual	2008 est.	2009 est.
Reimbursable:			
2001 Civilian full-time equivalent employment	144	157	157

Trust Funds

OPERATIONS AND MAINTENANCE

(HARBOR MAINTENANCE TRUST FUND)

For necessary expenses for operations, [and] maintenance, and capital asset renewal of those portions of the Saint Lawrence Seaway owned, operated, and maintained by the Saint Lawrence Seaway Development Corporation, [\$17,392,000] \$31,842,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662. (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Operations and maintenance	16	17	32
10.00 Total new obligations (object class 25.3)	16	17	32
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	16	17	32
23.95 Total new obligations	-16	-17	-32
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	16	17	32
Change in obligated balances:			
73.10 Total new obligations	16	17	32
73.20 Total outlays (gross)	-16	-17	-32
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	16	17	32
Net budget authority and outlays:			
89.00 Budget authority	16	17	32
90.00 Outlays	16	17	32

The Water Resources Development Act of 1986 authorizes use of the Harbor Maintenance Trust Fund as an appropriation source for the Corporation's operations, maintenance, and asset renewal programs.

PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION

The following table depicts funding for all the Pipeline and Hazardous Materials Safety Administration programs.

[In millions of dollars]

	2007 actual	2008 est.	2009 est.
Budget authority:			
Operations	18	18	18
Hazardous materials safety	27	28	28
Research and special programs	0	0	0
Emergency preparedness grants	14	28	28
Pipeline safety	60	61	74
Trust fund share of pipeline safety	15	19	19
Total budget authority	134	154	167
Program level (obligations):			
Operations	18	18	18
Hazardous materials safety	27	30	28
Research and special programs	0	1	0
Emergency preparedness grants	14	28	28
Pipeline safety	54	85	74
Trust fund share of pipeline safety	15	19	19
Total program level	128	181	167

Outlays:			
Operations	19	15	18
Hazardous materials safety	26	27	28
Research and special programs	1	7	1
Emergency preparedness grants	13	25	29
Pipeline safety	63	58	72
Trust fund share of pipeline safety	13	15	18
Total outlays	135	147	166

Federal Funds

RESEARCH AND SPECIAL PROGRAMS

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
Direct program:			
00.01 Research and special programs		1	
10.00 Total new obligations (object class 25.2)		1	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
22.00 New budget authority (gross)	-3		
22.10 Resources available from recoveries of prior year obligations	3		
23.90 Total budgetary resources available for obligation	1	1	
23.95 Total new obligations		-1	
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
58.10 Spending authority from offsetting collections:			
Change in uncollected customer payments from Federal sources (unexpired)	-3		
Change in obligated balances:			
72.40 Obligated balance, start of year	10	7	1
73.10 Total new obligations		1	
73.20 Total outlays (gross)	-2	-7	-1
73.40 Adjustments in expired accounts (net)	-4		
73.45 Recoveries of prior year obligations	-3		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	3		
74.10 Change in uncollected customer payments from Federal sources (expired)	3		
74.40 Obligated balance, end of year	7	1	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	2	7	1
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1		
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	3		
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	7	1

HAZARDOUS MATERIALS SAFETY

For expenses necessary to discharge the hazardous materials safety functions of the Pipeline and Hazardous Materials Safety Administration, \$28,000,000, of which [\$1,761,000] \$1,802,000 shall remain available until September 30, [2010] 2011: Provided, That up to [\$1,200,000] \$800,000 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,

HAZARDOUS MATERIALS SAFETY—Continued

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 Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1401-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Hazardous materials safety	26	30	28
09.01 Reimbursable program	1		
10.00 Total new obligations	27	30	28
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	2	
22.00 New budget authority (gross)	28	28	28
23.90 Total budgetary resources available for obligation	29	30	28
23.95 Total new obligations	-27	-30	-28
24.40 Unobligated balance carried forward, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	27	28	28
58.10 Spending authority from offsetting collections: Change in uncollected customer payments from Federal sources (unexpired)	1		
70.00 Total new budget authority (gross)	28	28	28
Change in obligated balances:			
72.40 Obligated balance, start of year	6	6	9
73.10 Total new obligations	27	30	28
73.20 Total outlays (gross)	-26	-27	-28
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.40 Obligated balance, end of year	6	9	9
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	20	19	19
86.93 Outlays from discretionary balances	6	8	9
87.00 Total outlays (gross)	26	27	28
Offsets:			
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
Net budget authority and outlays:			
89.00 Budget authority	27	28	28
90.00 Outlays	26	27	28

The Pipeline and Hazardous Materials Safety Administration (PHMSA) provides services to advance safety and security in hazardous materials transportation. PHMSA's program is focused on five principal areas. First, PHMSA provides comprehensive regulations for the safe and secure transportation of hazardous materials. Second, through training, guidance and outreach materials, PHMSA helps shippers and carriers understand the regulations and how to comply with them. Third, PHMSA enforces the regulations on those persons who refuse or neglect to comply with safety and security requirements. Fourth, PHMSA assists the Nation's response community to plan for and respond to hazardous materials transportation emergencies. Finally, PHMSA builds each of these operational responsibilities on a comprehensive technical and analytical foundation.

Object Classification (in millions of dollars)

Identification code 69-1401-0-1-407	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	14	16	16

12.1 Civilian personnel benefits	4	4	4
25.1 Advisory and assistance services	1	1	1
25.2 Other services	4	5	4
25.3 Other purchases of goods and services from Government accounts	2	3	2
31.0 Equipment	1	1	1
99.0 Direct obligations	26	30	28
99.0 Reimbursable obligations	1		
99.9 Total new obligations	27	30	28

Employment Summary

Identification code 69-1401-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	141	156	156

[ADMINISTRATIVE EXPENSES] OPERATIONS

For necessary [administrative] operational expenses of the Pipeline and Hazardous Materials Safety Administration, \$18,130,000, of which \$639,000 shall be derived from the Pipeline Safety Fund. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1400-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Operations	17	18	18
09.00 Reimbursable program	1		
10.00 Total new obligations	18	18	18
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	19	18	18
23.95 Total new obligations	-18	-18	-18
23.98 Unobligated balance expiring or withdrawn	-1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	18	17	17
42.00 Transferred from other accounts		1	1
43.00 Appropriation (total discretionary)	18	18	18
58.00 Spending authority from offsetting collections: Off- setting collections (cash)	1		
70.00 Total new budget authority (gross)	19	18	18
Change in obligated balances:			
72.40 Obligated balance, start of year	5	3	6
73.10 Total new obligations	18	18	18
73.20 Total outlays (gross)	-20	-15	-18
74.40 Obligated balance, end of year	3	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	16	12	12
86.93 Outlays from discretionary balances	4	3	6
87.00 Total outlays (gross)	20	15	18
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	18	18	18
90.00 Outlays	19	15	18

Operations—This appropriation finances the operational costs for the Pipeline and Hazardous Materials Safety Administration. The 2009 Budget proposes to change the name of this account to Operations, to better describe the types of activities covered by this account. This account covers the following activities: policy development, counsel, budget, financial management, civil rights, management, administration and agency-wide expenses.

Object Classification (in millions of dollars)

Identification code 69-1400-0-1-407	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	5	6	6
12.1 Civilian personnel benefits	1	1	1
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	1	1	1
25.2 Other services	2	3	2
25.3 Other purchases of goods and services from Government accounts	3	2	3
31.0 Equipment	1	1	1
99.0 Direct obligations	17	18	18
99.0 Reimbursable obligations	1		
99.9 Total new obligations	18	18	18

Employment Summary

Identification code 69-1400-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	57	63	63
Reimbursable:			
2001 Civilian full-time equivalent employment	9	11	11

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, **[\$79,828,000] \$93,291,000**, of which \$18,810,000 shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2010] 2011**; and of which **[\$61,018,000] \$74,481,000** shall be derived from the Pipeline Safety Fund, of which **[\$32,242,000] \$40,081,000** shall remain available until September 30, **[2010] 2011**: *Provided*, That not less than \$1,043,000 of the funds provided under this heading shall be for the one-call State grant program]. (*Department of Transportation Appropriations Act, 2008.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5172-0-2-407	2007 actual	2008 est.	2009 est.
01.00 Balance, start of year	21	25	25
Adjustments:			
01.90 Adjustment to reconcile to unavailable beginning balance	3		
01.99 Balance, start of year	24	25	25
Receipts:			
02.00 Pipeline Safety Fund	60	62	75
04.00 Total: Balances and collections	84	87	100
Appropriations:			
05.00 Pipeline Safety	-60	-62	-75
06.10 Pipeline Safety	1		
07.99 Balance, end of year	25	25	25

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Operations	48	54	53
00.02 Research and development	5	13	6
00.03 Grants	16	37	34
10.00 Total new obligations	69	104	93

Budgetary resources available for obligation:

21.40 Unobligated balance carried forward, start of year	20	24	
22.00 New budget authority (gross)	75	80	93

23.90 Total budgetary resources available for obligation	95	104	93
23.95 Total new obligations	-69	-104	-93
23.98 Unobligated balance expiring or withdrawn	-2		
24.40 Unobligated balance carried forward, end of year	24		
24.41 Special and trust fund receipts returned to Schedule N	1		

New budget authority (gross), detail:

Discretionary:			
40.20 Appropriation (special fund)	60	62	75
41.00 Transferred to other accounts		-1	-1
43.00 Appropriation (total discretionary)	60	61	74
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	13	19	19
58.10 Change in uncollected customer payments from Federal sources (unexpired)	2		
58.90 Spending authority from offsetting collections (total discretionary)	15	19	19
70.00 Total new budget authority (gross)	75	80	93

Change in obligated balances:

72.40 Obligated balance, start of year	32	22	49
73.10 Total new obligations	69	104	93
73.20 Total outlays (gross)	-76	-77	-91
73.40 Adjustments in expired accounts (net)	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-2		
74.40 Obligated balance, end of year	22	49	51

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	36	49	55
86.93 Outlays from discretionary balances	40	28	36
87.00 Total outlays (gross)	76	77	91

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-13	-19	-19
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-2		

Net budget authority and outlays:

89.00 Budget authority	60	61	74
90.00 Outlays	63	58	72

The Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the Department's pipeline safety program. PHMSA oversees the safety, security, and environmental protection of pipelines through analysis of data, damage prevention, education and training, enforcement of regulations and standards, research and development, grants for States pipeline safety programs, and emergency planning and response to accidents.

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	15	18	18
12.1 Civilian personnel benefits	5	6	6
21.0 Travel and transportation	2	3	3
23.1 Rental payments to GSA	1	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	15	15	16
25.2 Other services	2	3	2
25.3 Other purchases of goods and services from Government accounts	2	4	3
25.5 Research and development contracts	5	13	6
31.0 Equipment	2	1	1
41.0 Grants, subsidies, and contributions	19	37	34
99.9 Total new obligations	69	104	93

Employment Summary

Identification code 69-5172-0-2-407	2007 actual	2008 est.	2009 est.
Direct:			

PIPELINE SAFETY—Continued
(OIL SPILL LIABILITY TRUST FUND)—Continued

Employment Summary—Continued

Identification code 69-5172-0-2-407	2007 actual	2008 est.	2009 est.
1001 Civilian full-time equivalent employment	146	180	191

EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)

For necessary expenses to carry out 49 U.S.C. 5128(b), \$188,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2009] 2010: *Provided*, That not more than \$28,318,000 shall be made available for obligation in fiscal year [2008] 2009 from amounts made available by 49 U.S.C. 5116(i) and 5128(b)-(c): *Provided further*, That none of the funds made available by 49 U.S.C. 5116(i), 5128(b), or 5128(c) shall be made available for obligation by individuals other than the Secretary of Transportation, or her designee. (*Department of Transportation Appropriations Act, 2008.*)

Special and Trust Fund Receipts (in millions of dollars)

Identification code 69-5282-0-2-407	2007 actual	2008 est.	2009 est.
01.00 Balance, start of year	21	25	19
Adjustments:			
01.90 Adjustment to reconcile to unavailable beginning balance	3		
01.99 Balance, start of year	24	25	19
Receipts:			
02.20 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Emergency Preparedness Grants	15	22	27
04.00 Total: Balances and collections	39	47	46
Appropriations:			
05.00 Emergency Preparedness Grants	-15	-28	-28
05.01 Emergency Preparedness Grants	1		
05.99 Total appropriations	-14	-28	-28
07.99 Balance, end of year	25	19	18

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Grants	14	27	27
00.02 Supplemental training grants		1	1
10.00 Total new obligations	14	28	28
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	14	28	28
23.95 Total new obligations	-14	-28	-28
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund)	15	28	28
60.45 Portion precluded from obligation	-1		
62.50 Appropriation (total mandatory)	14	28	28
Change in obligated balances:			
72.40 Obligated balance, start of year	22	23	26
73.10 Total new obligations	14	28	28
73.20 Total outlays (gross)	-13	-25	-29
74.40 Obligated balance, end of year	23	26	25
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	10	10
86.98 Outlays from mandatory balances	12	15	19
87.00 Total outlays (gross)	13	25	29
Net budget authority and outlays:			
89.00 Budget authority	14	28	28

90.00 Outlays	13	25	29
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Federal hazardous material law (49 U.S.C. 5101 et seq.), established a national registration program for shippers and carriers of hazardous materials. These fees finance emergency preparedness planning and training grants, development of a training curriculum for emergency responders, and technical assistance to States, political subdivisions, and Indian tribes.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	2007 actual	2008 est.	2009 est.
41.0 Direct obligations: Grants, subsidies, and contributions	13	27	27
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	14	28	28

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Trust fund share of pipeline safety	15	19	19
10.00 Total new obligations (object class 94.0)	15	19	19
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	15	19	19
23.95 Total new obligations	-15	-19	-19
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund)	15	19	19
Change in obligated balances:			
72.40 Obligated balance, start of year	6	8	12
73.10 Total new obligations	15	19	19
73.20 Total outlays (gross)	-13	-15	-18
74.40 Obligated balance, end of year	8	12	13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	7	9	9
86.93 Outlays from discretionary balances	6	6	9
87.00 Total outlays (gross)	13	15	18
Net budget authority and outlays:			
89.00 Budget authority	15	19	19
90.00 Outlays	13	15	18

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 Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for the review, approval and testing of these plans, and for ensuring that the public and the environment are provided with an adequate level of protection from such spills. PHMSA does this through data analysis, spill monitoring, pipeline mapping, environmental indexing, and advanced technologies to detect and prevent leaks.

RESEARCH AND INNOVATIVE TECHNOLOGY
ADMINISTRATION

Federal Funds

RESEARCH AND DEVELOPMENT

For necessary expenses of the Research and Innovative Technology Administration, \$12,000,000, of which \$6,036,000 shall remain avail-

able until September 30, [2010] 2011: *Provided*, 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. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1730-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Salaries and administrative expenses	4	6	6
00.02 Airline Transportation Statistics Program	2		
00.03 Research development and technology coordination	1	1	1
00.04 Hydrogen Fuels Safety R&D		1	
00.05 Nationwide Differential Global Positioning System		4	5
00.06 Positioning Navigation & Timing		1	
01.00 Direct Program by Activities—Subtotal (running)	7	13	12
09.01 University transportation center	83	77	77
09.02 Transportation safety institute	12	17	17
09.03 Other programs	36	32	32
09.09 Reimbursable program—subtotal line	131	126	126
10.00 Total new obligations	138	139	138
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	
22.00 New budget authority (gross)	138	138	138
23.90 Total budgetary resources available for obligation	139	139	138
23.95 Total new obligations	-138	-139	-138
24.40 Unobligated balance carried forward, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	8	12	12
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	118	126	126
58.10 Change in uncollected customer payments from Federal sources (unexpired)	12		
58.90 Spending authority from offsetting collections (total discretionary)	130	126	126
70.00 Total new budget authority (gross)	138	138	138
Change in obligated balances:			
72.40 Obligated balance, start of year	-2	94	2
73.10 Total new obligations	138	139	138
73.20 Total outlays (gross)	-54	-231	-138
73.40 Adjustments in expired accounts (net)	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-12		
74.10 Change in uncollected customer payments from Federal sources (expired)	25		
74.40 Obligated balance, end of year	94	2	2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	12	137	137
86.93 Outlays from discretionary balances	42	94	1
87.00 Total outlays (gross)	54	231	138
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-143	-126	-126
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-12		
88.96 Portion of offsetting collections (cash) credited to expired accounts	25		
Net budget authority and outlays:			
89.00 Budget authority	8	12	12
90.00 Outlays	-89	105	12

The Research and Innovative Technology Administration (RITA) works to provide strategic clarity to DOT's multi-modal and intermodal research efforts and coordinates DOT's research agenda. Coordination and advancement of research and development activities is led by the RITA Office of Re-

search, Development and Technology and is funded through the General Fund. RITA also manages the Department's work in Position, Navigation and Timing and the Nationwide Differential Global Positioning System.

RITA also coordinates and reviews the following programs and activities: 1) the Volpe Center—that services many of the research, development, and technology needs of the Department's operating administrations on a fee-for-service basis; 2) the Intelligent Transportation Systems—that facilitates deployment of technology to enhance the safety, efficiency and convenience of surface transportation; and 3) the Transportation Safety Institute—that develops and conducts worldwide safety, security, and environmental training, products, and services for both the public and private sector on a fee-for-service basis.

The Bureau of Transportation Statistics (BTS) is funded by an allocation from the Federal Highway Administration's Federal-Aid Highways account. BTS compiles, analyzes, and makes accessible information on the Nation's transportation systems, including statistics on freight movement, geospatial transportation information and transportation economics.

Object Classification (in millions of dollars)

Identification code 69-1730-0-1-407	2007 actual	2008 est.	2009 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	2	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	3	6	5
25.3 Other purchases of goods and services from Government accounts	1	2	2
99.0 Direct obligations	7	13	12
99.0 Reimbursable obligations	131	126	126
99.9 Total new obligations	138	139	138

Employment Summary

Identification code 69-1730-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	21	36	36
Reimbursable:			
2001 Civilian full-time equivalent employment	38	70	70
Allocation account:			
3001 Civilian full-time equivalent employment	90	103	103

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
09.01 Volpe National Transportation Systems Center	221	218	218
10.00 Total new obligations	221	218	218
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	203	261	261
22.00 New budget authority (gross)	279	218	218
23.90 Total budgetary resources available for obligation	482	479	479
23.95 Total new obligations	-221	-218	-218
24.40 Unobligated balance carried forward, end of year	261	261	261
New budget authority (gross), detail:			
Discretionary:			
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	226	218	218
58.10 Change in uncollected customer payments from Federal sources (unexpired)	53		
58.90 Spending authority from offsetting collections (total discretionary)	279	218	218

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION
SYSTEMS CENTER—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4522-0-4-407	2007 actual	2008 est.	2009 est.
Change in obligated balances:			
72.40 Obligated balance, start of year	-155	-183	-183
73.10 Total new obligations	221	218	218
73.20 Total outlays (gross)	-196	-218	-218
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-53		
74.40 Obligated balance, end of year	-183	-183	-183
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	145	218	218
86.93 Outlays from discretionary balances	51		
87.00 Total outlays (gross)	196	218	218
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-226	-218	-218
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-53		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-30		

The Working Capital Fund finances multidisciplinary research, evaluation, analytical and related activities undertaken at the Volpe Center 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 the Volpe Center.

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	2007 actual	2008 est.	2009 est.
Reimbursable obligations:			
Personnel compensation:			
11.1 Full-time permanent	44	43	43
11.3 Other than full-time permanent	4	3	3
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	49	47	47
12.1 Civilian personnel benefits	12	11	11
21.0 Travel and transportation of persons	4	4	4
23.3 Communications, utilities, and miscellaneous charges	3	4	4
25.1 Advisory and assistance services	1		
25.2 Other services	77	64	64
25.3 Other purchases of goods and services from Government accounts	2	5	5
25.4 Operation and maintenance of facilities	4	5	5
25.5 Research and development contracts	51	65	65
25.7 Operation and maintenance of equipment	5	1	1
26.0 Supplies and materials	2	1	1
31.0 Equipment	8	8	8
32.0 Land and structures	3	3	3
99.9 Total new obligations	221	218	218

Employment Summary

Identification code 69-4522-0-4-407	2007 actual	2008 est.	2009 est.
Reimbursable:			
2001 Civilian full-time equivalent employment	510	550	550

OFFICE OF INSPECTOR GENERAL

Federal 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, **[\$66,400,000] \$70,468,000: Provided,** That the Inspector General shall have all necessary authority, in carrying out the duties specified in the Inspector General Act, as amended (5 U.S.C. App. 3) , to investigate allegations of fraud, including false statements to the government (18 U.S.C. 1001), by any person or entity that is subject to regulation by the Department: *Provided further,* That the funds made available under this heading shall be used to investigate, pursuant to section 41712 of title 49, United States Code: (1) unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents; and (2) the compliance of domestic and foreign air carriers with respect to item (1) of this proviso. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
01.01 General administration	64	66	70
09.01 Reimbursable program	7	7	6
10.00 Total new obligations	71	73	76
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	71	73	76
23.95 Total new obligations	-71	-73	-76
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	64	66	70
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	6	7	6
58.10 Change in uncollected customer payments from Federal sources (unexpired)	1		
58.90 Spending authority from offsetting collections (total discretionary)	7	7	6
70.00 Total new budget authority (gross)	71	73	76
Change in obligated balances:			
72.40 Obligated balance, start of year	8	9	7
73.10 Total new obligations	71	73	76
73.20 Total outlays (gross)	-69	-75	-76
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-1		
74.40 Obligated balance, end of year	9	7	7
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	63	66	69
86.93 Outlays from discretionary balances	6	9	7
87.00 Total outlays (gross)	69	75	76
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-7	-7	-6
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-1		
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	64	66	70
90.00 Outlays	62	68	70

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, reimbursable funding will be received from the Federal Highway Administration, the Federal Transit Administration,

the Office of the Secretary of Transportation, and the National Transportation Safety Board.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	33	36	38
11.5 Other personnel compensation	2	2	2
11.9 Total personnel compensation	35	38	40
12.1 Civilian personnel benefits	10	12	12
21.0 Travel and transportation of persons	2	3	3
23.1 Rental payments to GSA	4	5	5
23.3 Communications, utilities, and miscellaneous charges	1	1	1
25.1 Advisory and assistance services	1	.....	1
25.2 Other services	4	3	4
25.3 Other purchases of goods and services from Government accounts	5	4	4
31.0 Equipment	2	.....	.....
99.0 Direct obligations	64	66	70
99.0 Reimbursable obligations	7	7	6
99.9 Total new obligations	71	73	76

Employment Summary

Identification code 69-0130-0-1-407	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	351	356	358
Reimbursable:			
2001 Civilian full-time equivalent employment	54	54	54

SURFACE TRANSPORTATION BOARD

Federal Funds

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$26,324,500]** **\$23,085,000**: *Provided*, That notwithstanding any other provision of law, not to exceed \$1,250,000 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 **[2008]** **2009**, to result in a final appropriation from the general fund estimated at no more than **[\$25,074,500]** **\$21,835,000**. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers	23	23	20
00.02 Other surface transportation carriers	2	2	2
01.00 Total direct obligations	25	25	22
09.12 Reimbursable rail carriers	1	1	1
10.00 Total new obligations	26	26	23
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	1	1	1
22.00 New budget authority (gross)	26	26	23
23.90 Total budgetary resources available for obligation	27	27	24
23.95 Total new obligations	-26	-26	-23
24.40 Unobligated balance carried forward, end of year	1	1	1

New budget authority (gross), detail:
Discretionary:

40.00 Appropriation	25	25	22
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	1	1
70.00 Total new budget authority (gross)	26	26	23
Change in obligated balances:			
72.40 Obligated balance, start of year	7	7	3
73.10 Total new obligations	26	26	23
73.20 Total outlays (gross)	-26	-30	-24
74.40 Obligated balance, end of year	7	3	2
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	22	24	21
86.93 Outlays from discretionary balances	4	6	3
87.00 Total outlays (gross)	26	30	24
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	25	25	22
90.00 Outlays	25	29	23

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.

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.

2009 Program Request.—\$23.085 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA.

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

The Board's Request to OMB.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 2009 appropriation request of \$26.847 million and a request for \$1.250 million from reimbursements from the offsetting collection of user fees to operate at 150 FTEs. 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. The 2009 Budget 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 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 non-rail matters.

SALARIES AND EXPENSES—Continued

Object Classification (in millions of dollars)			
Identification code 69-0301-0-1-401	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	13	15	12
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	14	16	13
12.1 Civilian personnel benefits	3	3	3
23.1 Rental payments to GSA	2	4	4
25.2 Other services	2	1	1
25.3 Other purchases of goods and services from Government accounts	3	1	1
31.0 Equipment	1		
99.0 Direct obligations	25	25	22
99.0 Reimbursable obligations	1	1	1
99.9 Total new obligations	26	26	23

Employment Summary

Identification code 69-0301-0-1-401	2007 actual	2008 est.	2009 est.
Direct:			
1001 Civilian full-time equivalent employment	129	140	112
Reimbursable:			
2001 Civilian full-time equivalent employment	7	10	10

MARITIME ADMINISTRATION

Federal Funds

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, **[\$121,992,000]** \$117,848,000, of which **[\$25,720,000]** \$26,794,000 shall remain available until September 30, **[2008]** 2009, for salaries and benefits of employees of the United States Merchant Marine Academy; of which **[\$14,139,000]** \$8,150,000 shall remain available until expended for capital improvements at the United States Merchant Marine Academy; and of which **[\$10,500,000]** \$8,306,000 shall remain available until expended for maintenance and repair of Schoolships at State Maritime Schools. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Merchant Marine Academy	61	63	61
00.02 State marine schools	13	13	11
00.03 MARAD operations	55	46	46
00.04 Gifts and bequests	3		
00.05 Special studies	9	1	
01.00 Subtotal, Direct program	141	123	118
09.01 Reimbursable program	53	72	72
10.00 Total new obligations	194	195	190
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	15	2	1
22.00 New budget authority (gross)	182	194	190
23.90 Total budgetary resources available for obligation	197	196	191
23.95 Total new obligations	-194	-195	-190
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance carried forward, end of year	2	1	1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	112	122	118
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	67	72	72
58.10 Change in uncollected customer payments from Federal sources (unexpired)	3		

58.90 Spending authority from offsetting collections (total discretionary)	70	72	72
70.00 Total new budget authority (gross)	182	194	190
Change in obligated balances:			
72.40 Obligated balance, start of year	84	69	22
73.10 Total new obligations	194	195	190
73.20 Total outlays (gross)	-205	-242	-190
73.40 Adjustments in expired accounts (net)	-1		
74.00 Change in uncollected customer payments from Federal sources (unexpired)	-3		
74.40 Obligated balance, end of year	69	22	22
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	70	176	172
86.93 Outlays from discretionary balances	135	56	18
86.98 Outlays from mandatory balances		10	
87.00 Total outlays (gross)	205	242	190
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Ready Reserve Force/National Defense Reserve Fleet	-51	-38	-38
88.00 Merchant Marine Academy		-4	-4
88.00 Title XI administrative expenses	-4	-4	-4
88.00 Marine Board research program and others	-6	-6	-6
88.00 Port of Anchorage		-20	-20
88.40 Non-Federal sources	-7		
88.90 Total, offsetting collections (cash)	-68	-72	-72
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	-3		
88.96 Portion of offsetting collections (cash) credited to expired accounts	1		
Net budget authority and outlays:			
89.00 Budget authority	112	122	118
90.00 Outlays	137	170	118

The appropriation for Operations and Training provides funding for staff at headquarters and gateway offices to administer and direct Federal maritime programs, for the operation of the U.S. Merchant Marine Academy, and for financial assistance to the six State maritime schools.

Maritime Administration programs also include planning for coordination of U.S. maritime industry activities under emergency conditions; technology assessments calculated to achieve advancements in ship design, construction and operation; and port and intermodal development to increase capacity and mitigate congestion in freight movements.

The total Operations and Training budget request of \$117.8 million, is distributed as follows: United States Merchant Marine Academy (USMMA) \$61.3 million, State Marine Schools (SMS) \$11.0 million and MARAD Operations \$45.5 million.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	2007 actual	2008 est.	2009 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	38	38	38
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	1	1	1
11.8 Special personal services payments	3	3	3
11.9 Total personnel compensation	45	45	45
12.1 Civilian personnel benefits	8	8	8
21.0 Travel and transportation of persons	2	2	2
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	6	6	6
25.2 Other services	42	29	21
25.3 Other purchases of goods and services from Government accounts	4	4	4
25.4 Operation and maintenance of facilities	11	10	10
25.7 Operation and maintenance of equipment	5	5	5
26.0 Supplies and materials	8	8	8

31.0	Equipment	3	3	3
41.0	Grants, subsidies, and contributions	2	2	2
99.0	Direct obligations	139	125	117
99.0	Reimbursable obligations	55	70	73
99.9	Total new obligations	194	195	190

Employment Summary

Identification code 69-1750-0-1-403	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	446	438	446
Reimbursable:				
2001	Civilian full-time equivalent employment	303	303	303

[ASSISTANCE TO SMALL SHIPYARDS]

[To make grants for capital improvements and related infrastructure improvements at qualified shipyards that will facilitate the efficiency, cost-effectiveness, and quality of domestic ship construction for commercial and Federal Government use as authorized under section 3506 of Public Law 109-163, \$10,000,000, to remain available until expended: *Provided*, That to be considered for assistance, a qualified shipyard shall submit an application for assistance no later than 60 days after enactment of this Act: *Provided further*, That from applications submitted under the previous proviso, the Secretary of Transportation shall make grants no later than 120 days after enactment of this Act in such amounts as the Secretary determines: *Provided further*, That not to exceed 2 percent of the funds appropriated under this heading shall be available for necessary costs of grant administration.] (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1770-0-1-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01	Grants for Capital Improvement for Small Shipyards	10	
10.00	Total new obligations (object class 41.0)	10	
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	10	
23.95	Total new obligations	-10	
24.40	Unobligated balance carried forward, end of year		
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	10	
Change in obligated balances:			
73.10	Total new obligations	10	
73.20	Total outlays (gross)	-10	
74.40	Obligated balance, end of year		
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	10	
Net budget authority and outlays:			
89.00	Budget authority	10	
90.00	Outlays	10	

The National Defense Authorization Act for Fiscal Year 2006 authorizes appropriated funds for the Maritime Administration to make grants for capital improvements and related infrastructure improvements at qualified shipyards that will facilitate the efficiency, cost-effectiveness, and quality of domestic ship construction for commercial and Federal Government use. No new funds are requested for 2009.

SHIP DISPOSAL

For necessary expenses related to the disposal of obsolete vessels in the National Defense Reserve Fleet of the Maritime Administra-

tion, **[\$17,000,000] \$18,000,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1768-0-1-403	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Ship disposal	23	31	18
10.00	Total new obligations (object class 25.2)	23	31	18
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	16	14	
22.00	New budget authority (gross)	21	17	18
23.90	Total budgetary resources available for obligation	37	31	18
23.95	Total new obligations	-23	-31	-18
24.40	Unobligated balance carried forward, end of year	14		
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	21	17	18
Change in obligated balances:				
72.40	Obligated balance, start of year	11	18	9
73.10	Total new obligations	23	31	18
73.20	Total outlays (gross)	-16	-40	-18
74.40	Obligated balance, end of year	18	9	9
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	11	9	9
86.93	Outlays from discretionary balances	5	31	9
87.00	Total outlays (gross)	16	40	18
Net budget authority and outlays:				
89.00	Budget authority	21	17	18
90.00	Outlays	16	40	18

The Ship Disposal program provides resources to properly dispose of obsolete government-owned merchant-type vessels maintained by MARAD in the National Defense Reserve Fleet. These vessels pose a significant environmental threat due to the presence of unexpended fuel and oil and other hazardous substances such as asbestos and solid and liquid polychlorinated biphenyls (PCBs). MARAD contracts with domestic shipbreaking firms to dismantle and recycle these vessels in accordance with guidelines set forth by the U.S. Environmental Protection Agency.

Employment Summary

Identification code 69-1768-0-1-403	2007 actual	2008 est.	2009 est.	
Direct:				
1001	Civilian full-time equivalent employment	7	7	7

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, **[\$156,000,000] \$174,000,000**, to remain available until expended. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	2007 actual	2008 est.	2009 est.	
Obligations by program activity:				
00.01	Maritime security program	157	156	174
10.00	Total new obligations (object class 41.0)	157	156	174
Budgetary resources available for obligation:				
21.40	Unobligated balance carried forward, start of year	3		
22.00	New budget authority (gross)	154	156	174
23.90	Total budgetary resources available for obligation	157	156	174

MARITIME SECURITY PROGRAM—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-1711-0-1-054	2007 actual	2008 est.	2009 est.
23.95 Total new obligations	-157	-156	-174
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	154	156	174
Change in obligated balances:			
72.40 Obligated balance, start of year	13	15	11
73.10 Total new obligations	157	156	174
73.20 Total outlays (gross)	-155	-160	-173
74.40 Obligated balance, end of year	15	11	12
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	143	145	162
86.93 Outlays from discretionary balances	12	15	11
87.00 Total outlays (gross)	155	160	173
Net budget authority and outlays:			
89.00 Budget authority	154	156	174
90.00 Outlays	155	160	173

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.

NATIONAL DEFENSE TANK VESSEL CONSTRUCTION PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-1769-0-1-403	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	74		
22.00 New budget authority (gross)	-74		
23.90 Total budgetary resources available for obligation			
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance permanently reduced	-74		
Net budget authority and outlays:			
89.00 Budget authority	-74		
90.00 Outlays			

【SHIP CONSTRUCTION】

【(RESCISSION)】

【Of the unobligated balances available under this heading, \$6,673,000 are rescinded.】 (Department of Transportation Appropriations Act, 2008.)

Program and Financing (in millions of dollars)

Identification code 69-1708-0-1-403	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	3	7	
22.00 New budget authority (gross)	4	-7	

23.90 Total budgetary resources available for obligation	7		
24.40 Unobligated balance carried forward, end of year	7		

New budget authority (gross), detail:

Discretionary:			
40.36 Unobligated balance permanently reduced	-2	-7	
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	6		
70.00 Total new budget authority (gross)	4	-7	

Change in obligated balances:

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

86.90 Outlays from new discretionary authority		-7	
86.93 Outlays from discretionary balances		7	
87.00 Total outlays (gross)			

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-6		

Net budget authority and outlays:

89.00 Budget authority	-2	-7	
90.00 Outlays	-6		

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

Program and Financing (in millions of dollars)

Identification code 69-1709-0-1-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Operating-differential Subsidies		1	
10.00 Total new obligations (object class 25.2)		1	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year		1	
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	1	1	
23.95 Total new obligations		-1	
24.40 Unobligated balance carried forward, end of year	1		
Change in obligated balances:			
72.40 Obligated balance, start of year	13	9	
73.10 Total new obligations		1	
73.20 Total outlays (gross)	-3	-10	
73.45 Recoveries of prior year obligations	-1		
74.40 Obligated balance, end of year	9		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	3	10	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	3	10	

The Operating-Differential Subsidies (ODS) program provided resources to maintain a U.S.-flag merchant fleet to serve both the commercial and national security needs of the United States through operating subsidies to participating U.S.-flag ship operators to offset certain cost differences between U.S.-flag and foreign-flag vessel operations. This program has been replaced by the Maritime Security Program. The ODS account is inactive except for final settlement of open contracts and closing of financial accounts.

OCEAN FREIGHT DIFFERENTIAL

Program and Financing (in millions of dollars)

Identification code 69-1751-0-1-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Ocean freight differential—20% Excess Freight	153	116	140
00.02 Ocean Freight Differential—Incremental	40	27	35
00.03 Ocean freight differential—Interest to Treasury	5	2	
10.00 Total new obligations (object class 22.0)	198	145	175
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	198	145	175
23.95 Total new obligations	-198	-145	-175
24.40 Unobligated balance carried forward, end of year			
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	271	120	145
60.47 Portion applied to repay debt	-266	-120	-145
62.50 Appropriation (total mandatory)	5		
67.10 Authority to borrow	193	145	175
70.00 Total new budget authority (gross)	198	145	175
Change in obligated balances:			
73.10 Total new obligations	198	145	175
73.20 Total outlays (gross)	-198	-145	-175
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	198	145	175
Net budget authority and outlays:			
89.00 Budget authority	198	145	175
90.00 Outlays	198	145	175

Ocean freight differential is the difference in cost incurred in the movement of ocean cargoes. In general, when applied to cargo preference policy implementation, it is the cost difference between using U.S.-flag carriers and foreign-flag carriers. Cargo preference provides a revenue source to help sustain a privately-owned U.S.-flag merchant marine by requiring shippers of certain U.S. government-sponsored cargoes to use U.S.-flag vessels. Public Law 99-108 amended the cargo preference requirement in Section 901 of the Merchant Marine Act by increasing the minimum required tonnage of certain government-sponsored food-aid shipments that must be shipped on U.S.-flag vessels from 50 to 75 percent. The Maritime Administration is required to reimburse the U.S. government agencies that sponsor these food-aid shipments for the increase in ocean freight differential associated with compliance with this expanded U.S.-flag shipping requirement.

READY RESERVE FORCE

Program and Financing (in millions of dollars)

Identification code 69-1710-0-1-054	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.01 Ready reserve force	1	3	
10.00 Total new obligations (object class 25.2)	1	3	
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	4	3	
23.95 Total new obligations	-1	-3	
24.40 Unobligated balance carried forward, end of year	3		
Change in obligated balances:			
73.10 Total new obligations	1	3	
73.20 Total outlays (gross)	-1	-3	
74.40 Obligated balance, end of year			

Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	3	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1	3	

The Ready Reserve Force (RRF) is comprised of Government-owned, U.S.-flag merchant ships which are part of the National Defense Reserve Fleet (NDRF), and are maintained in an advanced state of readiness to meet surge sealift requirements during a national emergency. The Ready Reserve Force program is managed by MARAD with resources provided by reimbursement from the Department of Defense that are reflected in MARAD's Vessel Operations Revolving Fund.

VESSEL OPERATIONS REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4303-0-3-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
09.01 Vessel operations	262	445	380
10.00 Total new obligations	262	445	380
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	23	21	21
22.00 New budget authority (gross)	260	445	380
23.90 Total budgetary resources available for obligation	283	466	401
23.95 Total new obligations	-262	-445	-380
24.40 Unobligated balance carried forward, end of year	21	21	21
New budget authority (gross), detail:			
Discretionary:			
Spending authority from offsetting collections:			
58.00 Offsetting collections (cash)	269	445	380
58.10 Change in uncollected customer payments from Federal sources (unexpired)	-9		
58.90 Spending authority from offsetting collections (total discretionary)	260	445	380
Change in obligated balances:			
72.40 Obligated balance, start of year	52	70	24
73.10 Total new obligations	262	445	380
73.20 Total outlays (gross)	-253	-491	-387
74.00 Change in uncollected customer payments from Federal sources (unexpired)	9		
74.40 Obligated balance, end of year	70	24	17
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	169	401	342
86.93 Outlays from discretionary balances	84	90	45
87.00 Total outlays (gross)	253	491	387
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Ready Reserve Force	-155	-262	-219
88.00 Activations and deactivations	-20	-45	-36
88.00 Afloat Prepositioning Force (APF) and Army Prepositioning Stock (APS)	-23	-42	-32
88.00 DOD exercises and other	-29	-25	-25
88.00 Iraqi Freedom	-40	-71	-68
88.00 FEMA			
88.40 Non-Federal sources	-2		
88.90 Total, offsetting collections (cash)	-269	-445	-380
Against gross budget authority only:			
88.95 Change in uncollected customer payments from Federal sources (unexpired)	9		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-16	46	7

VESSEL OPERATIONS REVOLVING FUND—Continued

The Maritime Administration (MARAD) is authorized to reactivate, maintain, operate, and deactivate government-owned merchant vessels comprising the National Defense Reserve Fleet (NDRF) and the Ready Reserve Force (RRF), a subset of the NDRF. Resources for RRF vessel maintenance, preservation, activation and operation costs, as well as RRF infrastructure support costs and additional DOD/Navy-sponsored sealift activities and special projects, are provided by reimbursement from the Defense Sealift Fund. MARAD incurs similar obligations for government-owned merchant vessels outside the RRF fleet and for the charter of privately-owned merchant vessels, the cost of which is likewise provided by reimbursement from sponsoring Federal agencies.

In addition, the fund is used by MARAD to finance the acquisition, maintenance, preservation, protection and use of merchant vessels involved in mortgage foreclosure or collateral forfeiture proceedings instituted by the Federal Government and not financed by the Federal Ship Financing Fund or the Maritime Guaranteed Loan Program; and to finance the acquisition and disposition of merchant vessels under the Trade-In/Scrap Out program. Direct appropriations for the disposal of obsolete government-owned merchant vessels are provided to a separate account within the ship disposal program.

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	2007 actual	2008 est.	2009 est.
Reimbursable obligations:			
21.0 Travel and transportation of persons	8	10	3
23.3 Communications, utilities, and miscellaneous charges	22	26	21
24.0 Printing and reproduction	5	7	2
25.2 Other services	175	326	306
26.0 Supplies and materials	48	66	46
31.0 Equipment	2	5	1
42.0 Insurance claims and indemnities	2	5	1
99.9 Total new obligations	262	445	380

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	2007 actual	2008 est.	2009 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	42	43	45
22.00 New budget authority (gross)	1	2	2
23.90 Total budgetary resources available for obligation	43	45	47
24.40 Unobligated balance carried forward, end of year	43	45	47
New budget authority (gross), detail:			
Discretionary:			
58.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	2	2
Change in obligated balances:			
74.40 Obligated balance, end of year			
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	2	2
86.93 Outlays from discretionary balances	-1	-2	-2
87.00 Total outlays (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.20 Offsetting collections (cash) from: Interest on Federal securities	-1	-2	-2
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	-1	-2	-2

Memorandum (non-add) entries:

92.01 Total investments, start of year: Federal securities:			
Par value	37	35	36
92.02 Total investments, end of year: Federal securities:			
Par value	35	36	37

The Maritime Administration is authorized to insure against war risk loss or damage to maritime operators 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 the war risk cargo insurance standby program.

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	2007 actual	2008 est.	2009 est.
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	7	2	
2251 Repayments and prepayments	-5	-2	
2290 Outstanding, end of year	2		
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	2		

The Merchant Marine Act of 1936, as amended, established the Federal Ship Financing Fund to support the U.S. merchant marine by guaranteeing vessel construction loans and mortgages on U.S.-flag vessels built in United States shipyards. No new commitments for vessel construction loan guarantees are provided by the Federal Ship Financing Fund for 2009 because this Fund is used to underwrite only those guarantees made under the Title XI loan guarantee program prior to 1992.

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

(INCLUDING TRANSFER OF FUNDS)

For [the cost of guaranteed loans, as authorized, \$8,408,000, of which \$5,000,000 shall 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 not to exceed \$3,408,000 shall be available for] administrative expenses to carry out the guaranteed loan program, *not to exceed \$3,531,000*, which shall be [transferred to and merged with] *paid to the appropriation for "Operations and Training"*, Maritime Administration. (*Department of Transportation Appropriations Act, 2008.*)

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.02 Loan guarantee subsidy		5	
00.07 Reestimates of loan guarantee subsidy	15		
00.08 Interest on reestimates of loan guarantee subsidy	8		
00.09 Administrative expense	4	3	4
10.00 Total new obligations	27	8	4
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	7	7	7
22.00 New budget authority (gross)	27	8	4
23.90 Total budgetary resources available for obligation	34	15	11
23.95 Total new obligations	-27	-8	-4
24.40 Unobligated balance carried forward, end of year	7	7	7
New budget authority (gross), detail:			
Discretionary:			

40.00	Appropriation	4	8	4
	Mandatory:			
60.00	Appropriation	23		
70.00	Total new budget authority (gross)	27	8	4
Change in obligated balances:				
72.40	Obligated balance, start of year	2	1	
73.10	Total new obligations	27	8	4
73.20	Total outlays (gross)	-28	-9	-4
74.40	Obligated balance, end of year	1		
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	4	8	4
86.93	Outlays from discretionary balances	1	1	
86.97	Outlays from new mandatory authority	23		
87.00	Total outlays (gross)	28	9	4
Net budget authority and outlays:				
89.00	Budget authority	27	8	4
90.00	Outlays	28	9	4

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

Identification code 69-1752-0-1-403	2007 actual	2008 est.	2009 est.
Guaranteed loan levels supportable by subsidy budget authority:			
215010 Risk Category 3		115	
215999 Total loan guarantee levels		115	
Guaranteed loan subsidy (in percent):			
232010 Risk Category 3	0.00	4.35	0.00
232999 Weighted average subsidy rate	0.00	4.35	0.00
Guaranteed loan subsidy budget authority:			
233010 Risk Category 3		5	
233999 Total subsidy budget authority		5	
Guaranteed loan upward reestimates:			
235013 Risk Category 6	23		
235999 Total upward reestimate budget authority	23		
Guaranteed loan downward reestimates:			
237008 Risk Category 1	-38	-107	
237999 Total downward reestimate subsidy budget authority	-38	-107	
Administrative expense data:			
3510 Budget authority	3	4	4
3590 Outlays from new authority	3	4	4

This program provides 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 also includes the subsidy costs associated with the loan guarantee commitments made in 1992 and subsequent years, and the administrative expenses of the program. The subsidy costs 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 to and merged with the Operations and Training account.

No new funds for loan guarantees are requested for 2009.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403	2007 actual	2008 est.	2009 est.
Direct obligations:			
25.2 Other services	7	8	4
41.0 Grants, subsidies, and contributions	20		
99.9 Total new obligations	27	8	4

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999	2007 actual	2008 est.	2009 est.
Obligations by program activity:			
00.03 Default related activities	1	5	5
08.02 Downward re-estimates	26	52	
08.04 Interest on downward re-estimates	11	55	
08.91 Subtotal, downward re-estimates	37	107	
10.00 Total new obligations	38	112	5
Budgetary resources available for obligation:			
21.40 Unobligated balance carried forward, start of year	327	330	248
22.00 New financing authority (gross)	41	30	25
23.90 Total budgetary resources available for obligation	368	360	273
23.95 Total new obligations	-38	-112	-5
24.40 Unobligated balance carried forward, end of year	330	248	268
New financing authority (gross), detail:			
Mandatory:			
69.00 Spending authority from offsetting collections: Offsetting collections (cash)	41	30	25
Change in obligated balances:			
72.40 Obligated balance, start of year			112
73.10 Total new obligations	38	112	5
73.20 Total financing disbursements (gross)	-38		
74.40 Obligated balance, end of year		112	117
Outlays (gross), detail:			
87.00 Total financing disbursements (gross)	38		
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Program account			
88.00 Federal sources: Payments from program account—Upward reestimate	-22		
88.25 Interest on uninvested funds	-17	-18	-14
88.40 Loan Repayment	-2	-2	-1
88.40 Fees and other payments		-10	-10
88.90 Total, offsetting collections (cash)	-41	-30	-25
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements	-3	-30	-25

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999	2007 actual	2008 est.	2009 est.
Position with respect to appropriations act limitation on commitments:			
2111 Limitation on guaranteed loans made by private lenders			
2131 Guaranteed loan commitments exempt from limitation		115	
2150 Total guaranteed loan commitments		115	
2199 Guaranteed amount of guaranteed loan commitments			
Cumulative balance of guaranteed loans outstanding:			
2210 Outstanding, start of year	2,936	2,687	2,537
2231 Disbursements of new guaranteed loans	30	75	75
2251 Repayments and prepayments	-279	-225	-200
2290 Outstanding, end of year	2,687	2,537	2,412
Memorandum:			
2299 Guaranteed amount of guaranteed loans outstanding, end of year	2,687	2,537	2,412

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 guarantee commitments in 1992 and subsequent years. The amounts in this account

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT—
Continued

are a means of financing and are not included in the budget totals.

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999	2006 actual	2007 actual
ASSETS:		
Federal assets:		
1101 Fund balances with Treasury	328	331
Investments in US securities:		
1106 Receivables, net	28	28
1999 Total assets	356	359
LIABILITIES:		
2204 Non-Federal liabilities: Liabilities for loan guarantees	356	359
2999 Total liabilities	356	359
4999 Total liabilities and net position	356	359

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

SEC. 175. 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 therefor shall be credited to the appropriation charged with the cost thereof: *Provided*, That rental payments under any such lease, contract, or occupancy for items other than such utilities, services, or repairs shall be covered into the Treasury as miscellaneous receipts.

SEC. 176. No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936 (46 U.S.C. 53101 note (cfs)), or otherwise, in excess of the appropriations and limitations contained in this Act or in any prior appropriations Act.

SEC. 177. Section 51509 of title 46, United States Code, is amended in subsection (b) by deleting “\$4,000” and inserting in lieu thereof “\$8,000” and by inserting “tuition,” after “uniforms.” (Department of Transportation Appropriations Act, 2008.)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	2007 actual	2008 est.	2009 est.
Offsetting receipts from the public:			
69-085500 Hazardous Materials Transportation Registration, Filing, and Permit Fees, Administrative Costs	1	1	1
69-272830 Maritime (title XI) Loan Program, Downward Reestimates of Subsidies	38	107	
69-276030 Downward Reestimates, Railroad Rehabilitation and Improvement Program	5	7	
69-322000 All Other General Fund Proprietary Receipts Including Budget Clearing Accounts	-14		
General Fund Offsetting receipts from the public	30	115	1
Intragovernmental payments:			
69-388500 Undistributed Intragovernmental Payments and Receivables from Cancelled Accounts	27		
General Fund Intragovernmental payments	27		

GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

(INCLUDING [RESCISSIONS] CANCELLATIONS)

SEC. 180. 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 oper-

ating in foreign countries on official department business; and uniforms or allowances therefor, as authorized by law (5 U.S.C. 5901-5902).

SEC. 181. 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. 182. None of the funds in this Act shall be available for salaries and expenses of more than 110 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. 183. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. 184. (a) No recipient of funds made available in this Act shall disseminate personal information (as defined in 18 U.S.C. 2725(3)) obtained by a State department of motor vehicles in connection with a motor vehicle record as defined in 18 U.S.C. 2725(1), except as provided in 18 U.S.C. 2721 for a use permitted under 18 U.S.C. 2721.

(b) Notwithstanding subsection (a), the Secretary shall not withhold funds provided in this Act for any grantee if a State is in noncompliance with this provision.

SEC. 185. 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 “Federal-Aid Highways” account, the Federal Transit Administration’s “Research and University Research Centers” account, and to the Federal Railroad Administration’s “Safety and Operations” account, and used for such expenses, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

SEC. 186. Funds provided or limited in this Act under the appropriate accounts within the Federal Highway Administration, the Federal Railroad Administration and the Federal Transit Administration shall be made available for the eligible programs, projects and activities at the level of 98 percent of the corresponding amounts identified in the explanatory statement accompanying this Act for the “Delta Regional Transportation Development Program”, “Ferry Boats and Ferry Terminal Facilities”, “Federal Lands”, “Interstate Maintenance Discretionary”, “Transportation, Community and System Preservation Program”, “Rail Line Relocation and Improvement Program”, “Rail-highway crossing hazard eliminations”, “Alternatives analysis”, and “Bus and bus facilities”: *Provided*, That amounts authorized within the Federal Highway Administration for fiscal year 2008 for the Interstate Maintenance Discretionary program under section 118(c) of title 23, United States Code, the Ferry Boats and Ferry Terminal Facilities program under section 147 of title 23, United States Code (excluding the set-aside for projects on the National Highway System authorized by section 147(b) of such title), the Public Lands Highways Discretionary program under section 202(b)(1)(A) of title 23, United States Code, and the Transportation, Community and System Preservation program under section 1117 of Public Law 109-59 in excess of the amounts so set aside by the first clause of this section for such programs, projects and activities in the explanatory statement accompanying this Act are rescinded: *Provided further*, That amounts authorized within the Federal Railroad Administration for fiscal year 2008 for Rail-highway Crossing Hazard Eliminations under section 104(d)(2)(A) of title 23, United States Code (excluding the set-aside for certain improvements authorized by section 104(d)(2)(E) of such title), in excess of the amounts so set aside by the first clause of this section for such programs, projects and activities in the explanatory statement accompanying this Act are rescinded.

SEC. [187] 186. Notwithstanding any other provisions 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. [188] 187. None of the funds in this Act to the Department of Transportation may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than 3 full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling [\$500,000] \$2,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration including the emergency relief program; (2) the airport improvement program of the

Federal Aviation Administration; or (3) any program of the Federal Transit Administration other than the formula grants and fixed guideway modernization programs: *Provided*, That the Secretary gives concurrent notification to the House and Senate Committees on Appropriations for any “quick release” of funds from the emergency relief program: *Provided further*, That no notification shall involve funds that are not available for obligation.

SEC. [189] 188. Rebates, refunds, incentive payments, minor fees and other funds received by the Department of Transportation from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department of Transportation and allocated to elements of the Department of Transportation using fair and equitable criteria and such funds shall be available until expended.

SEC. [190] 189. Amounts made available in this or any other Act that the Secretary determines represent improper payments by the Department of Transportation to a third party contractor under a financial assistance award, which are recovered pursuant to law, shall be available—

(1) to reimburse the actual expenses incurred by the Department of Transportation in recovering improper payments; and

(2) to pay contractors for services provided in recovering improper payments or contractor support in the implementation of the Improper Payments Information Act of 2002: *Provided*, That amounts in excess of that required for paragraphs (1) and (2)—

(A) shall be credited to and merged with the appropriation from which the improper payments were made, and shall be available for the purposes and period for which such appropriations are available; or

(B) if no such appropriation remains available, shall be deposited in the Treasury as miscellaneous receipts: *Provided*, That [prior to the transfer of any such recovery to an appropriations account,] the Secretary shall [notify] *report annually* to the House and Senate Committees on Appropriations [of] the amount and reasons for [such transfer] *these transfers: Provided further*, That for purposes of this section, the term “improper payments”, has the same meaning as that provided in section 2(d)(2) of Public Law 107–300.

SEC. 191. (a) Funds provided in Public Law 102–143 in the item relating to “Highway Bypass Demonstration Project” shall be available for the improvement of Route 101 in the vicinity of Prunedale, Monterey County, California.

(b) Funds provided under section 378 of the Department of Transportation and Related Agencies Appropriations Act, 2001 (Public Law 106–346, 114 Stat. 1356, 1356A–41), for the reconstruction of School Road East in Marlboro Township, New Jersey, shall be available for the Spring Valley Road Project in Marlboro Township, New Jersey.

(c) Notwithstanding any other provision of law, of the unexpended balance of funds made available in title I, chapter III, of Public Law 97–216 (96 Stat. 180, 187) under the heading “Federal-aid Highway Program” to execute contracts to replace or rehabilitate highway bridges, as designated on page 19 of House Report 97–632, \$5,000,000 shall be made available for East Chicago Road Reconstruction, East Chicago, Indiana, and the remaining unexpended funds shall be made available for Calumet Avenue Grade Separation, Munster, Indiana.

(d) Of the unobligated balance appropriated under the heading “Highway Demonstration Projects” in title I of Public Law 102–143 (105 Stat. 929) that was allocated for Routes 70/38 Circle Elimination, New Jersey, \$1,500,000 shall be transferred to, and made available for, the Delaware Street Bridge Replacement Project, (CR640) Bridge over Mathews Branch in West Deptford Township, New Jersey.]

SEC. 192. Notwithstanding any other provision of law, if any funds provided in or limited by this Act are subject to a reprogramming action that requires notice to be provided to the House and Senate Committees on Appropriations, said reprogramming action shall be approved or denied solely by the Committees on Appropriations: *Provided*, That the Secretary may provide notice to other congressional committees of the action of the Committees on Appropriations on such reprogramming but not sooner than 30 days following the date on which the reprogramming action has been approved or denied by the House and Senate Committees on Appropriations.]

SEC. 193. (a) None of the funds appropriated or otherwise made available under this Act to the Surface Transportation Board of the Department of Transportation may be used to take any action to allow any activity described in subsection (b) in a case, matter, or declaratory order involving a railroad, or an entity claiming or seeking authority to operate as a railroad, unless the Board receives

written assurance from the Governor, or the Governor’s designee, of the State in which such activity will occur that such railroad or entity has agreed to comply with State and local regulations that establish public health, safety, and environmental standards for the activities described in subsection (b), other than zoning laws or regulations.

(b) Activities referred to in subsection (a) are activities that occur at a solid waste rail transfer facility involving—

(1) the collection, storage, or transfer of solid waste (as defined in section 1004 of the Solid Waste Disposal Act (42 U.S.C. 6903)) outside of original shipping containers; or

(2) the separation or processing of solid waste (including baling, crushing, compacting, and shredding).]

SEC. 194. None of the funds appropriated or otherwise made available under this Act may be used by the Surface Transportation Board of the Department of Transportation to charge or collect any filing fee for rate complaints filed with the Board in an amount in excess of the amount authorized for district court civil suit filing fees under section 1914 of title 28, United States Code.]

SEC. [195] 190. [Not later than 30 days after the date of enactment of this Act, the] *The* Secretary of Transportation shall [establish and] maintain on the homepage of the Internet website of the Department of Transportation—

(1) a direct link to the Internet website of the Office of Inspector General of the Department of Transportation; and

(2) a mechanism by which individuals may anonymously report cases of waste, fraud, or abuse with respect to the Department of Transportation.

SEC. 196. None of the funds appropriated or otherwise made available by this Act may be obligated or expended by the Administrator of the Federal Aviation Administration to displace, reassign, reduce the salary of, or subject to a reduction in force any employee at the Academy or discontinue the use of the FAA Academy as the primary training facility for air traffic controller training as a result of implementing the Air Traffic Control Optimum Training Solution in its entirety, prior to September 30, 2008.]

SEC. 197. PROHIBITION ON IMPOSITION AND COLLECTION OF TOLLS ON CERTAIN HIGHWAYS CONSTRUCTED USING FEDERAL FUNDS

(a) DEFINITIONS.—In this section:

(1) FEDERAL HIGHWAY FACILITY.—

(A) IN GENERAL.—The term “Federal highway facility” means—

(i) any highway, bridge, or tunnel on the Interstate System that is constructed using Federal funds; or

(ii) any United States highway.

(B) EXCLUSION.—The term “Federal highway facility” does not include any right-of-way for any highway, bridge, or tunnel described in subparagraph (A).

(2) TOLLING PROVISION.—The term “tolling provision” means section 1216(b) of the Transportation Equity Act for the 21st Century (23 U.S.C. 129 note; 112 Stat. 212);

(b) PROHIBITION.—

(1) IN GENERAL.—None of the funds made available by this Act shall be used to consider or approve an application to permit the imposition or collection of any toll on any portion of a Federal highway facility in the State of Texas—

(A) (i) that is in existence on the date of enactment of this Act; and

(ii) on which no toll is imposed or collected under a tolling provision on that date of enactment; or

(B) that would result in the Federal highway facility having fewer non-toll lanes than before the date on which the toll was first imposed or collected.

(2) EXEMPTION.—Paragraph (1) shall not apply to the imposition or collection of a toll on a Federal highway facility—

(A) on which a toll is imposed or collected under a tolling provision on the date of enactment of this Act; or

(B) that is constructed, under construction, or the subject of an application for construction submitted to the Secretary, after the date of enactment of this Act.

(c) STATE BUY-BACK.—None of the funds made available by this Act shall be used to impose or collect a toll on a Federal highway facility in the State of Texas that is purchased by the State of Texas on or after the date of enactment of this Act.]

SEC. 198. Notwithstanding any other provision of law, the funding made available for the Schuylkill Valley Metro project through the Department of Transportation Appropriations Acts for Federal Fiscal Years 2004 and 2005 shall remain available for that project during fiscal year 2008.]

(INCLUDING [RESCISSIONS] CANCELLATIONS)—Continued

SEC. 191. Funds appropriated in this Act to the modal administrations may be obligated for the Office of the Secretary of Transportation for the costs related to assessments or reimbursable agreements only when such amounts are for the costs of goods and services that are purchased to provide a direct benefit to the applicable modal administration or administrations.

SEC. 192. Notwithstanding subchapter II of chapter 417, title 49, United States Code, and section 332 of Public Law 106-69, subsidies for essential air service (EAS), or ground or other services supporting such transportation, shall be provided as follows:

(a) A community is eligible for subsidized EAS if it is: (1) receiving subsidized EAS as of the date of enactment of the Act; (2) more than 70 highway miles from the nearest medium or large hub airport; and (3) for a community that is more than 70 miles, but less than 210 miles from the nearest medium or large hub airport, the subsidy per passenger does not exceed \$200. As used herein, "highway miles" means the shortest driving distance as determined by the Federal Highway Administration.

(b) The Secretary shall rank all EAS compensated communities in their order of relative decreasing driving distance from the nearest large or medium hub airport.

(c) The Secretary shall provide subsidy first to the eligible communities that do not have highway access to a medium or large hub airport, then to the most isolated community, as determined in accordance with subsection (b), that requires compensation, and then to the next most isolated community requiring compensation, and so on, in order, until the Secretary has obligated not more than \$50,000,000 for compensation in fiscal year 2009. Such funds shall come from amounts received by the Federal Aviation Administration credited to the account established under 49 U.S.C. 45303, which shall remain available until expended.

(d) 49 U.S.C. 41733(e) is amended by inserting a period after "level of service" and striking the remainder.

(e) There are no minimum service requirements for eligible places. Service may consist, among others, of ground transportation, single engine, single-pilot operations, air taxi, charter service, or regionalized service.

(f) In determining between or among carriers competing to provide service to a community, the Secretary shall consider the relative subsidy requirements of the carriers.

SEC. 193. No assessments may be levied against any program, budget activity, subactivity or project funded by this Act for the Working Capital Fund unless such notice of such assessments is transmitted to the House and Senate Committees on Appropriations not less than 5 full business days prior to such assessments. (Department of Transportation Appropriations Act, 2008.)

GENERAL PROVISIONS THIS ACT

[(INCLUDING TRANSFERS OF FUNDS)]

[SEC. 401. Such sums as may be necessary for fiscal year 2008 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.]

SEC. [402] 401. 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. [403] 402. 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. [404] 403. 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. 405. Except as otherwise provided in this Act, none of the funds provided in this Act, provided by previous appropriations Acts to the agencies or entities funded in this Act that remain available for obligation or expenditure in fiscal year 2008, or provided from any accounts in the Treasury derived by the collection of fees and available to the agencies funded by this Act, shall be available for obligation or expenditure through a reprogramming of funds that:

(1) creates a new program; (2) eliminates a program, project, or activity; (3) increases funds or personnel for any program, project, or activity for which funds have been denied or restricted by the Congress; (4) proposes to use funds directed for a specific activity by either the House or Senate Committees on Appropriations for a different purpose; (5) augments existing programs, projects, or activities in excess of \$5,000,000 or 10 percent, whichever is less; (6) reduces existing programs, projects, or activities by \$5,000,000 or 10 percent, whichever is less; or (7) creates, reorganizes, or restructures a branch, division, office, bureau, board, commission, agency, administration, or department different from the budget justifications submitted to the Committees on Appropriations or the table accompanying the explanatory statement accompanying this Act, whichever is more detailed, unless prior approval is received from the House and Senate Committees on Appropriations: *Provided*, That not later than 60 days after the date of enactment of this Act, each agency funded by this Act shall submit a report to the Committees on Appropriations of the Senate and of the House of Representatives to establish the baseline for application of reprogramming and transfer authorities for the current fiscal year: *Provided further*, That the report shall include: (1) a table for each appropriation with a separate column to display the President's budget request, adjustments made by Congress, adjustments due to enacted rescissions, if appropriate, and the fiscal year enacted level; (2) a delineation in the table for each appropriation both by object class and program, project, and activity as detailed in the budget appendix for the respective appropriation; and (3) an identification of items of special congressional interest: *Provided further*, That the amount appropriated or limited for salaries and expenses for an agency shall be reduced by \$100,000 per day for each day after the required date that the report has not been submitted to the Congress.]

SEC. [406] 404. Except as otherwise specifically provided by law, not to exceed 50 percent of unobligated balances remaining available at the end of fiscal year [2008] 2009 from appropriations made available for salaries and expenses for fiscal year [2008] 2009 in this Act, shall remain available through September 30, [2009] 2010, for each such account for the purposes authorized: *Provided*, That [a request] notice thereof shall be submitted to the Committees on Appropriations [for approval] prior to the expenditure of such funds[: *Provided further*, That these requests shall be made in compliance with reprogramming guidelines].

[SEC. 407. All Federal agencies and departments that are funded under this Act shall issue a report to the House and Senate Committees on Appropriations on all sole source contracts by no later than July 31, 2008. Such report shall include the contractor, the amount of the contract and the rationale for using a sole source contract.]

[SEC. 408. (a) None of the funds made available in this Act may be obligated or expended for any employee training that—

(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 evaluation;

(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; or

(5) is offensive to, or designed to change, participants' personal values or lifestyle outside the workplace.

(b) Nothing in this section shall prohibit, restrict, or otherwise preclude an agency from conducting training bearing directly upon the performance of official duties.]

[SEC. 409. None of the funds made available in this Act may be used to provide homeownership assistance for applicants described in 274A(h)(3) of the Immigration and Nationality Act (8 U.S.C. 1324a(h)(3)).]

[SEC. 410. None of the funds in this Act may be used to employ workers described in section 274A(h)(3) of the Immigration and Nationality Act (8 U.S.C. 1324a(h)(3)).]

SEC. [411] 405. No funds in this Act may be used to support any Federal, State, or local projects that seek to use the power of eminent domain, unless eminent domain is employed only for a public use: *Provided*, That for purposes of this section, public use shall not be construed to include economic development that primarily benefits private entities: *Provided further*, That any use of funds for mass transit, railroad, airport, seaport or highway projects as

well as utility projects which benefit or serve the general public (including energy-related, communication-related, water-related and wastewater-related infrastructure), other structures designated for use by the general public or which have other common-carrier or public-utility functions that serve the general public and are subject to regulation and oversight by the government, and projects for the removal of an immediate threat to public health and safety or brownfields as defined in the Small Business Liability Relief and Brownfields Revitalization Act (Public Law 107-118) shall be considered a public use for purposes of eminent domain.

【SEC. 412. None of the funds made available in this Act may be transferred to any department, agency, or instrumentality of the United States Government, except pursuant to a transfer made by, or transfer authority provided in, this Act or any other appropriations Act.】

【SEC. 413. No part of any appropriation contained in this Act shall be available to pay the salary for any person filling a position, other than a temporary position, formerly held by an employee who has left to enter the Armed Forces of the United States and has satisfactorily completed his period of active military or naval service,

and has within 90 days after his release from such service or from hospitalization continuing after discharge for a period of not more than 1 year, made application for restoration to his former position and has been certified by the Office of Personnel Management as still qualified to perform the duties of his former position and has not been restored thereto.】

【SEC. 414. No funds appropriated pursuant to this Act may be expended by an entity unless the entity agrees that in expending the assistance the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c, popularly known as the “Buy American Act”).】

【SEC. 415. No funds appropriated or otherwise made available under this Act shall be made available to any person or entity that has been convicted of violating the Buy American Act (41 U.S.C. 10a-10c).

This division may be cited as the “Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008”.

】 (*Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008.*)