

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Federal Funds

General and special funds:

SALARIES AND EXPENSES

【IMMEDIATE OFFICE OF THE SECRETARY】

【For necessary expenses of the Immediate Office of the Secretary, \$1,867,000.】

【IMMEDIATE OFFICE OF THE DEPUTY SECRETARY】

【For necessary expenses of the Immediate Office of the Deputy Secretary, \$600,000.】

【OFFICE OF THE GENERAL COUNSEL】

【For necessary expenses of the Office of the General Counsel, \$9,000,000.】

【OFFICE OF THE ASSISTANT SECRETARY FOR POLICY】

【For necessary expenses of the Office of the Assistant Secretary for Policy, \$2,824,000.】

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

【For necessary expenses of the Office of the Assistant Secretary for Aviation and International Affairs, \$7,650,000: *Provided*, That notwithstanding any other provision of law, there may be credited to this appropriation up to \$1,250,000 in funds received in user fees.】

【OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS】

【For necessary expenses of the Office of the Assistant Secretary for Budget and Programs, \$6,870,000, including not to exceed \$45,000 for allocation within the Department for official reception and representation expenses as the Secretary may determine.】

【OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS】

【For necessary expenses of the Office of the Assistant Secretary for Governmental Affairs, \$2,039,000.】

【OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION】

【For necessary expenses of the Office of the Assistant Secretary for Administration, \$17,767,000.】

【OFFICE OF PUBLIC AFFAIRS】

【For necessary expenses of the Office of Public Affairs, \$1,800,000.】

【EXECUTIVE SECRETARIAT】

【For necessary expenses of the Executive Secretariat, \$1,102,000.】

【BOARD OF CONTRACT APPEALS】

【For necessary expenses of the Board of Contract Appeals, \$520,000.】

【OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION】

【For necessary expenses of the Office of Small and Disadvantaged Business Utilization, \$1,222,000.】

【OFFICE OF INTELLIGENCE AND SECURITY】

【For necessary expenses of the Office of Intelligence and Security, \$1,454,000.】

【OFFICE OF THE CHIEF INFORMATION OFFICER】

【For necessary expenses of the Office of the Chief Information Officer, \$5,075,000.】

【OFFICE OF INTERMODALISM】

【For necessary expenses of the Office of Intermodalism, \$1,062,000.】

For necessary expenses of the Office of the Secretary, \$69,186,000, of which not to exceed \$60,000 shall be allocated within the Depart-

ment for official reception and representation expenses as the Secretary may determine: Provided, That up to \$1,250,000 in authorized user fees may be credited to this account, to be available for the purposes of this account. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)			
Identification code 69-0102-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 General administration	61	66	69
09.01 Reimbursable program	3	11	11
10.00 Total new obligations	64	77	80
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	7	.....
22.00 New budget authority (gross)	70	70	80
23.90 Total budgetary resources available for obligation	71	77	80
23.95 Total new obligations	-64	-77	-80
24.40 Unobligated balance available, end of year	7	.....	.....
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	60	61	69
40.76 Reduction pursuant to P.L. 105-277	-1	.....	.....
40.79 Reduction pursuant to P.L. 106-69 .....	.....	-1	.....
41.00 Transferred to other accounts .....	.....	-1	.....
42.00 Transferred from other accounts	8	.....	.....
43.00 Appropriation (total discretionary)	67	59	69
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	3	11	11
70.00 Total new budget authority (gross)	70	70	80
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	13	14	6
72.95 From Federal sources: Receivables and unpaid, unfilled orders	8	8	8
72.99 Total unpaid obligations, start of year	21	22	14
73.10 Total new obligations	64	77	80
73.20 Total outlays (gross)	-62	-85	-79
73.40 Adjustments in expired accounts (net)	-1	.....	.....
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	14	6	7
74.95 From Federal sources: Receivables and unpaid, unfilled orders	8	8	8
74.99 Total unpaid obligations, end of year	22	14	15
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	59	64	73
86.93 Outlays from discretionary balances	2	21	6
87.00 Total outlays (gross)	62	85	79
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-3	-11	-11
Net budget authority and outlays:			
89.00 Budget authority	67	59	69
90.00 Outlays	58	74	68

General administration.—This appropriation finances the costs of policy development and central supervisory and coordinating functions necessary for the overall planning and direction of the Department. It covers the immediate secretarial offices as well as those of the assistant secretaries and the general counsel.

General and special funds—Continued

【OFFICE OF INTERMODALISM】—Continued

Object Classification (in millions of dollars)

Identification code 69-0102-0-1-407	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	29	29	32
11.3 Other than full-time permanent	4	4	4
11.9 Total personnel compensation	33	33	36
12.1 Civilian personnel benefits	6	7	7
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	7	7	7
25.2 Other services	12	18	17
99.0 Subtotal, direct obligations	59	66	68
99.0 Reimbursable obligations	2	11	11
99.5 Below reporting threshold	3		1
99.9 Total new obligations	64	77	80

Personnel Summary

Identification code 69-0102-0-1-407	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	424	448	454
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	23	32	34

OFFICE OF CIVIL RIGHTS

For necessary expenses of the Office of Civil Rights, **【\$7,200,000】** \$8,726,000. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0118-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	7	7	9
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	7	7	9
23.95 Total new obligations	-7	-7	-9
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	7	7	9
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1	1	1
73.10 Total new obligations	7	7	9
73.20 Total outlays (gross)	-6	-8	-9
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1	1	1
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	6	8
86.93 Outlays from discretionary balances	1	1	1
87.00 Total outlays (gross)	6	8	9
Net budget authority and outlays:			
89.00 Budget authority	7	7	9
90.00 Outlays	6	8	9

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

Object Classification (in millions of dollars)

Identification code 69-0118-0-1-407	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	4	4	5
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	2	2	2
99.0 Subtotal, direct obligations	7	7	8
99.5 Below reporting threshold			1
99.9 Total new obligations	7	7	9

Personnel Summary

Identification code 69-0118-0-1-407	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	62	70	70

MINORITY BUSINESS OUTREACH

For necessary expenses of Minority Business Resource Center outreach activities, **【\$2,900,000】** \$3,000,000, of which \$2,635,000 shall remain available until September 30, **【2001】** 2002: *Provided, That notwithstanding 49 U.S.C. 332, these funds may be used for business opportunities related to any mode of transportation. (Department of Transportation and Related Agencies Appropriations Act, 2000.)*

Program and Financing (in millions of dollars)

Identification code 69-0119-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	3	3	3
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1		
22.00 New budget authority (gross)	3	3	3
23.90 Total budgetary resources available for obligation	4	3	3
23.95 Total new obligations	-3	-3	-3
24.40 Unobligated balance available, end of year			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	3	3	3
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	2	3	
73.10 Total new obligations	3	3	3
73.20 Total outlays (gross)	-3	-6	-3
74.40 Unpaid obligations, end of year: Obligated balance, end of year	3		
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	3	3
86.93 Outlays from discretionary balances	2	3	
87.00 Total outlays (gross)	3	6	3
Net budget authority and outlays:			
89.00 Budget authority	3	3	3
90.00 Outlays	3	6	3

Minority business outreach.—This activity provides contractual support to assist small, women-owned, Native American, and other disadvantaged business firms, in securing contracts and subcontracts resulting from transportation-related Federal support. It also participates in cooperative agreements with historically black and hispanic colleges.

Object Classification (in millions of dollars)

Identification code 69-0119-0-1-407	1999 actual	2000 est.	2001 est.
25.2 Other services	2	2	2
41.0 Grants, subsidies, and contributions	1	1	1
99.9 Total new obligations	3	3	3

RENTAL PAYMENTS

Program and Financing (in millions of dollars)

Identification code 69-0117-0-1-407	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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

TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

For necessary expenses for conducting transportation planning, research, systems development, development activities, and making grants, to remain available until expended, **[\$3,300,000] \$5,258,000.** (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0142-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Transportation policy and planning	9	4	4
00.02 Systems development			1
01.00 Total direct program	9	4	5
09.00 Reimbursable program		1	
10.00 Total new obligations	9	5	5
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	
22.00 New budget authority (gross)	9	4	5
23.90 Total budgetary resources available for obligation	10	5	5
23.95 Total new obligations	-9	-5	-5
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	9	3	5
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		1	
70.00 Total new budget authority (gross)	9	4	5
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		6	4
73.10 Total new obligations	9	5	5
73.20 Total outlays (gross)	-4	-7	-6
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6	4	3
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4	2	3
86.93 Outlays from discretionary balances		5	3
87.00 Total outlays (gross)	4	7	6
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	9	3	5
90.00 Outlays	4	6	6

This appropriation finances systems development and those research activities and studies concerned with planning, ana-

lysis, and information development needed to support the Secretary's responsibilities in the formulation of national transportation policies.

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

Transportation policy and planning.—Activities support the development of transportation policy, coordination of national level transportation planning, and such issues as regulatory modernization, energy conservation, and environmental and safety impacts of transportation. These also enable departmental leadership on aviation economic policy and international transportation issues.

Systems Development.—This activity funds system development of department-wide management systems. In 2001, it includes resources to improve the Dockets management system.

Object Classification (in millions of dollars)

Identification code 69-0142-0-1-407	1999 actual	2000 est.	2001 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	1	1	1
25.2 Other services	8	2	2
99.0 Subtotal, direct obligations	9	3	3
99.0 Reimbursable obligations		1	
99.5 Below reporting threshold		1	2
99.9 Total new obligations	9	5	5

Personnel Summary

Identification code 69-0142-0-1-407	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	22	13	14

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND

Program and Financing (in millions of dollars)

Identification code 69-5423-0-2-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct Program		5	22
09.00 Reimbursable program	46	45	28
10.00 Total new obligations	46	50	50
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	48	50	50
23.95 Total new obligations	-46	-50	-50
New budget authority (gross), detail:			
Mandatory:			
62.00 Transferred from FAA Overflight Fees		5	22
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	48	45	28
70.00 Total new budget authority (gross)	48	50	50
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	9	13	20
73.10 Total new obligations	46	50	50
73.20 Total outlays (gross)	-42	-43	-50
74.40 Unpaid obligations, end of year: Obligated balance, end of year	13	20	20
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	33	27	17
86.93 Outlays from discretionary balances	9	13	18
86.97 Outlays from new mandatory authority		3	13
86.98 Outlays from mandatory balances			2
87.00 Total outlays (gross)	42	43	50

General and special funds—Continued

ESSENTIAL AIR SERVICE AND RURAL AIRPORT IMPROVEMENT FUND—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-5423-0-2-402	1999 actual	2000 est.	2001 est.
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-48	-45	-28
Net budget authority and outlays:			
89.00 Budget authority		5	22
90.00 Outlays	-6	-2	22

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither take off nor land in the United States, commonly known as overflight fees. The Act permanently appropriated the first \$50 million of such fees for the Essential Air Service program and rural airport improvements. To the extent that fee collections fall below \$50 million, current law requires the difference to be covered by appropriated funds of the Federal Aviation Administration. The 2001 budget assumes the collection of \$22 million in overflight fees, with the balance of \$28 million to be paid from the FAA Airport improvement program.

Object Classification (in millions of dollars)

Identification code 69-5423-0-2-402	1999 actual	2000 est.	2001 est.
41.0 Direct obligations: Grants, subsidies, and contributions		5	22
99.0 Reimbursable obligations: Subtotal, reimbursable obligations	46	45	28
99.9 Total new obligations	46	50	50

Personnel Summary

Identification code 69-5423-0-2-402	1999 actual	2000 est.	2001 est.
2001 Total compensable workyears: Full-time equivalent employment	10	10	10

Intragovernmental funds:

[TRANSPORTATION ADMINISTRATIVE SERVICE CENTER]

[Necessary expenses for operating costs and capital outlays of the Transportation Administrative Service Center, not to exceed \$148,673,000, shall be paid from appropriations made available to the Department of Transportation: *Provided*, That the preceding limitation shall not apply to activities associated with departmental Year 2000 conversion activities: *Provided further*, That such services shall be provided on a competitive basis to entities within the Department of Transportation: *Provided further*, That the above limitation on operating expenses shall not apply to non-DOT entities: *Provided further*, That no funds appropriated in this Act to an agency of the Department shall be transferred to the Transportation Administrative Service Center without the approval of the agency modal administrator: *Provided further*, That no assessments may be levied against any program, budget activity, subactivity or project funded by this Act unless notice of such assessments and the basis therefor are presented to the House and Senate Committees on Appropriations and are approved by such Committees.] (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-4520-0-4-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
09.01 DOT service center activities	99	134	120
09.02 Non-DOT service center and Y2K activities	102	97	33
09.03 Aeronautical charting and cartography activities			53

10.00 Total new obligations	201	231	206
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	7	9	9
22.00 New budget authority (gross)	198	231	206
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	209	240	215
23.95 Total new obligations	-201	-231	-206
24.40 Unobligated balance available, end of year	9	9	9
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	174	231	206
69.10 From Federal sources: Change in receivables and unpaid, unfilled orders	24		
69.90 Spending authority from offsetting collections (total mandatory)	199	231	206
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	18	11	11
72.95 From Federal sources: Receivables and unpaid, unfilled orders	61	85	85
72.99 Total unpaid obligations, start of year	79	96	96
73.10 Total new obligations	201	231	206
73.20 Total outlays (gross)	-180	-231	-206
73.45 Adjustments in unexpired accounts	-4		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	11	11	11
74.95 From Federal sources: Receivables and unpaid, unfilled orders	85	85	85
74.99 Total unpaid obligations, end of year	96	96	96
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	180	231	206
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-174	-231	-206
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	-24		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	6		

The Transportation Administrative Service Center (TASC) finances common administrative services that are centrally performed in the interest of economy and efficiency in the Department. The fund is financed through negotiated agreements with Departmental operating administrations, and other governmental elements requiring the center's capabilities. The budget proposes that the National Oceanic and Atmospheric Administration's Office of Aeronautical Charting and Cartography be transferred to TASC in 2001.

Object Classification (in millions of dollars)

Identification code 69-4520-0-4-407	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	16	17	38
11.3 Other than full-time permanent		1	1
11.5 Other personnel compensation		1	1
11.9 Total personnel compensation	16	19	40
12.1 Civilian personnel benefits	3	3	8
13.0 Benefits for former personnel		1	1
21.0 Travel and transportation of persons		1	1
22.0 Transportation of things			1
23.1 Rental payments to GSA	5	5	11
23.3 Communications, utilities, and miscellaneous charges	12	12	15
25.2 Other services	151	180	118
26.0 Supplies and materials	3	3	6
31.0 Equipment	8	6	5
99.0 Subtotal, reimbursable obligations	198	230	206
99.5 Below reporting threshold	3	1	

99.9	Total new obligations	201	231	206
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Personnel Summary

Identification code 69-4520-0-4-407	1999 actual	2000 est.	2001 est.
2001 Total compensable workyears: Full-time equivalent employment	285	287	659

Credit accounts:

MINORITY BUSINESS RESOURCE CENTER PROGRAM

For the cost of [direct] guaranteed loans, \$1,500,000, as authorized by 49 U.S.C. 332: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974: *Provided further*, That these funds are available to subsidize [gross obligations for the principal amount of direct loans] total loan principal, any part of which is to be guaranteed, not to exceed \$13,775,000. In addition, for administrative expenses to carry out the [direct] guaranteed loan program, \$400,000. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0155-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct loan subsidy and administrative expenses	2	2	2
10.00 Total new obligations (object class 41.0)	2	2	2
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	2	2	2
23.95 Total new obligations	-2	-2	-2
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2	2	2
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	5	6	6
73.10 Total new obligations	2	2	2
73.20 Total outlays (gross)	-2	-2	-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6	6	6
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority		2	2
Net budget authority and outlays:			
89.00 Budget authority	2	2	2
90.00 Outlays		2	2

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	2	2	2
Outlays		2	2
Legislative proposal, not subject to PAYGO:			
Budget Authority			
Outlays			
Total:			
Budget Authority	2	2	2
Outlays		2	2

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

Identification code 69-0155-0-1-407	1999 actual	2000 est.	2001 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels	14	14	14
1159 Total direct loan levels	14	14	14
Direct loan subsidy (in percent):			
1320 Subsidy rate	11.00	11.00	11.00

1329 Weighted average subsidy rate	11.00	11.00	11.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority	2	2	2
1339 Total subsidy budget authority	2	2	2
Direct loan subsidy outlays:			
1340 Subsidy outlays		2	2
1349 Total subsidy outlays		2	2

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

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans that resulted from obligations or commitments in any year), as well as administrative expenses of this program. In 2001, legislation will be proposed to convert this program from a direct loan program to a guaranteed loan program. The subsidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

MINORITY BUSINESS RESOURCE CENTER PROGRAM

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0155-2-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct loan subsidy and administrative expenses			-2
00.02 Guaranteed loan subsidy and administrative expenses			2
10.00 Total new obligations			
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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

Identification code 69-0155-2-1-407	1999 actual	2000 est.	2001 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels			-14
1159 Total direct loan levels			-14
Direct loan subsidy (in percent):			
1320 Subsidy rate			-11.00
1329 Weighted average subsidy rate			-11.00
Direct loan subsidy budget authority:			
1330 Subsidy budget authority			-2
1339 Total subsidy budget authority			-2
Direct loan subsidy outlays:			
1340 Subsidy outlays			-2
1349 Total subsidy outlays			-2
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Loan guarantee levels			14
2159 Total loan guarantee levels			14
Guaranteed loan subsidy (in percent):			
2320 Subsidy rate			11.00
2329 Weighted average subsidy rate			11.00
Guaranteed loan subsidy budget authority:			
2330 Subsidy budget authority			2
2339 Total subsidy budget authority			2
Guaranteed loan subsidy outlays:			
2340 Subsidy outlays			2

Credit accounts—Continued

MINORITY BUSINESS RESOURCE CENTER PROGRAM—Continued

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

Identification code 69-0155-2-1-407	1999 actual	2000 est.	2001 est.
2349 Total subsidy outlays			2

This account reflects the effects of the legislative proposal to convert the program from a direct loan program to a guaranteed loan program.

MINORITY BUSINESS RESOURCE CENTER DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4186-0-3-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct loans	6	14	14
00.02 Interest to Treasury	1		
10.00 Total new obligations	7	14	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year			
22.00 New financing authority (gross)	7	14	14
22.10 Resources available from recoveries of prior year obligations	3		
22.40 Capital transfer to general fund	-3		
23.90 Total budgetary resources available for obligation	7	14	14
23.95 Total new obligations	-7	-14	-14
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)	7	12	12
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	2	11	7
68.47 Portion applied to repay debt	-2	-9	-5
68.90 Spending authority from offsetting collections (total discretionary)		2	2
70.00 Total new financing authority (gross)	7	14	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year			11
73.10 Total new obligations	7	14	14
73.20 Total financing disbursements (gross)	-4	-7	-9
73.45 Adjustments in unexpired accounts	-3		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	4	11	15
87.00 Total financing disbursements (gross)	4	7	9
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00 Federal sources		-2	-2
88.40 Non-Federal sources	-2	-9	-5
88.90 Total, offsetting collections (cash)	-2	-11	-7
Net financing authority and financing disbursements:			
89.00 Financing authority	5	3	7
90.00 Financing disbursements	2	-4	2

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-0-3-407	1999 actual	2000 est.	2001 est.
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	14	14	14
1112 Unobligated direct loan limitation	-8		

1150 Total direct loan obligations	6	14	14
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	7	8	6
1231 Disbursements: Direct loan disbursements	3	7	7
1251 Repayments: Repayments and prepayments	-2	-9	-5
1290 Outstanding, end of year	8	6	8

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

Balance Sheet (in millions of dollars)

Identification code 69-4186-0-3-407	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	4	7	5	3
Net value of assets related to post-1991 direct loans receivable:				
1401 Direct loans receivable, gross	6	7	5	3
1405 Allowance for subsidy cost (-)	-1			
1499 Net present value of assets related to direct loans	5	7	5	3
1999 Total assets	9	14	10	6
LIABILITIES:				
2103 Federal liabilities: Debt	9	14	10	6
2999 Total liabilities	9	14	10	6
NET POSITION:				
3999 Total net position				
4999 Total liabilities and net position	9	14	10	6

MINORITY BUSINESS RESOURCE CENTER

DIRECT LOAN FINANCING ACCOUNT

(Legislative proposal not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-4186-2-3-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct loans			-14
10.00 Total new obligations			-14
Budgetary resources available for obligation:			
22.00 New financing authority (gross)			-14
23.95 Total new obligations			14
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)			-14
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)			-6
68.47 Portion applied to repay debt			6
68.90 Spending authority from offsetting collections (total discretionary)			
70.00 Total new financing authority (gross)			-14
Change in unpaid obligations:			
73.10 Total new obligations			-14
73.20 Total financing disbursements (gross)			5
74.40 Unpaid obligations, end of year: Obligated balance, end of year			-9
87.00 Total financing disbursements (gross)			-5

Offsets:

Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00	Federal sources		2
88.40	Non-Federal sources		4
88.90	Total, offsetting collections (cash)		6
Net financing authority and financing disbursements:			
89.00	Financing authority		-8
90.00	Financing disbursements		1

Status of Direct Loans (in millions of dollars)

Identification code 69-4186-2-3-407	1999 actual	2000 est.	2001 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans		-14
1112	Unobligated direct loan limitation		
1150	Total direct loan obligations		-14
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year		
1251	Repayments: Repayments and prepayments		-5
1290	Outstanding, end of year		-5

This account reflects the effects of the legislative proposal to convert the program from a direct loan program to a loan guarantee program.

**MINORITY BUSINESS RESOURCE CENTER
GUARANTEED LOAN FINANCING ACCOUNT
(Legislative proposal, not subject to PAYGO)**

Program and Financing (in millions of dollars)

Identification code 69-4082-2-3-407	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
22.00	New financing authority (gross)		2
24.40	Unobligated balance available, end of year		2
New financing authority (gross), detail:			
Discretionary:			
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)		2
Offsets:			
Against gross financing authority and financing disbursements:			
88.00	Offsetting collections (cash) from: Federal sources		-2
Net financing authority and financing disbursements:			
89.00	Financing authority		
90.00	Financing disbursements		-2

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4082-2-3-407	1999 actual	2000 est.	2001 est.
Position with respect to appropriations act limitation on commitments:			
2111	Limitation on guaranteed loans made by private lenders		14
2150	Total guaranteed loan commitments		14
2199	Guaranteed amount of guaranteed loan commitments		11
Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year		7
2231	Disbursements of new guaranteed loans		
2251	Repayments and prepayments		-2
2290	Outstanding, end of year		5

Memorandum:

2299	Guaranteed amount of guaranteed loans outstanding, end of year	4
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This account reflects the effects of the legislative proposal to convert the program from a direct loan program to a loan guarantee program. This 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 69-4082-2-3-407	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1101	Federal assets: Fund balances with Treasury			2
1999	Total assets			2
LIABILITIES:				
2204	Non-Federal liabilities: Liabilities for loan guarantees			2
2999	Total liabilities			2
NET POSITION:				
3999	Total net position			
4999	Total liabilities and net position			2

PAYMENTS TO AIR CARRIERS

Program and Financing (in millions of dollars)

Identification code 69-8304-0-7-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00	Total new obligations (object class 41.0)	1	
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	4	
22.00	New budget authority (gross)	-4	
23.90	Total budgetary resources available for obligation		
23.95	Total new obligations	-1	
New budget authority (gross), detail:			
Discretionary:			
40.36	Unobligated balance rescinded	-4	
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year	7	7
73.10	Total new obligations	1	
73.20	Total outlays (gross)	-1	-1
74.40	Unpaid obligations, end of year: Obligated balance, end of year	7	6
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	1	1
Net budget authority and outlays:			
89.00	Budget authority	-4	
90.00	Outlays	1	1

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

COAST GUARD

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

[In millions of dollars]

Budget authority:	1999 actual	2000 est.	2001 est.
Regular appropriations:			
Operating expenses ¹	2,697	2,779	3,199
Proposed supplemental transfer		18	
Offsetting user fees, operating expenses			-116
Acquisition, construction and improvements ²	394	388	510
Offsetting user fees, acquisition, construction and im- provements			-96
Environmental compliance and restoration	21	17	17
Alteration of bridges ⁴	38	15	
Retired pay	684	730	778
Reserve training	69	72	73
Research, development, test and evaluation ³	12	19	22
Boat safety	64	64	64
Oil spill recovery, Coast Guard, (OSLTF)	66	61	61
Subtotal, budget authority net	4,045	4,163	4,512
Supplemental appropriations	588		
Total, budget authority net	4,633	4,163	4,512
Direct Obligations:			
Operating expenses	2,855	2,966	3,199
Proposed supplemental transfer		18	
Acquisition, construction, and improvements	539	397	530
Environmental compliance and restoration	23	18	27
Alteration of bridges	15	15	18
Retired pay	672	730	778
Reserve training	74	72	73
Research, development, test, and evaluation	19	20	21
Boat safety	59	64	64
Oil spill recovery, Coast Guard, (OSLTF)	69	61	62
Obligation total net	4,325	4,361	4,772

For comparability purposes this table includes:

¹Includes \$25 million in 1999–2001 from the Oil Spill Liability Trust Fund; \$300 million excludes in 1999–2000 and \$341 million in 2001 from Defense function.

²Includes \$20 million in 1999–2001 from the Oil Spill Liability Trust Fund and excludes \$10 million in asset sales in 2001.

³Includes \$3.5 million in 1999–2001 from the Oil Spill Liability Trust Fund.

⁴Includes \$29 million transferred from Defense pursuant to P.L. 105–262 and \$5 million rescission pursuant to P.L. 106–51 in 1999.

Federal Funds

General and special funds:

OPERATING EXPENSES

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase of not to exceed five passenger motor vehicles for replacement only; payments pursuant to section 156 of Public Law 97–377, as amended (42 U.S.C. 402 note), and section 229(b) of the Social Security Act (42 U.S.C. 429(b)); and recreation and welfare; **[\$2,781,000,000] \$3,199,000,000**, of which **[\$300,000,000] \$341,000,000** shall be available for defense-related activities; and of which \$25,000,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That none of the funds appropriated in this or any other Act shall be available for pay for administrative expenses in connection with shipping commissioners in the United States: *Provided further*, That none of the funds provided in this Act shall be available for expenses incurred for yacht documentation under 46 U.S.C. 12109, except to the extent fees are collected from yacht owners and credited to this appropriation: *Provided further*, That the Commandant shall reduce both military and civilian employment levels for the purpose of complying with Executive Order No. 12839: *Provided further*, That up to \$615,000 in user fees collected pursuant to section 1111 of Public Law 104–324 shall be credited to this appropriation as offsetting collections in fiscal year 2000: *Provided further*, That notwithstanding any other provision of law, the Commandant of the Coast Guard may transfer certain parcels of real property located at Sitka, Japonski Island, Alaska to the State of Alaska for the purpose of airport expansion, provided that the Commandant determines that the Coast Guard has been indemnified for any loss, damage, or destruction of any structures or other improvements on the lands to be conveyed. No other provision of law shall otherwise make the real property improvements on Japonski Island ineligible for Federal funding by virtue of any consideration received by the Coast Guard for such improvements: *Provided further*, That none of the funds in this Act shall be available for the Coast Guard to plan, finalize, or implement any regulation that would promulgate new maritime

user fees not specifically authorized by law after the date of the enactment of this Act: *Provided further*, That the Secretary of Transportation may use any surplus funds that are made available to the Secretary, to the maximum extent practicable, for drug interdiction activities of the Coast Guard]. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69–0201–0–1–999	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	394	345	383
00.02 Aids to navigation	453	457	483
00.03 Marine safety	392	407	440
00.04 Marine environmental protection	303	340	365
00.05 Enforcement of laws and treaties	1,145	1,241	1,334
00.06 Ice operations	93	112	121
00.07 Defense readiness	75	64	73
08.00 Total direct program	2,855	2,966	3,199
09.01 Reimbursable program	81	105	107
10.00 Total new obligations	2,936	3,071	3,306
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		187	
22.00 New budget authority (gross)	3,126	2,884	3,306
23.90 Total budgetary resources available for obligation	3,126	3,071	3,306
23.95 Total new obligations	-2,936	-3,071	-3,306
23.98 Unobligated balance expiring or withdrawn	-3		
24.40 Unobligated balance available, end of year	187		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	2,675	2,756	3,174
40.15 Appropriation (emergency)	316		
40.78 Reduction pursuant to P.L. 105–277	-3		
40.79 Reduction pursuant to P.L. 106–69		-2	
42.00 Transferred from other accounts	32		
43.00 Appropriation (total discretionary)	3,020	2,754	3,174
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	117	130	132
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	41		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-52		
68.90 Spending authority from offsetting collections (total discretionary)	106	130	132
70.00 Total new budget authority (gross)	3,126	2,884	3,306
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	590	571	820
72.95 From Federal sources: Receivables and unpaid, unfilled orders	164	205	205
72.99 Total unpaid obligations, start of year	754	776	1,025
73.10 Total new obligations	2,936	3,071	3,306
73.20 Total outlays (gross)	-2,929	-2,822	-3,256
73.40 Adjustments in expired accounts (net)	16		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	571	820	870
74.95 From Federal sources: Receivables and unpaid, unfilled orders	205	205	205
74.99 Total unpaid obligations, end of year	776	1,025	1,075
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2,492	2,333	2,671
86.93 Outlays from discretionary balances	437	489	585
87.00 Total outlays (gross)	2,929	2,822	3,256
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
Federal sources:			
88.00 Department of Defense	-26	-32	-32
88.00 Other Federal sources	-81	-91	-93
88.40 Non-Federal sources	-10	-7	-7

88.90	Total, offsetting collections (cash)	-117	-130	-132
	Against gross budget authority only:			
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-41		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	52		
Net budget authority and outlays:				
89.00	Budget authority	3,020	2,754	3,174
90.00	Outlays	2,812	2,692	3,124

Summary of Budget Authority and Outlays

(in millions of dollars)

Enacted/requested:	1999 actual	2000 est.	2001 est.
Budget Authority	3,020	2,754	3,174
Outlays	2,812	2,692	3,124
Supplemental proposal:			
Budget Authority		18	
Outlays		18	
Legislative proposal, not subject to PAYGO:			
Budget Authority			-116
Outlays			-116
Total:			
Budget Authority	3,020	2,772	3,058
Outlays	2,812	2,710	3,008

To carry out its unique duties as a peacetime operating agency and one of the military services, the Coast Guard employs multipurpose vessels, aircraft, and shore units, strategically located along the coasts and inland waterways of the United States and in selected areas overseas. The 2001 request provides for the safety of the public, and the Coast Guard's work force, with a continued emphasis on critical national security and law enforcement missions. For example, the request includes \$565 million for drug interdiction activities. An additional \$48 million for drug interdiction capital expenses is requested in the Acquisition, Construction, and Improvements account. The Coast Guard will increase its drug interdiction efforts over 2000 levels by increasing vessel and aircraft operating hours, expanding the use of armed helicopters, and improving intelligence collection.

The request also addresses Coast Guard readiness concerns. It strengthens the workforce, improves recruiting and retention, adds critical search-and-rescue positions, and makes good health care more accessible for active duty dependents.

A supplemental request transmitted with this budget would authorize the Department of Defense to transfer \$18 million to the Coast Guard to cover the cost of medical care services for Coast Guard personnel, retirees, and their dependents. The costs of medical care provided through the Department of Defense TRICARE system and military treatment facilities have increased significantly in the past few years. The Coast guard did not have sufficient information to budget for these increased costs in their 2000 Budget. In order to ensure that the Coast Guard has the ability to finance the health care their beneficiaries obtain through the Department of Defense system, the Department of Defense will transfer \$18 million in 2000 to the Coast Guard.

Object Classification (in millions of dollars)

Identification code 69-0201-0-1-999	1999 actual	2000 est.	2001 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	194	214	228
11.3	Other than full-time permanent	6	7	7
11.5	Other personnel compensation	7	8	9
11.7	Military personnel	1,098	1,203	1,278
11.9	Total personnel compensation	1,305	1,432	1,522
12.1	Civilian personnel benefits	48	53	57
12.2	Military personnel benefits	118	129	136
13.0	Benefits for former personnel	1	1	2
21.0	Travel and transportation of persons	86	86	93
22.0	Transportation of things	55	58	62
23.1	Rental payments to GSA	36	35	34

23.2	Rental payments to others	82	83	83
23.3	Communications, utilities, and miscellaneous charges	100	101	101
24.0	Printing and reproduction	10	10	11
25.1	Advisory and assistance services	10	10	11
25.2	Other services	149	133	148
25.3	Purchases of goods and services from Government accounts	2	3	3
25.4	Operation and maintenance of facilities	164	160	181
25.6	Medical care	122	127	164
25.7	Operation and maintenance of equipment	102	97	113
26.0	Supplies and materials	385	367	389
31.0	Equipment	71	72	79
32.0	Land and structures	1	1	2
42.0	Insurance claims and indemnities	8	8	8
99.0	Subtotal, direct obligations	2,855	2,966	3,199
99.0	Reimbursable obligations	81	105	107
99.9	Total new obligations	2,936	3,071	3,306

Personnel Summary

Identification code 69-0201-0-1-999	1999 actual	2000 est.	2001 est.	
Direct:				
Total compensable workyears:				
1001	Full-time equivalent employment	4,452	4,529	4,523
1101	Full-time equivalent employment	34,332	34,987	35,291
Reimbursable:				
Total compensable workyears:				
2001	Full-time equivalent employment	188	202	202
2101	Full-time equivalent employment	140	146	146

OPERATING EXPENSES

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Secretary shall establish and adjust user fees for Coast Guard navigation assistance services to commercial cargo and cruise vessels, and 55 percent of such user fees shall be deposited as offsetting collections to this appropriation, and 45 percent shall be deposited as offsetting collections to the "Acquisition, construction, and improvements" account, all such amounts to remain available until expended for the purpose of navigation assistance services: Provided further, That upon enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$116,000,000 and the amount appropriated to the "Acquisition, construction, and improvements" account from the General Fund shall be reduced by \$96,000,000.

Program and Financing (in millions of dollars)

Identification code 69-0201-2-1-999	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation		-116
68.00	Spending authority from offsetting collections: Offsetting collections (cash)		116
70.00	Total new budget authority (gross)		
Offsets:			
Against gross budget authority and outlays:			
88.45	Offsetting collections (cash) from: Offsetting governmental collections from the public		-116
Net budget authority and outlays:			
89.00	Budget authority		-116
90.00	Outlays		-116

The Administration will propose legislation to authorize the collection and spending of a user fee for Coast Guard navigational assistance services to commercial cargo and cruise vessels, contingent upon the enactment of the appropriations proviso above. If the proposed authorizing legislation is enacted, the proviso will reduce the General Fund appropriation in two Coast Guard accounts by the amount of the estimated

General and special funds—Continued

OPERATING EXPENSES—Continued

user fee collections. This will allow total discretionary resources to not exceed the amount allowed under the discretionary spending caps. The proviso will allow the Coast Guard to spend whatever amounts of user fees are collected, possibly more or less than the estimates in the schedule or the specified reduction in the General Fund appropriation.

Coast Guard navigational assistance services include buoy placement and maintenance, vessel traffic services, radio and satellite navigation systems, and waterways regulation. The 2001 fee collections are estimated to be \$212 million, based on four months implementation of the charge. Of this amount, \$116 million will offset the Operating Expenses account and \$96 million will offset the Acquisition, construction, and improvements account. When fully implemented, fees are expected to recover \$636 million of the Coast Guard's costs annually.

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto, **[\$389,326,000]** \$520,200,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund; of which **[\$134,560,000]** \$257,180,000 shall be available to acquire, repair, renovate or improve vessels, small boats and related equipment, to remain available until September 30, **[2004; \$44,210,000]** 2005; \$43,650,000 shall be available to acquire new aircraft and increase aviation capability, to remain available until September 30, **[2002; \$51,626,000]** 2003, \$60,313,000 shall be available for other equipment, to remain available until September 30, **[2002; \$63,800,000]** 2003; \$61,606,000 shall be available for shore facilities and aids to navigation facilities, to remain available until September 30, **[2002; \$50,930,000]** 2003; \$55,151,000 shall be available for personnel compensation and benefits and related costs, to remain available until September 30, **[2001]** 2002; and **[\$44,200,000]** \$42,300,000 for the Integrated Deepwater Systems program, to remain available until September 30, **[2002]** 2003: *Provided*, That the Commandant of the Coast Guard is authorized to dispose of *surplus real property*, by sale [at fair market value, all rights, title, and interest of any United States entity on behalf of the Coast Guard in HU-25 aircraft and Coast Guard property, and improvements thereto, in South Haven, Michigan; ESMT Manasquan, New Jersey; Petaluma, California; ESMT Portsmouth, New Hampshire; Station Clair Flats, Michigan; and Aids to Navigation Team Huron, Ohio: *Provided further*, That all] or lease, and the proceeds [from the sale of properties listed under this heading, and from the sale of HU-25 aircraft,] shall be credited to this appropriation as offsetting collections [and made available only for the Integrated Deepwater Systems program] of which not more than \$10,000,000, to remain available for obligation until September 30, **[2002: Provided further**, That obligations made pursuant to the provisions of this Act for the Integrated Deepwater Systems program may not exceed \$50,000,000 during fiscal year 2000: *Provided further*, That upon initial submission to the Congress of the fiscal year 2001 President's budget, the Secretary of Transportation shall transmit to the Congress a comprehensive capital investment plan for the United States Coast Guard which includes funding for each budget line item for fiscal years 2001 through 2005, 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] 2003, shall be for purposes of this account: *Provided further*, That the amount herein appropriated from the General Fund shall be reduced by such amount: *Provided further*, That any such proceeds in excess of \$10,000,000 shall be retained and remain available until expended, but shall not be available for obligation until October 1, 2001. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0240-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	65	46	53
00.02 Aids to navigation	162	111	146
00.03 Marine safety	46	36	46
00.04 Marine environmental protection	70	52	69
00.05 Enforcement of laws and treaties	140	95	119
00.06 Ice operations	46	48	87
00.07 Defense readiness	10	9	10
08.00 Total direct program	539	397	530
09.01 Reimbursable program	12	28	28
10.00 Total new obligations	551	425	558
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	271	356	346
22.00 New budget authority (gross)	632	416	548
22.10 Resources available from recoveries of prior year obligations	6		
23.90 Total budgetary resources available for obligation	909	772	894
23.95 Total new obligations	-551	-425	-558
23.98 Unobligated balance expiring or withdrawn	-2		
24.40 Unobligated balance available, end of year	356	346	336
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	374	370	490
40.15 Appropriation (emergency)	230		
40.76 Reduction pursuant to P.L. 106-113		-1	
40.79 Reduction pursuant to P.L. 106-69		-1	
43.00 Appropriation (total discretionary)	604	368	490
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	28	48	58
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-14		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	14		
68.90 Spending authority from offsetting collections (total discretionary)	28	48	58
70.00 Total new budget authority (gross)	632	416	548
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	399	518	480
72.95 From Federal sources: Receivables and unpaid, unfilled orders	60	46	46
72.99 Total unpaid obligations, start of year	459	564	526
73.10 Total new obligations	551	425	558
73.20 Total outlays (gross)	-421	-463	-452
73.40 Adjustments in expired accounts (net)	-20		
73.45 Adjustments in unexpired accounts	-6		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	518	480	585
74.95 From Federal sources: Receivables and unpaid, unfilled orders	46	46	46
74.99 Total unpaid obligations, end of year	564	526	631
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	173	140	181
86.93 Outlays from discretionary balances	248	323	272
87.00 Total outlays (gross)	421	463	452
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-28	-48	-58
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	14		
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-14		
Net budget authority and outlays:			
89.00 Budget authority	604	368	490
90.00 Outlays	392	415	394

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	604	368	490
Outlays	393	415	395
Legislative proposal, not subject to PAYGO:			
Budget Authority			-96
Outlays			-96
Total:			
Budget Authority	604	368	394
Outlays	393	415	299

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

The 2001 Budget proposes the establishment and collection of a cost based user fee on commercial cargo and cruise vessels for navigation assistance provided by the Coast Guard.

Vessels.—In 2001, the Coast Guard will acquire multi-mission platforms that use advanced technology to reduce life cycle operating costs. The seagoing buoy tender acquisition will continue with a one-time request for 3 ships. New projects include replacement of the Great Lakes heavy ice-breaker and over-the-horizon cutter boats.

Deepwater.—The Deepwater capability replacement analysis continues. This analysis will identify the types of assets and technologies needed to perform basic Deepwater mission functions at minimum cost. Such information will advise future decisions on the scope of the Deepwater project.

Aircraft.—In 2001, the Coast Guard will acquire assets that ensure safety in the performance of missions. Improvements to the HH-65 helicopter and upgrade of the HU-25 sensors will continue. A new project is proposed to acquire 3 helicopters for operations with USCGC HEALY, a new polar ice-breaker.

Other Equipment.—In 2001, the Coast Guard will invest in numerous management information and decision support systems that will result in increased efficiencies, future FTE reductions, and operating and maintenance savings. The Marine Information for Safety and Law Enforcement (MISLE), Fleet Logistics System (FLS), National Distress System (NDS), and Commercial Satellite Communications projects will continue.

Shore Facilities.—In 2001, the Coast Guard will invest in modern structures that are more energy-efficient, comply with regulatory codes, minimize follow-on maintenance requirements and replace existing dilapidated structures.

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

Object Classification (in millions of dollars)

Identification code 69-0240-0-1-403	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	15	18	18
11.7 Military personnel	20	20	21
11.9 Total personnel compensation	35	38	39
12.1 Civilian personnel benefits	3	4	6
12.2 Military personnel benefits	2	3	2
21.0 Travel and transportation of persons	6	8	6
22.0 Transportation of things	1	1	1
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.1 Advisory and assistance services	34		
25.2 Other services	129	74	109
26.0 Supplies and materials	27	42	42
31.0 Equipment	226	157	247
32.0 Land and structures	73	67	75
99.0 Subtotal, direct obligations	539	397	530

99.0 Reimbursable obligations	12	28	28
99.9 Total new obligations	551	425	558

Personnel Summary

Identification code 69-0240-0-1-403	1999 actual	2000 est.	2001 est.
Total compensable workyears:			
1001 Full-time equivalent employment	254	285	285
1101 Full-time equivalent employment	366	366	366

ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0240-2-1-403	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-96
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			96
70.00 Total new budget authority (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.45 Offsetting collections (cash) from: Offsetting governmental collections from the public			-96
Net budget authority and outlays:			
89.00 Budget authority			-96
90.00 Outlays			-96

The Administration's forthcoming legislative proposal (discussed under the Operating Expenses heading) will authorize fees to offset costs of \$96 million in the Coast Guard's capital appropriation.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

For necessary expenses to carry out the Coast Guard's environmental compliance and restoration functions under chapter 19 of title 14, United States Code, [S\$17,000,000] \$16,700,000, to remain available until expended. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0230-0-1-304	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	23	18	18
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	3	2
22.00 New budget authority (gross)	21	17	17
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	26	20	19
23.95 Total new obligations	-23	-18	-18
24.40 Unobligated balance available, end of year	3	2	1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	21	17	17
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	15	12	16
73.10 Total new obligations	23	18	18
73.20 Total outlays (gross)	-23	-14	-15
73.45 Adjustments in unexpired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	12	16	18

General and special funds—Continued

ENVIRONMENTAL COMPLIANCE AND RESTORATION—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0230-0-1-304	1999 actual	2000 est.	2001 est.
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6	5	5
86.93 Outlays from discretionary balances	17	9	10
87.00 Total outlays (gross)	23	14	15
Net budget authority and outlays:			
89.00 Budget authority	21	17	17
90.00 Outlays	23	14	15

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

Object Classification (in millions of dollars)

Identification code 69-0230-0-1-304	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	3	4	4
12.1 Civilian personnel benefits	1	1	1
25.2 Other services	19	13	13
99.9 Total new obligations	23	18	18

Personnel Summary

Identification code 69-0230-0-1-304	1999 actual	2000 est.	2001 est.
Total compensable workyears:			
1001 Full-time equivalent employment	50	53	52
1101 Full-time equivalent employment	2	2	2

[ALTERATION OF BRIDGES]

[For necessary expenses for alteration or removal of obstructive bridges, \$15,000,000, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0244-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	15	15	27
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		27	27
22.00 New budget authority (gross)	38	15	
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	42	42	27
23.95 Total new obligations	-15	-15	-27
24.40 Unobligated balance available, end of year	27	27	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	14	15	
40.75 Reduction pursuant to P.L. 106-51	-5		
42.00 Transferred from other accounts	29		
43.00 Appropriation (total discretionary)	38	15	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	71	70	42
73.10 Total new obligations	15	15	27
73.20 Total outlays (gross)	-12	-43	-31
73.45 Adjustments in unexpired accounts	-4		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	70	42	38

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	9	3	
86.93 Outlays from discretionary balances	3	40	31
87.00 Total outlays (gross)	12	43	31

Net budget authority and outlays:			
89.00 Budget authority	38	15	
90.00 Outlays	12	43	31

This appropriation provides the Government's share of the costs for altering or removing bridges determined to be obstructions to navigation. Alteration of obstructive highway bridges is eligible for funding from the Federal-Aid Highways program. Up to \$11 million from Federal-Aid Highways will reimburse the costs of alterations. The Coast Guard will continue to make the determinations as to whether any bridge presents an unreasonable obstruction to navigation, and to administer the program.

RETIRED PAY

For retired pay, including the payment of obligations therefor otherwise chargeable to lapsed appropriations for this purpose, and payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and for payments for medical care of retired personnel and their dependents under the Dependents Medical Care Act (10 U.S.C. ch. 55), **[\$730,327,000]** \$778,000,000. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0241-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Regular military personnel	555	598	633
00.03 Reserve personnel	37	37	40
00.04 Survivor benefit programs	15	18	20
00.05 Medical care	65	77	85
06.00 Total direct program	672	730	778
10.00 Total new obligations	672	730	778
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	684	730	778
23.95 Total new obligations	-672	-730	-778
23.98 Unobligated balance expiring or withdrawn	-12		
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	684	730	778
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	60	62	100
73.10 Total new obligations	672	730	778
73.20 Total outlays (gross)	-669	-693	-761
74.40 Unpaid obligations, end of year: Obligated balance, end of year	62	100	117
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	609	631	661
86.98 Outlays from mandatory balances	60	62	100
87.00 Total outlays (gross)	669	693	761
Net budget authority and outlays:			
89.00 Budget authority	684	730	778
90.00 Outlays	669	693	761

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

The following tabulation shows the average number of personnel on the rolls during 1999 compared with estimated numbers for 2000 and 2001:

Category:	AVERAGE NUMBER		
	1999 actual	2000 est.	2001 est.
Commissioned officers	5,396	5,502	5,633
Warrant officers	4,365	4,425	4,512
Enlisted personnel	18,476	18,985	19,415
Former Lighthouse Service personnel	11	8	5
Reserve personnel	3,564	3,764	3,934
Total	31,812	32,684	33,499

Object Classification (in millions of dollars)			
Identification code 69-0241-0-1-403	1999 actual	2000 est.	2001 est.
13.0 Benefits for former personnel	607	653	693
25.6 Medical care	65	77	85
99.9 Total new obligations	672	730	778

RESERVE TRAINING

[(INCLUDING TRANSFER OF FUNDS)]

For all necessary expenses of the Coast Guard Reserve, as authorized by law; maintenance and operation of facilities; and supplies, equipment, and services; [\$72,000,000: *Provided*, That no more than \$21,500,000 of funds made available under this heading may be transferred to Coast Guard "Operating expenses" or otherwise made available to reimburse the Coast Guard for financial support of the Coast Guard Reserve: *Provided further*, That none of the funds in this Act may be used by the Coast Guard to assess direct charges on the Coast Guard Reserves for items or activities which were not so charged during fiscal year 1997] \$73,371,000. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0242-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Initial training	2	2	3
00.02 Continuing training	45	44	45
00.03 Operation and maintenance support	15	16	16
00.04 Program management and administration	12	10	9
10.00 Total new obligations	74	72	73
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	74	72	73
23.95 Total new obligations	-74	-72	-73
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	69	72	73
40.15 Appropriation (emergency)	5		
43.00 Appropriation (total discretionary)	74	72	73
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	9	9	9
73.10 Total new obligations	74	72	73
73.20 Total outlays (gross)	-74	-71	-73
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	9	10
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	65	63	64
86.93 Total outlays (gross)	8	8	9
87.00 Total outlays (gross)	74	71	73
Net budget authority and outlays:			
89.00 Budget authority	74	72	73
90.00 Outlays	73	71	73

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

national emergency, or natural and man-made disasters. The reservists maintain their readiness through mobilization exercises, and duty alongside regular Coast Guard members during routine and emergency operations. Reservists will continue to serve as a cost effective surge force for response to human and natural disasters.

Object Classification (in millions of dollars)

Identification code 69-0242-0-1-403	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	3	3	3
11.7 Military personnel	50	53	54
11.9 Total personnel compensation	53	56	57
12.1 Civilian personnel benefits	1	1	1
12.2 Military personnel benefits	5	5	5
21.0 Travel and transportation of persons	3	2	2
22.0 Transportation of things	2	1	1
25.2 Other services	4	3	3
26.0 Supplies and materials	5	3	3
31.0 Equipment	1	1	1
99.9 Total new obligations	74	72	73

Personnel Summary

Identification code 69-0242-0-1-403	1999 actual	2000 est.	2001 est.
Total compensable workyears:			
1001 Full-time equivalent employment	84	87	85
1101 Full-time equivalent employment	394	394	389

RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

For necessary expenses, not otherwise provided for, for applied scientific research, development, test, and evaluation; maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law, [\$19,000,000] \$21,320,000, to remain available until expended, of which \$3,500,000 shall be derived from the Oil Spill Liability Trust Fund: *Provided*, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, testing, and evaluation. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0243-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Search and rescue	2	2	2
00.02 Aids to navigation	3	2	3
00.03 Marine safety	4	7	7
00.04 Marine environmental protection	3	4	3
00.05 Enforcement of laws and treaties	5	5	6
00.06 Ice operations	1		
00.07 Defense readiness	1		
08.00 Total direct program	19	20	21
09.01 Reimbursable program	1	1	1
10.00 Total new obligations	20	21	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	1	
22.00 New budget authority (gross)	17	19	22
23.90 Total budgetary resources available for obligation	20	20	22
23.95 Total new obligations	-20	-21	-22
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	8	15	18
40.15 Appropriation (emergency)	5		
43.00 Appropriation (total discretionary)	13	15	18
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4	4	4

General and special funds—Continued**RESEARCH, DEVELOPMENT, TEST, AND EVALUATION—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-0243-0-1-403	1999 actual	2000 est.	2001 est.
70.00 Total new budget authority (gross)	17	19	22
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	13	13	11
72.95 From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
72.99 Total unpaid obligations, start of year	15	15	13
73.10 Total new obligations	20	21	22
73.20 Total outlays (gross)	-20	-22	-22
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	13	11	11
74.95 From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
74.99 Total unpaid obligations, end of year	15	13	13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	10	12	14
86.93 Outlays from discretionary balances	10	10	8
87.00 Total outlays (gross)	20	22	22
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-4	-4	-4
Net budget authority and outlays:			
89.00 Budget authority	13	15	18
90.00 Outlays	16	18	18

The Coast Guard's Research and Development program includes the development of techniques, methods, hardware, and systems which directly contribute to increasing the productivity and effectiveness of Coast Guard's operating missions. Priorities for 2001 include drug interdiction surveillance, fuel cell vessel propulsion, computerized search-and-rescue tools, and more effective oil spill response techniques.

Object Classification (in millions of dollars)

Identification code 69-0243-0-1-403	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	4	5	5
11.7 Military personnel	2	2	2
11.9 Total personnel compensation	6	7	7
12.1 Civilian personnel benefits	1	1	2
21.0 Travel and transportation of persons	1	1	1
25.2 Other services	1	1	1
25.5 Research and development contracts	9	9	9
26.0 Supplies and materials	1	1	1
99.0 Subtotal, direct obligations	19	20	21
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	20	21	22

Personnel Summary

Identification code 69-0243-0-1-403	1999 actual	2000 est.	2001 est.
Total compensable workyears:			
1001 Full-time equivalent employment	68	74	74
1101 Full-time equivalent employment	31	31	31

Intragovernmental funds:**COAST GUARD SUPPLY FUND****Program and Financing (in millions of dollars)**

Identification code 69-4535-0-4-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 26.0)	62	63	63
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	62	63	63
23.95 Total new obligations	-62	-63	-63
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	62	63	63
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	16	7	7
73.10 Total new obligations	62	63	63
73.20 Total outlays (gross)	-70	-63	-63
74.40 Unpaid obligations, end of year: Obligated balance, end of year	7	7	7
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	61	63	63
86.93 Outlays from discretionary balances	9		
87.00 Total outlays (gross)	70	63	63
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-53	-54	-54
88.40 Non-Federal sources	-9	-9	-9
88.90 Total, offsetting collections (cash)	-62	-63	-63
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	9		

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

COAST GUARD YARD FUND**Program and Financing (in millions of dollars)**

Identification code 69-4743-0-4-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
09.01 Costs of goods sold	21	21	21
09.02 Other	44	44	44
09.03 Capital investment: Purchase of equipment	1	1	1
10.00 Total new obligations	66	66	66
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	7	3	
22.00 New budget authority (gross)	62	63	67
23.90 Total budgetary resources available for obligation	69	66	67
23.95 Total new obligations	-66	-66	-66
24.40 Unobligated balance available, end of year	3		
New budget authority (gross), detail:			
Discretionary:			
68.00 Spending authority from offsetting collections (gross): Offsetting collections (cash)	62	63	67
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1	-2	2
73.10 Total new obligations	66	66	66

73.20	Total outlays (gross)	-69	-63	-67
74.40	Unpaid obligations, end of year: Obligated balance, end of year	-2	2	2
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	62	63	67
86.93	Outlays from discretionary balances	7		
87.00	Total outlays (gross)	69	63	67
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-62	-63	-67
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	7		

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

ANALYSIS BY TYPE OF WORK

	[Percent]		
	1999 actual	2000 est.	2001 est.
Vessel repairs and alterations	32	25	25
Boat repairs and construction	20	22	10
Buoy fabrication	1	1	1
Fabrication of special and miscellaneous items	47	52	64
Total	100	100	100

Object Classification (in millions of dollars)

Identification code 69-4743-0-4-403	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	21	22	23
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	5	5	5
11.7 Military personnel	1	1	1
11.9 Total personnel compensation	30	31	32
12.1 Civilian personnel benefits	6	6	6
23.3 Communications, utilities, and miscellaneous charges	2	2	2
25.2 Other services	3	3	3
26.0 Supplies and materials	24	23	22
31.0 Equipment	1	1	1
99.9 Total new obligations	66	66	66

Personnel Summary

Identification code 69-4743-0-4-403	1999 actual	2000 est.	2001 est.
Total compensable workyears:			
2001 Full-time equivalent employment	606	632	632
2101 Full-time equivalent employment	21	22	22

Trust Funds

BOAT SAFETY

(AQUATIC RESOURCES TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8149-0-7-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 State recreational boating safety programs	54	59	59
00.02 Compliance and boating programs	5	5	5
10.00 Total new obligations	59	64	64
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	9	9
22.00 New budget authority (gross)	64	64	64

23.90	Total budgetary resources available for obligation	68	73	73
23.95	Total new obligations	-59	-64	-64
24.40	Unobligated balance available, end of year	9	9	9

New budget authority (gross), detail:

Mandatory:				
62.00	Transferred from other accounts	64	64	64

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance, start of year	35	37	47
73.10	Total new obligations	59	64	64
73.20	Total outlays (gross)	-57	-54	-61
74.40	Unpaid obligations, end of year: Obligated balance, end of year	37	47	49

Outlays (gross), detail:

86.93	Outlays from discretionary balances	21	10	1
86.97	Outlays from new mandatory authority	29	29	29
86.98	Outlays from mandatory balances	7	15	31
87.00	Total outlays (gross)	57	54	61

Net budget authority and outlays:

89.00	Budget authority	64	64	64
90.00	Outlays	57	54	61

This account provides grants for the development and implementation of a coordinated national recreational boating safety program. Boating safety statistics reflect the success in meeting the program's objectives. No discretionary appropriation is requested for 2001 from the Boat safety account of the Aquatic resources trust fund. The Transportation Equity Act for the 21st Century (TEA-21) includes permanent appropriations from the Aquatic resources trust fund of \$64 million annually beginning in 1999. Of this total, \$59 million is provided for grants to States and \$5 million is available for Coast Guard coordination efforts.

Object Classification (in millions of dollars)

Identification code 69-8149-0-7-403	1999 actual	2000 est.	2001 est.
25.2 Other services	4	5	5
25.3 Purchases of goods and services from Government accounts	1	1	1
41.0 Grants, subsidies, and contributions	54	58	58
99.9 Total new obligations	59	64	64

AQUATIC RESOURCES TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8147-0-7-403	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year	753	843	854
Receipts:			
02.01 Excise Taxes, Sport Fish Restoration	348	327	340
02.03 Excise Taxes, Boat Safety	26	9	1
02.05 Customs duties, Sport Fish Restoration	26	34	35
02.06 Interest on investments	62	64	66
02.99 Total receipts	462	434	442
04.00 Total: Balances and collections	1,215	1,277	1,296
Appropriation:			
05.01 Sport fish restoration	-372	-423	-407
07.99 Total balance, end of year	843	854	889

Program and Financing (in millions of dollars)

Identification code 20-8147-0-7-403	1999 actual	2000 est.	2001 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	1,018	1,140	1,158
92.02 Total investments, end of year: U.S. securities: Par value	1,140	1,158	1,184

AQUATIC RESOURCES TRUST FUND—Continued

The Internal Revenue Code of 1986, as amended by TEA-21, provides for the transfer of Highway Trust Fund revenue derived from the motor boat fuel tax and certain other taxes to the Aquatic Resources Trust Fund. Appropriations are authorized from this fund to meet expenditures for programs specified by law, including sport fish restoration and boat safety. Excise tax receipts for the trust fund include motorboat fuel tax receipts, plus receipts from taxes on sport fishing equipment, sonar and fish finders, and small engine fuel.

EXCISE TAXES, AQUATIC RESOURCES TRUST FUND

(In millions of dollars)				
Source	1999 actual	2000 est.	2001 est.	
Motorboat Fuel Tax	205	174	176	
Fishing Equipment Tax	96	100	102	
Electric Sonar Tax	2	2	2	
Small Engine Fuel Tax	70	60	61	
Total	373	336	341	

OIL SPILL LIABILITY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8185-0-7-304	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year	918	839	935
Receipts:			
02.02 Interest on investments	48	55	62
02.03 Fines and penalties	6	6	6
02.04 Recoveries	7	8	9
02.05 Transfers from the trans-Alaska pipeline liability fund		173	
02.07 Interest on investments, legislative proposal, not subject to PAYGO			2
02.99 Total receipts	61	242	79
04.00 Total: Balances and collections	979	1,081	1,014
Appropriation:			
05.03 Trust fund share of expenses	-49	-49	-49
05.04 Environmental Protection Agency	-15	-15	-16
05.05 Minerals Management Service	-6	-6	-6
05.07 Research and special programs administration	-4	-5	-4
05.09 Oil spill recovery, Coast Guard	-66	-61	-61
05.10 Denali Commission trust fund		-10	-10
05.99 Subtotal appropriation	-140	-146	-146
07.99 Total balance, end of year	839	935	868

Program and Financing (in millions of dollars)

Identification code 20-8185-0-7-304	1999 actual	2000 est.	2001 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	1,119	1,063	1,156
92.02 Total investments, end of year: U.S. securities: Par value	1,063	1,156	1,088

The Omnibus Budget Reconciliation Act of 1989, Public Law 101-239, triggered collection of a 5 cent tax on each barrel of oil produced domestically or imported to be deposited into the Oil Spill Liability Trust Fund. Resources from the Oil Spill Liability Trust Fund are used to finance oil pollution prevention and cleanup activities by various Federal agencies. In accordance with the provisions of the Act, the Fund may finance annually up to \$50 million of emergency resources and all valid claims from injured parties resulting from oil spills. For Coast Guard, this funds the following accounts: Trust fund share of expenses, Oil spill recovery, and Payment of claims. The authority to collect the oil barrel tax expired on December 31, 1994. Legislation will be proposed to reinstate the tax and place a \$5 billion cap on the Fund's balance.

Status of Funds (in millions of dollars)

Identification code 20-8185-0-7-304	1999 actual	2000 est.	2001 est.
Unexpended balance, start of year:			
0100 Uninvested balance	10	2	5
U.S. Securities:			
0101 Par value	1,119	1,063	1,156
0102 Unrealized discounts	-46	-48	-46
0199 Total balance, start of year	1,083	1,017	1,115
Cash income during the year:			
Governmental receipts:			
0202 Fines and penalties	6	6	6
0203 Transfers from the trans-Alaska pipeline liability fund		173	
0204 Recoveries	7	8	9
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Earnings on investments, oil spill liability trust fund	48	55	62
0240 Earnings on investments, oil spill liability trust fund			2
Offsetting collections:			
0280 Offsetting collections	14	26	26
0297 Income under present law	75	268	103
0298 Income under proposed legislation			2
0299 Total cash income	75	268	105
Cash outgo during year:			
0500 Oil spill research	-6	-6	-6
0501 Oil spill response	-38	-41	-42
0502 Oil Spill Recovery, Coast Guard	-44	-61	-61
0504 Trust fund share of expenses	-49	-49	-49
0505 Trust fund share of pipeline safety	-4	-6	-5
0508 Denali Commission trust fund		-10	-10
0599 Total cash outgo	-141	-173	-173
Unexpended balance, end of year:			
0700 Uninvested balance	2	5	5
U.S. Securities:			
0701 Par value	1,062	1,156	1,088
0702 Unrealized discounts	-48	-46	-46
0799 Total balance, end of year	1,017	1,115	1,047

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

Program and Financing (in millions of dollars)

Identification code 69-8349-0-7-304	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Emergency fund	53	50	50
00.02 Payment of claims	15	10	10
00.03 Prince William Sound Oil Spill Recovery Institute	1	1	1
10.00 Total new obligations (object class 25.2)	69	61	61
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	77	81	81
22.00 New budget authority (gross)	66	61	61
22.10 Resources available from recoveries of prior year obligations	8		
23.90 Total budgetary resources available for obligation	151	142	142
23.95 Total new obligations	-69	-61	-61
24.40 Unobligated balance available, end of year	81	81	81
New budget authority (gross), detail:			
Mandatory:			
60.26 Appropriation (trust fund, definite)	50	50	50
60.27 Appropriation (trust fund, indefinite)	16	11	11
62.50 Appropriation (total mandatory)	66	61	61
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	76	94	94
73.10 Total new obligations	69	61	61
73.20 Total outlays (gross)	-44	-61	-61
73.45 Adjustments in unexpired accounts	-8		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	94	94	94

Outlays (gross), detail:				
86.97	Outlays from new mandatory authority	44	61	61
Net budget authority and outlays:				
89.00	Budget authority	66	61	61
90.00	Outlays	44	61	61
Distribution of budget authority by account:				
	Emergency fund	50	50	50
	Oil spill recovery institute	1	1	1
	Payment of claims	15	10	10
Distribution of outlays by account:				
	Emergency fund	31	50	50
	Oil spill recovery institute	1	1	1
	Payment of claims	12	10	10

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

TRUST FUND SHARE OF EXPENSES

(OIL SPILL LIABILITY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8314-0-7-304				
1999 actual 2000 est. 2001 est.				
Obligations by program activity:				
00.01	Operating expenses	25	25	25
00.02	Acquisition, construction and improvements	20	20	20
00.03	Research, development, test and evaluation	4	4	4
10.00	Total new obligations (object class 92.0)	49	49	49
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	49	49	49
23.95	Total new obligations	-49	-49	-49
New budget authority (gross), detail:				
Discretionary:				
40.26	Appropriation (trust fund, definite)	49	49	49
Change in unpaid obligations:				
73.10	Total new obligations	49	49	49
73.20	Total outlays (gross)	-49	-49	-49
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	49	49	49
Net budget authority and outlays:				
89.00	Budget authority	49	49	49
90.00	Outlays	48	49	49
Distribution of budget authority by account:				
	Operating expenses	25	25	25
	Acquisition, construction and improvement	20	20	20
	Research, development, test, and evaluation	4	4	4
Distribution of outlays by account:				
	Operating expenses	25	25	25
	Acquisition, construction and improvements	20	20	20
	Research, development, test, and evaluation	4	4	4

This account provides resources from the Oil spill liability trust fund for activities authorized under the Operating expenses; Acquisition, construction, and improvements; and Research, development, test and evaluation accounts.

COAST GUARD GENERAL GIFT FUND

Program and Financing (in millions of dollars)				
Identification code 69-8533-0-7-403				
1999 actual 2000 est. 2001 est.				
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	2	2	2
24.40	Unobligated balance available, end of year	2	2	2
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			
Memorandum (non-add) entries:				
92.01	Total investments, start of year: U.S. securities: Par value	2	2	2
92.02	Total investments, end of year: U.S. securities: Par value	2	2	2

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

MISCELLANEOUS TRUST REVOLVING FUNDS

Program and Financing (in millions of dollars)				
Identification code 69-9981-0-8-403				
1999 actual 2000 est. 2001 est.				
Obligations by program activity:				
10.00	Total new obligations (object class 25.2)	7	7	7
Budgetary resources available for obligation:				
22.00	New budget authority (gross)	7	7	7
23.95	Total new obligations	-7	-7	-7
New budget authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)	7	7	7
Change in unpaid obligations:				
73.10	Total new obligations	7	7	7
73.20	Total outlays (gross)	-7	-7	-7
Outlays (gross), detail:				
86.97	Outlays from new mandatory authority	7	7	7
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-7	-7	-7
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays			

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

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

FEDERAL AVIATION ADMINISTRATION

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

[In millions of dollars]				
Budget authority:				
	Operations	5,586	5,893	6,592
	General fund (memorandum entry)	(1,474)		

	1999 actual	2000 est.	2001 est.
Grants-in-aid for airports (trust)	2,322	1,896	1,950
Facilities and equipment (trust)	2,121	2,045	2,495
Research, engineering, and development (trust)	150	156	184
National Civil Aviation Review Commission	-1		
Total net	10,179	9,991	11,222
Obligations:			
Operations	5,569	5,910	6,592
General fund (memorandum entry)	(1,457)	(17)	(0)
Grants-in-aid for airports (trust)	1,990	1,846	1,950
Facilities and equipment (trust)	2,181	2,040	2,446
Research, engineering, and development (trust)	152	170	184
Total net	9,802	10,016	11,172
Outlays:			
Operations	5,577	5,852	6,524
General fund (memorandum entry)	(1,455)	(659)	(0)
Grants-in-aid for airports (trust)	1,565	1,896	1,899
Facilities and equipment (trust)	2,195	1,805	1,976
Research, engineering, and development (trust)	174	194	199
Aviation insurance revolving fund	-3	-3	-3
Administrative services franchise fund	-1	5	-36
Total net	9,507	9,748	10,558

Note.—The amount shown as Operations includes the general fund share of operations.
¹ Reflects a reduction of \$54 million in 2000 as required by P.L. 106-113.

Federal Funds

General and special funds:

OPERATIONS

Program and Financing (in millions of dollars)

Identification code 69-1301-0-1-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Air traffic services	4,351	8	
00.02 Regulation and certification	619	4	
00.03 Civil aviation security	120		
00.04 Airports	48		
00.05 Research and acquisitions	78	2	
00.06 Commercial space transportation	6		
00.07 Administration	264		
00.08 Staff offices	84	3	
09.01 Reimbursable program	62		
10.00 Total new obligations	5,631	17	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	17	
22.00 New budget authority (gross)	5,653		
23.90 Total budgetary resources available for obligation	5,654	17	
23.95 Total new obligations	-5,631	-17	
23.98 Unobligated balance expiring or withdrawn	-5		
24.40 Unobligated balance available, end of year	17		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	1,450		
40.36 Unobligated balance rescinded	-1		
40.75 Reduction pursuant to P.L. 106-51	-6		
40.78 Reduction pursuant to P.L. 105-277	-5		
42.00 Transferred from other accounts	34		
43.00 Appropriation (total discretionary)	1,473		
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	4,180		
70.00 Total new budget authority (gross)	5,652		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	691	641	
73.10 Total new obligations	5,631	17	
73.20 Total outlays (gross)	-5,635	-658	
73.40 Adjustments in expired accounts (net)	-46		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	641		

Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	5,084	
86.93	Outlays from discretionary balances	551	659
87.00	Total outlays (gross)	5,635	658
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00	Federal sources	-4,158	
88.40	Non-Federal sources	-22	
88.90	Total, offsetting collections (cash)	-4,180	
Net budget authority and outlays:			
89.00	Budget authority	1,473	
90.00	Outlays	1,455	658

In 2000, all funding for FAA operations is provided from the Airport and Airway Trust Fund, and the 2001 budget proposes to continue this practice. The 1999 data includes balances of the National Civil Aviation Review Commission.

Object Classification (in millions of dollars)

Identification code 69-1301-0-1-402	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1	Full-time permanent	3,058	
11.3	Other than full-time permanent	28	
11.5	Other personnel compensation	267	
11.9	Total personnel compensation	3,353	
12.1	Civilian personnel benefits	886	
21.0	Travel and transportation of persons	91	
22.0	Transportation of things	21	
23.1	Rental payments to GSA	76	
23.2	Rental payments to others	32	
23.3	Communications, utilities, and miscellaneous charges	317	
24.0	Printing and reproduction	11	
25.2	Other services	660	17
26.0	Supplies and materials	81	
31.0	Equipment	39	
32.0	Land and structures	1	
42.0	Insurance claims and indemnities	1	
99.0	Subtotal, direct obligations	5,569	17
99.0	Reimbursable obligations	62	
99.9	Total new obligations	5,631	17

Personnel Summary

Identification code 69-1301-0-1-402	1999 actual	2000 est.	2001 est.
Direct:			
1001	Total compensable workyears: Full-time equivalent employment	46,005	
Reimbursable:			
2001	Total compensable workyears: Full-time equivalent employment	224	

AVIATION USER FEES

Unavailable Collections (in millions of dollars)

Identification code 69-5422-0-2-402	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99	Balance, start of year		
Receipts:			
02.01	Overflight user fees	5	22
Appropriation:			
05.01	FAA activities	-5	-22
07.99	Total balance, end of year		

Program and Financing (in millions of dollars)

Identification code 69-5422-0-2-402	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Mandatory:			
60.25		5	22
61.00		-5	-22
62.50			
Appropriation (total mandatory)			
Net budget authority and outlays:			
89.00			
90.00			
Budget authority			
Outlays			

The Federal Aviation Reauthorization Act of 1996 (P.L. 104-264) authorized the collection of user fees for services provided by the FAA to aircraft that neither takeoff nor land in the United States, commonly known as overflight fees. In addition, the Act permanently appropriated the first \$50 million of such fees, or other FAA resources in the event fees are lower than \$50 million, to be used for the Essential Air Service (EAS) program and rural airport improvements. Amounts collected in excess of \$50 million are permanently appropriated for authorized expenses of the FAA. The Budget estimates that \$22 million in overflight fees will be collected in 2001, and transferred to the Essential Air Service and Rural Airport Improvement Fund. As collections are estimated to be below required EAS funding, the Budget proposes \$28 million in EAS financing will be provided from the Airport Improvement Program.

Public enterprise funds:

AVIATION INSURANCE REVOLVING FUND

The Secretary of Transportation is hereby authorized to make such expenditures and investments, within the limits of funds available pursuant to 49 U.S.C. 44307, and in accordance with section 104 of the Government Corporation Control Act, as amended (31 U.S.C. 9104), as may be necessary in carrying out the program for aviation insurance activities under chapter 443 of title 49, United States Code. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-4120-0-3-402	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
21.40	72	76	79
22.00	4	3	3
23.90	76	79	82
24.40	76	79	82
Unobligated balance available, end of year			
New budget authority (gross), detail:			
Discretionary:			
68.00	4	3	3
Spending authority from offsetting collections (gross): Offsetting collections (cash)			
Offsets:			
Against gross budget authority and outlays:			
88.00	-4	-3	-3
Offsetting collections (cash) from: Federal sources			
Net budget authority and outlays:			
89.00			
90.00	-3	-3	-3
Budget authority			
Outlays			
Memorandum (non-add) entries:			
92.01	71	76	79
Total investments, start of year: U.S. securities: Par value			
92.02	76	79	82
Total investments, end of year: U.S. securities: Par value			

The fund provides direct support for the aviation insurance program (chapter 443 of title 49, U.S. Code). Authorization to issue new insurance coverage expired on August 6, 1999.

Income to the fund is derived from premium deposits for premium insurance coverage issued, income from authorized investments, and binder fees for nonpremium coverage issued. The binders provide aviation insurance coverage for U.S. air carrier aircraft used in connection with certain Government contract operations by the Department of Defense and the Department of State. The Administration has proposed reauthorization of the program through 2004.

Personnel Summary

Identification code 69-4120-0-3-402	1999 actual	2000 est.	2001 est.
1001			
Total compensable workyears: Full-time equivalent employment			
	3	3	3

Intragovernmental accounts:

ADMINISTRATIVE SERVICES FRANCHISE FUND

Program and Financing (in millions of dollars)

Identification code 69-4562-0-4-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
09.01	4	19	19
09.02	3	3	3
09.03	1	1	1
09.04	5	5	5
09.05	1	2	2
09.06	4	4	4
09.07			157
09.08			29
10.00	18	34	220
Total new obligations			
Budgetary resources available for obligation:			
21.40	1	1	
22.00	18	33	220
New budget authority (gross)			
23.90	19	34	220
23.95	-18	-34	-220
24.40	1		
Unobligated balance available, end of year			
New budget authority (gross), detail:			
Discretionary:			
68.00	18	33	220
Spending authority from offsetting collections (gross): Offsetting collections (cash)			
Change in unpaid obligations:			
72.40	4	5	1
Unpaid obligations, start of year: Obligated balance, start of year			
73.10	18	34	220
73.20	-19	-38	-184
74.40	5	1	37
Total new obligations			
Total outlays (gross)			
Unpaid obligations, end of year: Obligated balance, end of year			
Outlays (gross), detail:			
86.90	15	33	184
86.93	4	5	
Outlays from new discretionary authority			
Outlays from discretionary balances			
87.00	19	38	184
Total outlays (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.00	-18	-33	-220
Offsetting collections (cash) from: Federal sources			
Net budget authority and outlays:			
89.00			
90.00	-1	5	-36
Budget authority			
Outlays			

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 is expected to improve organizational efficiency and provide 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, and information technology.

Intragovernmental accounts—Continued

ADMINISTRATIVE SERVICES FRANCHISE FUND—Continued

In 2001, there will be a major expansion of the franchise fund, as the activities of the FAA depot at the Mike Monroney Aeronautical Center in Oklahoma City become a franchise fund activity. This expansion will increase the efficiency of the depot by instituting a more rational and economic basis for procuring and distributing replacement parts and spares.

Also added to the fund in 2001 will be aircraft maintenance activities at the Mike Monroney Aeronautical Center. As with other franchise fund activities, the inclusion of the aircraft maintenance function will allow the agency to achieve economies in performance by distributing fixed costs across a larger business base. This will, in time, lead to improved efficiency and reduced unit costs for the service provided.

Object Classification (in millions of dollars)

Identification code 69-4562-0-4-402	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	6	7	53
12.1 Civilian personnel benefits	2	2	12
21.0 Travel and transportation of persons			1
22.0 Transportation of things			3
23.3 Communications, utilities, and miscellaneous charges	1		
24.0 Printing and reproduction	2	2	2
25.2 Other services	7	23	91
26.0 Supplies and materials			56
31.0 Equipment			2
99.9 Total new obligations	18	34	220

Personnel Summary

Identification code 69-4562-0-4-402	1999 actual	2000 est.	2001 est.
2001 Total compensable workyears: Full-time equivalent employment	152	184	1,067

Trust Funds

AIRPORT AND AIRWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8103-0-7-402	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year	4,589	7,310	7,410
Receipts:			
02.01 Excise taxes	10,391	9,222	9,645
02.02 Interest	698	771	811
02.03 Aviation user fees, legislative proposal, discretionary offset			965
02.06 Interest, legislative proposal not subject to PAYGO		-9	-11
02.99 Total receipts	11,089	9,984	11,410
04.00 Total: Balances and collections	15,678	17,294	18,820
Appropriation:			
05.01 Trust fund share of FAA operations	-4,112	-5,900	-6,592
05.02 Grants-in-aid for airports liquidating cash	-2,410	-1,896	-1,950
05.03 Facilities and equipment	-2,122	-2,075	-2,495
05.04 Research, engineering and development	-150	-156	-184
05.99 Subtotal appropriation	-8,794	-10,027	-11,221
06.10 Unobligated balance returned to receipts	425	136	
06.20 Reduction pursuant to Public Law 106-69	1	7	
07.99 Total balance, end of year	7,310	7,410	7,599

Program and Financing (in millions of dollars)

Identification code 20-8103-0-7-402	1999 actual	2000 est.	2001 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value		12,411	13,333

92.02 Total investments, end of year: U.S. securities: Par value	12,411	13,333	14,145
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Section 9502 of Title 26, U.S.C., as amended, provides for the receipts received in the Treasury from the passenger ticket tax and certain other taxes paid by airport and airway users to be transferred to the Airport and Airway Trust Fund. The Budget assumes that the current excise taxes will be reduced over time as more efficient, service-based charges are phased in beginning in 2001. Under this proposal, the amount collected each year from the new service-based charges and excise taxes combined would be equal to the total budget resources requested for the FAA in the succeeding year. The Administration has proposed legislation that creates the service-based charges and will apply the offset to discretionary spending.

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

Status of Funds (in millions of dollars)

Identification code 20-8103-0-7-402	1999 actual	2000 est.	2001 est.
Unexpended balance, start of year:			
0100 Uninvested balance	861	32	
0101 U.S. Securities: Par value	8,550	12,411	13,333
0199 Total balance, start of year	9,411	12,443	13,333
Cash income during the year:			
Governmental receipts:			
0201 Passenger ticket tax	5,941	4,850	4,911
0202 Passenger flight segment tax	1,339	1,594	1,809
0203 Waybill tax	412	443	479
0204 Fuel tax	1,009	854	878
0205 International departure/arrival tax	1,484	1,286	1,367
0206 Rural airports tax	57	54	57
0207 Frequent flyer tax	149	141	144
0208 Aviation user fees, legislative proposal			965
Intragovernmental transactions:			
Intragovernmental transactions:			
0240 Interest, Airport and airway trust fund	698	771	811
0240 Interest, legislative proposal not subject to PAYGO		-9	-11
Offsetting collections:			
0280 Trust fund share of FAA operations		72	74
0281 Facilities and equipment	27	77	77
0282 Research, engineering, and development	5	16	16
0297 Income under present law	11,121	10,158	10,623
0298 Income under proposed legislation		-9	954
0299 Total cash income	11,121	10,149	11,577
Cash outgo during year:			
Cash outgo during the year (-):			
0500 Trust fund share of FAA operations (Airport and airway trust fund)	-4,122	-5,194	-6,523
0500 Trust fund share of FAA operations, offsetting collections		-72	-74
0501 Grants-in-aid for airports (Airport and airway trust fund)	-1,565	-1,894	-1,925
Cash outgo during the year (-):			
0502 Facilities and equipment (Airport and airway trust fund)	-2,195	-1,805	-1,976
0502 Facilities and equipment offsetting collections	-27	-77	-77
Cash outgo during the year (-):			
0503 Research, engineering and development (Airport and airway trust fund)	-174	-194	-199
0503 Research, engineering and development offsetting collections	-5	-16	-16
0505 Payments to air carriers (Airport and airway trust fund)	-1	-1	
0507 Grants-in-aid for airports, supplemental proposal		-2	26
0510 Trust fund share of FAA operations, supplemental proposal		2	-2
0597 Outgo under present law (-)	-8,089	-9,253	-10,790
0598 Outgo under proposed legislation (-)			24
0599 Total cash outgo (-)	-8,089	-9,255	-10,765
Unexpended balance, end of year:			
0700 Uninvested balance	32		
0701 U.S. Securities: Par value	12,414	13,333	14,145
0799 Total balance, end of year	12,446	13,333	14,145

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

GRANTS-IN-AID FOR AIRPORTS
(LIQUIDATION OF CONTRACT AUTHORIZATION)

(AIRPORT AND AIRWAY TRUST FUND)

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 administration of such programs; for administration of programs under section 40117; 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, **[\$1,750,000,000]** \$1,960,000,000, 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 \$1,950,000,000 in fiscal year **[2000]** 2001, notwithstanding section 47117(h) of title 49, United States Code: *Provided further*, That notwithstanding any other provision of law, not more than **[\$45,000,000]** \$60,413,000 of funds limited under this heading shall be obligated for administration: *Provided further*, **[That, notwithstanding any other provision of law, in the event of a lapse in authorization of the grants program under this heading, funding available under Federal Aviation Administration, "Operations" may be obligated for administration during the time period of the lapse in authorization, at the rate corresponding to the maximum annual obligation level of \$45,000,000: *Provided further*, That total obligations from all sources in fiscal year 2000 for administration may not exceed \$45,000,000] That not more than \$27,900,000 of funds under this heading shall be available to carry out the essential air service program under subchapter II of chapter 417 of title 49, United States Code, in partial satisfaction of the requirement of section 41742(a) of such title. (Department of Transportation and Related Agencies Appropriations Act, 2000.)**

Program and Financing (in millions of dollars)

Identification code 69-8106-0-7-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Grants-in-aid for airports	1,990	1,851	1,600
00.02 Personnel and related expenses		45	60
00.03 Essential air services			28
10.00 Total new obligations	1,990	1,896	1,688
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	88	136	
22.00 New budget authority (gross)	2,322	1,896	1,950
22.10 Resources available from recoveries of prior year obligations	46		
23.90 Total budgetary resources available for obligation	2,456	2,032	1,950
23.95 Total new obligations	-1,990	-1,896	-1,688
23.98 Unobligated balance expiring or withdrawn	-330	-136	
24.49 Unobligated balance, end of year: Contract authority	136		262
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	1,600	1,750	1,960
40.49 Portion applied to liquidate contract authority	-1,600	-1,750	-1,960
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	2,410	1,896	1,950
66.35 Contract authority rescinded	-88		
66.90 Contract authority (total mandatory)	2,322	1,896	1,950
70.00 Total new budget authority (gross)	2,322	1,896	1,950
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	488	524	380
72.49 Obligated balance, start of year: Contract authority	2,015	2,358	2,504
72.99 Total unpaid obligations, start of year	2,503	2,882	2,884
73.10 Total new obligations	1,990	1,896	1,688
73.20 Total outlays (gross)	-1,565	-1,894	-1,925
73.45 Adjustments in unexpired accounts	-46		

Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	524	380	460
74.49	Obligated balance, end of year: Contract authority	2,358	2,504	2,188
74.99	Total unpaid obligations, end of year	2,882	2,884	2,648
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	351	373	416
86.93	Outlays from discretionary balances	1,214	1,521	1,509
87.00	Total outlays (gross)	1,565	1,894	1,925
Net budget authority and outlays:				
89.00	Budget authority	2,322	1,896	1,950
90.00	Outlays	1,565	1,894	1,925

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	2,322	1,896	1,950
Outlays	1,565	1,894	1,925
Supplemental proposal:			
Budget Authority			
Outlays		2	-26
Total:			
Budget Authority	2,322	1,896	1,950
Outlays	1,565	1,896	1,899

Status of Contract Authority (in millions of dollars)

Identification code 69-8106-0-7-402	1999 actual	2000 est.	2001 est.
0100 Balance, start of year	2,103	2,494	2,504
Contract authority:			
0200 Contract authority	2,322	1,896	1,688
0350 Unfunded balance expiring	-330	-136	
0400 Appropriation to liquidate contract authority	-1,600	-1,750	-1,960
0700 Balance, end of year	2,494	2,504	2,234

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

The 2000 appropriations act allows funding under this heading to be provided for administrative costs related to this program. For 2001, the Administration proposes that funds under this heading also be provided for the FAA's airport-related research and to make up for shortfalls in overflight fee collections to fund the Essential Air Service program, consistent with section 41742, title 49 of the U.S. Code.

Object Classification (in millions of dollars)

Identification code 69-8106-0-7-402	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent		34	38
11.3 Other than full-time permanent		1	1
11.9 Total personnel compensation		35	39
12.1 Civilian personnel benefits		7	8
21.0 Travel and transportation of persons		1	2
23.3 Communications, utilities, and miscellaneous charges		1	1
25.2 Other services		1	10
41.0 Grants, subsidies, and contributions	1,990	1,851	1,628
99.9 Total new obligations	1,990	1,896	1,688

Personnel Summary

Identification code 69-8106-0-7-402	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment		501	519

FACILITIES AND EQUIPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for acquisition, establishment, and improvement by contract or purchase, and hire of air navigation and experimental facilities and equipment as authorized under part A of subtitle VII of title 49, United States Code, including initial acquisition of necessary sites by lease or grant; engineering and service testing, including construction of test facilities and acquisition of necessary sites by lease or grant; and construction and furnishing of quarters and related accommodations for officers and employees of the Federal Aviation Administration stationed at remote localities where such accommodations are not available; and the purchase, lease, or transfer of aircraft from funds available under this head; to be derived from the Airport and Airway Trust Fund, [\$2,075,000,000] \$2,495,000,000, of which [\$1,780,000,000] \$2,172,347,400 shall remain available until September 30, [2002] 2003, and of which [\$295,000,000] \$322,652,600 shall remain available until September 30, [2000] 2001: *Provided*, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred in the establishment and modernization of air navigation facilities[: *Provided further*, That upon initial submission to the Congress of the fiscal year 2001 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 2001 through 2005, 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: *Provided further*, That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a capital lease agreement unless appropriations have been provided to fully cover the Federal Government's contingent liabilities at the time the lease agreement is signed].

In addition, for necessary expenses for capital cost acquisition or construction including alteration or modification costs, to be derived from the Airport and Airway Trust Fund, to become available on October 1 of the fiscal year specified and remain available until expended: fiscal year 2002, \$638,100,000; fiscal year 2003, \$590,200,000; fiscal year 2004, \$565,400,000; fiscal year 2005, \$537,300,000; fiscal year 2006, \$324,900,000; fiscal year 2007, \$168,600,000; and fiscal year 2008, \$119,600,000. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-8107-0-7-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Engineering, development, test and evaluation	508	544	609
00.02 Procurement and modernization of air traffic control (ATC) facilities and equipment	904	778	1,048
00.03 Procurement and modernization of non-ATC facilities and equipment	161	179	200
00.04 Mission support	363	244	266
00.05 Personnel and related expenses	245	295	323
09.01 Reimbursable program	27	77	77
10.00 Total new obligations	2,208	2,117	2,523
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	353	355	360
22.00 New budget authority (gross)	2,148	2,122	2,572
22.10 Resources available from recoveries of prior year obligations	69		
23.90 Total budgetary resources available for obligation	2,570	2,477	2,932
23.95 Total new obligations	-2,208	-2,117	-2,523
23.98 Unobligated balance expiring or withdrawn	-7		
24.40 Unobligated balance available, end of year	355	360	409
New budget authority (gross), detail:			
Discretionary:			
40.15 Appropriation (emergency)	100		
40.26 Appropriation (trust fund, definite)	2,022	2,075	2,495
40.36 Unobligated balance rescinded		-30	
40.75 Reduction pursuant to P.L. 106-51	-1		
43.00 Appropriation (total discretionary)	2,121	2,045	2,495

68.00 Spending authority from offsetting collections: Offsetting collections (cash)	27	77	77
70.00 Total new budget authority (gross)	2,148	2,122	2,572
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1,664	1,530	1,763
73.10 Total new obligations	2,208	2,117	2,523
73.20 Total outlays (gross)	-2,222	-1,884	-2,053
73.40 Adjustments in expired accounts (net)	-50		
73.45 Adjustments in unexpired accounts	-69		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1,530	1,763	2,233
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	902	691	842
86.93 Outlays from discretionary balances	1,320	1,191	1,211
87.00 Total outlays (gross)	2,222	1,884	2,053
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-24	-68	-68
88.40 Non-Federal sources	-3	-9	-9
88.90 Total, offsetting collections (cash)	-27	-77	-77
Net budget authority and outlays:			
89.00 Budget authority	2,121	2,045	2,495
90.00 Outlays	2,195	1,807	1,976

Note.—Mission Support has an estimated contingent liability of \$79 million (present value) associated with the FAA's long-term lease of facilities at the Mike Monroney Aeronautical Center, Oklahoma City, Oklahoma. This contingent liability will be funded through this account.

The proposed funding sustains the current infrastructure and advances modernization and improvement of the National airspace system. In particular, funds would provide for significant progress in developing the enroute and terminal automation programs, designed to upgrade air traffic control technology, and in implementing Free flight programs.

The Administration supports full funding of multi-year fixed asset projects as part of an ongoing attempt to improve the cost and performance of agency procurements. To implement the Administration's full funding policy, advance appropriations are requested for the following multi-year projects or usable project segments: Aviation weather service improvements, Air traffic control beacon interrogator replacement, Terminal digital radar, Terminal automation (STARS), Wide area augmentation system for GPS, Weather and radar processor, Oceanic automation system, Aeronautical data link, and Operational and supportability implementation system (OASIS).

In 2000, the Department of Transportation will work with the Office of Management and Budget to improve the management of the FAA's modernization program. In 2001, the Department will work with the Department of Defense to ensure that the civilian requirements of the Global Positioning system are met. These activities are proposed to be funded within the Defense Department budget.

Object Classification (in millions of dollars)

Identification code 69-8107-0-7-402	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	178	185	198
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	7	6	9
11.9 Total personnel compensation	186	192	208
12.1 Civilian personnel benefits	46	54	58
21.0 Travel and transportation of persons	34	42	45
22.0 Transportation of things	4	4	5
23.2 Rental payments to others	42	38	46
23.3 Communications, utilities, and miscellaneous charges	13	12	14
24.0 Printing and reproduction	1	1	1
25.2 Other services	1,362	1,290	1,575

26.0	Supplies and materials	37	34	41
31.0	Equipment	269	246	299
32.0	Land and structures	134	122	148
41.0	Grants, subsidies, and contributions	55	5	6
99.0	Subtotal, direct obligations	2,182	2,040	2,446
99.0	Reimbursable obligations	26	77	77
99.9	Total new obligations	2,208	2,117	2,523

Personnel Summary

Identification code 69-8107-0-7-402		1999 actual	2000 est.	2001 est.
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	2,588	2,786	2,801
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	21	55	55

RESEARCH, ENGINEERING, AND DEVELOPMENT
(AIRPORT AND AIRWAY TRUST FUND)

For necessary expenses, not otherwise provided for, for research, engineering, and development, as authorized under part A of subtitle VII of title 49, United States Code, including construction of experimental facilities and acquisition of necessary sites by lease or grant, **[\$156,495,000] \$184,366,000**, to be derived from the Airport and Airway Trust Fund and to remain available until September 30, **[2002] 2003. Provided**, That there may be credited to this appropriation funds received from States, counties, municipalities, other public authorities, and private sources, for expenses incurred for research, engineering, and development. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-8108-0-7-402		1999 actual	2000 est.	2001 est.
Obligations by program activity:				
Direct program:				
00.01	System development and infrastructure	16	18	25
00.02	Capacity and air traffic management technology	1	1	.....
00.04	Weather	19	20	28
00.06	Aircraft safety technology	36	47	49
00.07	System security technology	52	54	49
00.08	Human factors and aviation medicine	24	26	25
00.09	Environment and energy	3	4	8
00.10	Innovative/cooperative research	1	.....	.....
09.01	Reimbursable program	5	16	16
10.00	Total new obligations	157	186	200

Budgetary resources available for obligation:

21.40	Unobligated balance available, start of year	7	13	.....
22.00	New budget authority (gross)	155	172	200
22.1041	Resources available from recoveries of prior year obligations	8	.....	.....
23.90	Total budgetary resources available for obligation	170	185	200
23.95	Total new obligations	-157	-186	-200
24.40	Unobligated balance available, end of year	13	.....	.....

New budget authority (gross), detail:

Discretionary:				
40.26	Appropriation (trust fund, definite)	150	156	184
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	5	16	16
70.00	Total new budget authority (gross)	155	172	200

Change in unpaid obligations:

72.40	Unpaid obligations, start of year: Obligated balance, start of year	184	154	130
73.10	Total new obligations	157	186	200
73.20	Total outlays (gross)	-179	-210	-215
73.45	Adjustments in unexpired accounts	-8	.....	.....
74.40	Unpaid obligations, end of year: Obligated balance, end of year	154	130	115

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	69	110	126
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86.93	Outlays from discretionary balances	110	100	89
87.00	Total outlays (gross)	179	210	215
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-5	-16	-16
Net budget authority and outlays:				
89.00	Budget authority	150	156	184
90.00	Outlays	174	194	199

The 2001 budget proposes funding to conduct research, engineering and development programs to improve the national air traffic control system by increasing its safety, security, capacity, and productivity to meet the expected air traffic demands of the future. The agency also administers human factors research aimed at increasing the effectiveness of air traffic controller operations, airway facilities maintenance, aviation medical research aimed at increasing the safety of aircrew members, and environmental research aimed at mitigating aircraft noise and engine emissions.

Object Classification (in millions of dollars)

Identification code 69-8108-0-7-402		1999 actual	2000 est.	2001 est.
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	24	31	31
11.3	Other than full-time permanent	1	1	1
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	26	33	33
12.1	Civilian personnel benefits	5	8	7
21.0	Travel and transportation of persons	3	2	2
25.5	Research and development contracts	74	84	99
26.0	Supplies and materials	5	5	5
31.0	Equipment	3	3	3
41.0	Grants, subsidies, and contributions	36	35	35
99.0	Subtotal, direct obligations	152	170	184
99.0	Reimbursable obligations	5	16	16
99.9	Total new obligations	157	186	200

Personnel Summary

Identification code 69-8108-0-7-402		1999 actual	2000 est.	2001 est.
1001	Total compensable workyears: Full-time equivalent employment	430	455	455

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, and [carrying out the provisions of subchapter I of chapter 471 of title 49, United States Code, or other provisions of law authorizing the obligation of funds for similar programs of airport and airway development or improvement.] lease or purchase of passenger motor vehicles for replacement only, in addition to amounts made available by Public Law 104-264, **[\$5,900,000,000] \$6,592,235,000** from the Airport and Airway Trust Fund: *Provided*, [That none of the funds in this Act shall be available for the Federal Aviation Administration to plan, finalize, or implement any regulation that would promulgate new aviation user fees not specifically authorized by law after the date of 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

OPERATIONS—Continued

(AIRPORT AND AIRWAY TRUST FUND)—Continued

certificates, or for tests related thereto, or for processing major repair or alteration forms: **[Provided further,** That of the funds appropriated under this heading, \$5,000,000 shall be for the contract tower cost-sharing program and \$600,000 shall be for the Centennial of Flight Commission:] **Provided further,** That funds may be used to enter into a grant agreement with a nonprofit standard-setting organization to assist in the development of aviation safety standards: **Provided further,** That none of the funds in this Act shall be available for new applicants for the second career training program: **Provided further,** That none of the funds in this Act shall be available for paying premium pay under 5 U.S.C. 5546(a) to any Federal Aviation Administration employee unless such employee actually performed work during the time corresponding to such premium pay: **Provided further,** That none of the funds in this Act may be obligated or expended to operate a manned auxiliary flight service station in the contiguous United States[: **Provided further,** That none of the funds in this Act may be used for the Federal Aviation Administration to enter into a multiyear lease greater than 5 years in length or greater than \$100,000,000 in value unless such lease is specifically authorized by the Congress and appropriations have been provided to fully cover the Federal Government's contingent liabilities: **Provided further,** That no more than \$24,162,700 of funds appropriated to the Federal Aviation Administration in this Act may be used for activities conducted by, or coordinated through, the Transportation Administrative Service Center: **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 Transportation Administrative Service Center: **Provided further,** That none of the funds in this Act may be used for the Federal Aviation Administration (FAA) to sign a lease for satellite services related to the global positioning system (GPS) wide area augmentation system until the administrator of FAA certifies in writing to the House and Senate Committees on Appropriations that FAA has conducted a lease versus buy analysis which indicates that such lease will result in the lowest overall cost to the agency]. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-8104-0-7-402	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Air traffic services		4,636	5,210
00.02 Regulation and certification		640	692
00.03 Civil aviation security		131	144
00.05 Research and acquisitions		174	197
00.06 Commercial space transportation		7	13
00.07 Regional coordination		95	
00.08 Human resources		53	
00.09 Financial services		39	
00.10 Staff offices		73	336
00.11 Essential air service		45	
00.12 Undistributed	4,112		
09.01 Reimbursable program		72	74
10.00 Total new obligations	4,112	5,965	6,666
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	4,112	5,965	6,666
23.95 Total new obligations	-4,112	-5,965	-6,666
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	4,112	5,900	6,592
40.79 Reduction pursuant to P.L. 106-69		-7	
43.00 Appropriation (total discretionary)	4,112	5,893	6,592
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		72	74
70.00 Total new budget authority (gross)	4,112	5,965	6,666
Change in unpaid obligations:			
74.00 Unpaid obligations, start of year: Obligated balance, start of year	12	3	702
73.10 Total new obligations	4,112	5,965	6,666
73.20 Total outlays (gross)	-4,122	-5,266	-6,596

74.40 Unpaid obligations, end of year: Obligated balance, end of year	3	702	772
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4,112	5,263	5,894
86.93 Outlays from discretionary balances	10	3	702
87.00 Total outlays (gross)	4,122	5,266	6,596
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources		-52	-53
88.40 Non-Federal sources		-20	-21
88.90 Total, offsetting collections (cash)		-72	-74
Net budget authority and outlays:			
89.00 Budget authority	4,112	5,893	6,592
90.00 Outlays	4,122	5,194	6,522

Summary of Budget Authority and Outlays

	(in millions of dollars)		
Enacted/requested:	1999 actual	2000 est.	2001 est.
Budget Authority	4,112	5,893	6,592
Outlays	4,122	5,194	6,522
Supplemental proposal:			
Budget Authority			
Outlays		-2	2
Total:			
Budget Authority	4,112	5,893	6,592
Outlays	4,122	5,192	6,524

For 2001, \$6,592 million is requested to finance the personnel and support costs of operating and maintaining the air traffic control system, and ensuring the safety and security of its operation. The request represents a 12 percent increase over the 2000 enacted level and will provide funding for additional staff in Airway facilities, regulation and certification, and Civil aviation security. The Budget also provides resources to cover the cost of bringing on-line new air traffic control systems designed to improve safety and efficiency. Other funds are provided to ensure information security and cover key personnel and financial initiatives, including implementing personnel reform and developing a cost-accounting system.

Object Classification (in millions of dollars)

Identification code 69-8104-0-7-402	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent		3,269	3,492
11.3 Other than full-time permanent		29	30
11.5 Other personnel compensation		285	314
11.8 Special personal services payments		1	1
11.9 Total personnel compensation		3,584	3,837
12.1 Civilian personnel benefits		957	1,024
13.0 Benefits for former personnel		1	1
21.0 Travel and transportation of persons		93	111
22.0 Transportation of things		22	20
23.1 Rental payments to GSA		82	87
23.2 Rental payments to others		37	39
23.3 Communications, utilities, and miscellaneous charges		335	380
24.0 Printing and reproduction		11	11
25.2 Other services		612	827
26.0 Supplies and materials		84	187
31.0 Equipment		29	67
32.0 Land and structures		1	1
92.0 Grants	4,112	45	
99.0 Subtotal, direct obligations	4,112	5,893	6,592
99.0 Reimbursable obligations		72	74
99.9 Total new obligations	4,112	5,965	6,666

Personnel Summary

Identification code 69-8104-0-7-402	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment		44,872	44,444
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment		308	283

FEDERAL HIGHWAY ADMINISTRATION

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

On December 9, 1999, the Motor Carrier Safety Improvement Act of 1999 was signed into law, thereby creating the Federal Motor Carrier Safety Administration to oversee commercial motor vehicle, operator, and carrier safety. Accordingly, the schedules of the Federal Highway Administration have been revised to reflect the transfer of the activities to the new administration.

In 2001, the Federal Highway Administration continues major programs, including the Surface Transportation Program, the National Highway System, Interstate Maintenance, the Highway Bridge Replacement and Rehabilitation Program, and the Congestion Mitigation and Air Quality Improvement Program. New programs authorized by TEA-21 include Transportation Infrastructure Finance and Innovation and the National Corridor Planning and Border Infrastructure Programs.

In summary, the 2001 budget consists of \$34,051 million in new budget authority and \$27,850 million in outlays. The following table reflects program levels (obligations). Because project selection is determined by the States, the 2000 and 2001 program levels are estimates.

FEDERAL HIGHWAY ADMINISTRATION

[In millions of dollars]

Obligations:	1999 actual	2000 est.	2001 est.
Total Federal-aid highways	26,031	28,530	30,374
Federal-aid subject to limitation	24,700	127,308	29,334
Direct loan subsidy (TIFIA)	35	54	53
Guarantee loan subsidy (TIFIA)	9	39	39
Line of credit (TIFIA)	2	5	5
Administrative expenses (TIFIA)	1	2	2
Surface transportation program	6,227	6,216	6,411
National highway system	4,888	5,319	5,487
Interstate maintenance	3,357	4,419	4,561
Bridge program	2,565	3,785	3,902
Congestion mitigation and air quality improvement	1,145	1,509	1,557
Minimum guarantee	2,167	1,763	1,905
ITS standards, research and development	75	98	100
ITS deployment	71	124	238
Transportation research	208	220	321
Federal lands highways	339	653	701
Emergency relief			398
National corridor planning and coordinated border infrastructure	118	122	266
Administration	331	304	316
Other programs	2,162	432	318
High priority projects	581	1,560	1,626
Woodrow Wilson memorial bridge	1	139	180
Appalachian development highway system	319	394	405
Safety incentive grants for use of seat belts	54	80	92
Safety incentive to prevent operation of motor carrier by intoxicated persons	43	70	81
Delta initiative			23

IRS initiative			20
Revenue aligned budget authority (estimate for allocated programs)			329
Programs exempt from obligation limitation	1,331	1,221	1,040
Emergency relief supplemental	97	15	
Emergency relief program	129	111	100
Minimum allocation/guarantee	858	702	664
Demonstration projects	248	393	275
Miscellaneous highways trust funds	29	10	10
State infrastructure banks (GF)		4	
Appalachian development highway system (GF)	84	90	
Miscellaneous appropriations (GF)	146	58	58
Miscellaneous trust funds	38	38	29
Ellsworth Housing settlement		3	
Total program level	\$26,328	\$28,733	\$30,471
Total discretionary	25,056	27,488	29,402
Total mandatory	1,272	1,245	1,069

¹ Reflects a reduction of \$105 million in 2000 as required by P.L. 106-113.

Federal Funds

MISCELLANEOUS APPROPRIATIONS

Program and Financing (in millions of dollars)

Identification code 69-9911-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.04 Rail line consolidation	1	2	2
00.06 Interstate transfer grants	2	2	2
00.09 Bridge improvement demonstration project	1	1	1
00.10 Feasibility, design, environmental and engineering	1	1	1
00.14 Climbing lane demonstration	4	8	8
00.24 Highway demonstration projects	11	15	15
00.26 Corridor D improvement project	3	3	3
00.30 Highway demonstration projects—preliminary engineering		3	3
00.45 Highway bypass demonstration	3	3	3
00.46 Railroad highway crossing demonstration	8	10	10
00.79 Surface transportation projects	10	10	10
00.80 Arkansas I-69 Connector	51		
00.81 Miscellaneous Massachusetts projects	51		
10.00 Total new obligations (object class 41.0)	146	58	58
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	200	254	196
22.00 New budget authority (gross)	200		
23.90 Total budgetary resources available for obligation	400	254	196
23.95 Total new obligations	-146	-58	-58
24.40 Unobligated balance available, end of year	254	196	138
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	200		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		171	178
73.10 Total new obligations	146	58	58
73.20 Total outlays (gross)	-65	-132	-99
74.40 Unpaid obligations, end of year: Obligated balance, end of year		252	137
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	40		
86.93 Outlays from discretionary balances	25	132	99
87.00 Total outlays (gross)	65	132	99
Net budget authority and outlays:			
89.00 Budget authority	200		
90.00 Outlays	65	132	99

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

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

Program and Financing (in millions of dollars)

Identification code 69-0640-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 Appalachian Highway Development System FY 1999	84	90	
10.00 Total new obligations (object class 25.2)	84	90	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	42	90	
22.00 New budget authority (gross)	132		
23.90 Total budgetary resources available for obligation	174	90	
23.95 Total new obligations	-84	-90	
24.40 Unobligated balance available, end of year	90		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	132		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	185	196	168
73.10 Total new obligations	84	90	
73.20 Total outlays (gross)	-73	-118	-76
74.40 Unpaid obligations, end of year: Obligated balance, end of year	196	168	92
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	73	118	76
Net budget authority and outlays:			
89.00 Budget authority	132		
90.00 Outlays	73	118	76

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

STATE INFRASTRUCTURE BANKS

Program and Financing (in millions of dollars)

Identification code 69-0549-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)		4	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	4	
22.00 New budget authority (gross)	-7		
22.10 Resources available from recoveries of prior year obligations	7		
23.90 Total budgetary resources available for obligation	3	4	
23.95 Total new obligations		-4	
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded	-7		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	80	44	33
73.10 Total new obligations		4	
73.20 Total outlays (gross)	-29	-15	-12
73.45 Adjustments in unexpired accounts	-7		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	44	33	21
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	29	15	12
Net budget authority and outlays:			
89.00 Budget authority	-7		

90.00 Outlays	29	15	12
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This schedule shows the obligation and outlay of amounts made available in prior years.

ELLSWORTH HOUSING SETTLEMENT

Unavailable Collections (in millions of dollars)

Identification code 69-5460-0-2-401	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year			3
Receipts:			
02.01 Ellsworth housing settlement		3	
04.00 Total: Balances and collections		3	3
07.99 Total balance, end of year		3	3

Program and Financing (in millions of dollars)

Identification code 69-5460-0-2-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)		3	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)		3	
23.95 Total new obligations		-3	
New budget authority (gross), detail:			
Discretionary:			
40.25 Appropriation (special fund, indefinite)		3	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year			2
73.10 Total new obligations		3	
73.20 Total outlays (gross)		-1	-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year		2	
Outlays (gross), detail:			
86.90 Unpaid obligations, start of year		1	
86.93 Outlays from discretionary balances			2
87.00 Total outlays (gross)		1	2
Net budget authority and outlays:			
89.00 Budget authority		3	
90.00 Outlays		1	2

The account reflects a portion of the funds received by the United States in settlement of the claims against the Hunt Building Corporation and Ellsworth Housing Limited Partnership. The funds that are available to the Secretary of Transportation for construction of an access road on Interstate Route 90 at Box Elder, South Dakota.

Credit accounts:

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4123-0-3-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Loan obligations	873	990	1,210
00.02 Interest paid to Treasury		25	79
10.00 Total new obligations	873	1,015	1,289
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	872	1,015	1,288
23.95 Total new obligations	-873	-1,015	-1,289

New financing authority (gross), detail:				
Mandatory:				
67.15	Authority to borrow (indefinite)	837	961	1,220
69.00	Offsetting collections (cash)		55	42
69.10	From Federal sources: Change in receivables and unpaid, unfilled orders	35	-1	26
69.90	Spending authority from offsetting collections (total mandatory)	35	54	68
70.00	Total new financing authority (gross)	872	1,015	1,288
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	837	837	
72.95	Receivables from program account		35	34
72.99	Total unpaid obligations, start of year		872	871
73.10	Total new obligations	873	1,015	1,289
73.20	Total financing disbursements (gross)		-1,018	-937
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	837	837	1,163
74.95	Receivables from program account	35	34	60
74.99	Total unpaid obligations, end of year	872	871	1,223
87.00	Total financing disbursements (gross)		1,018	937
Offsets:				
Against gross financing authority and financing disbursements:				
88.00	Offsetting collections (cash) from: Federal sources		-55	-42
Against gross financing authority only:				
88.95	Change in receivables from program accounts	-35	1	-26
Net financing authority and financing disbursements:				
89.00	Financing authority	837	961	1,220
90.00	Financing disbursements		963	895

Status of Direct Loans (in millions of dollars)

Identification code 69-4123-0-3-401	1999 actual	2000 est.	2001 est.	
Position with respect to appropriations act limitation on obligations:				
1111	Limitation on direct loans	873	990	1,210
1150	Total direct loan obligations	873	990	1,210
Cumulative balance of direct loans outstanding:				
1210	Outstanding, start of year			992
1231	Disbursements: Direct loan disbursements		992	858
1251	Repayments: Repayments and prepayments			
1290	Outstanding, end of year		992	1,850

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	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
Investments in US securities:				
1106	Federal assets: Receivables, net		69	129
Net value of assets related to post-1991 direct loans receivable:				
1401	Direct loans receivable, gross		992	1,850
1405	Allowance for subsidy cost (-)		-69	-129
1499	Net present value of assets related to direct loans		923	1,721
1999	Total assets		992	1,850
LIABILITIES:				
Federal liabilities:				
2103	Debt		923	1,721
2105	Other		69	129
2999	Total liabilities		992	1,850

4999	Total liabilities and net position	992	1,850
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TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION PROGRAM GUARANTEED LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4145-0-3-401	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year		23
22.00	New financing authority (gross)	24	20
23.90	Total budgetary resources available for obligation	24	43
23.95	Total new obligations		
24.40	Unobligated balance available, end of year: loan guarantee subsidies	23	41
New financing authority (gross), detail:			
Discretionary:			
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	24	20
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00	Federal sources: loan guarantee subsidy	-23	-18
88.25	Interest on uninvested funds	-1	-2
88.90	Total, offsetting collections (cash)	-24	-20
Net financing authority and financing disbursements:			
89.00	Financing authority		
90.00	Financing disbursements	-24	-20

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4145-0-3-401	1999 actual	2000 est.	2001 est.	
LOAN GUARANTEES				
Position with respect to appropriations act limitation on commitments:				
2111	Limitation on guaranteed loans made by private lenders	600	720	880
2150	Total guaranteed loan commitments	600	720	880
2199	Guaranteed amount of guaranteed loan commitments	600	720	880
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year			1,320
2231	Disbursements of new guaranteed loans		1,320	880
2290	Outstanding, end of year		1,320	2,200
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year		1,320	2,200

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.

Balance Sheet (in millions of dollars)

Identification code 69-4145-0-3-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1101	Federal assets: Fund balances with Treasury		23	41
1999	Total assets		23	41
LIABILITIES:				
2204	Non-Federal liabilities: Liabilities for loan guarantees		23	41
2999	Total liabilities		23	41
4999	Total liabilities and net position		23	41

Credit accounts—Continued

TRANSPORTATION FINANCE AND INNOVATION PROGRAM LINE OF
CREDIT FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4173-0-3-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Obligations for lines of credit	20	90	110
10.00 Total new obligations	20	90	110
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	20	90	110
23.95 Total new obligations	-20	-90	-110
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)	18	81	99
Discretionary:			
68.00 Spending authority from offsetting collections: Off- setting collections (cash)	2	9	11
70.00 Total new financing authority (gross)	20	90	110
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		20	110
73.10 Total new obligations	20	90	110
74.40 Unpaid obligations, end of year: Obligated balance, end of year	20	110	220
Offsets:			
Against gross financing authority and financing dis- bursements:			
Offsetting collections (cash) from:			
88.00 Federal sources	-2	-9	-10
88.25 Interest on uninvested funds			-1
88.90 Total, offsetting collections (cash)	-2	-9	-11
Net financing authority and financing disbursements:			
89.00 Financing authority	18	81	99
90.00 Financing disbursements		-9	-11

Status of Direct Loans (in millions of dollars)

Identification code 69-4173-0-3-401	1999 actual	2000 est.	2001 est.
LINES OF CREDIT			
Position with respect to appropriations act limitation on obligations:			
1111 Limitation on direct loans	20	90	110
1150 Total direct loan obligations	20	90	110

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.

Balance Sheet (in millions of dollars)

Identification code 69-4173-0-3-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury		20	110	220
1999 Total assets		20	110	220
LIABILITIES:				
2204 Non-Federal liabilities: Liabilities for loan guarantees		20	110	220
2999 Total liabilities		20	110	220
4999 Total liabilities and net position		20	110	220

ORANGE COUNTY (CA) TOLL ROAD DEMONSTRATION PROJECT
PROGRAM ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0543-0-1-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	18	18	18
74.40 Unpaid obligations, end of year: Obligated balance, end of year	18	18	18
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

The Orange County Toll Road Demonstration Project consists of Federal financial assistance for two toll roads in Orange County, California: the San Joaquin Hills Transportation Corridor and the Foothill/Eastern Transportation Corridor Projects. Federal standby lines of credit were made available to the Transportation Corridor Agencies for these two projects. An appropriation of \$10 million in Federal funds for the San Joaquin Hills Corridor was appropriated in 1993 to cover the subsidy cost of a \$120 million line of credit. Similarly, \$8 million in Federal funds for the Foothills/Eastern Corridor was appropriated in 1995 appropriations to cover the subsidy cost of a \$120 million line of credit. Both of these credit lines are available for a 10-year period following substantial completion of the project. The San Joaquin Hills corridor was completed in 1996 and the Foothill/Eastern Corridor was completed in 1999. There have been no draws on either line of credit to date.

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

Future Federal credit enhancements for transportation infrastructure will be made under the Transportation Infrastructure Finance and Innovation Act Program.

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

Program and Financing (in millions of dollars)

Identification code 69-4200-0-3-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	247	247	247
72.95 Receivables from program account	18	18	18
72.99 Total unpaid obligations, start of year	265	265	265
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	247	247	247
74.95 Receivables from program account	18	18	18
74.99 Total unpaid obligations, end of year	265	265	265
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct loans obligated in 1992 and later years (including modifications of direct loans that resulted from obligations in any year). The amounts in this

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

Balance Sheet (in millions of dollars)

Identification code 69-4200-0-3-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
Investments in US securities:				
1106 Federal assets: Receivables, net	18	18	18	18
1999 Total assets	18	18	18	18
NET POSITION:				
3300 Cumulative results of operations	18	18	18	18
3999 Total net position	18	18	18	18
4999 Total liabilities and net position	18	18	18	18

Trust Funds

RIGHT-OF-WAY REVOLVING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-8402-0-8-401	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	24	24	24
69.45 Portion not available for obligation (limitation on obligations)	-24	-24	-24
69.90 Spending authority from offsetting collections (total mandatory)			
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	50	30	27
73.20 Total outlays (gross)	-20	-3	-3
74.40 Unpaid obligations, end of year: Obligated balance, end of year	30	27	24
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	20	3	3
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-24	-24	-24
Net budget authority and outlays:			
89.00 Budget authority	-24	-24	-24
90.00 Outlays	-4	-21	-21

Status of Direct Loans (in millions of dollars)

Identification code 69-8402-0-8-401	1999 actual	2000 est.	2001 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	182	194	173
1231 Disbursements: Direct loan disbursements	36	3	3
1251 Repayments: Repayments and prepayments	-24	-24	-24
1290 Outstanding, end of year	194	173	152

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

This program was terminated by TEA-21 but will continue to be shown for reporting purposes as loan balances remain outstanding. The purchase of right-of-way is an eligible expense of the Federal-aid program and therefore a separate program is unnecessary. No further obligations are proposed in 2001.

Statement of Operations (in millions of dollars)

Identification code 69-8402-0-8-401	1998 actual	1999 actual	2000 est.	2001 est.
0101 Revenue	7	4	24	24
0102 Expense	-9	-40	-14	-14
0105 Net income or loss (-)	-2	-36	10	10

HIGHWAY TRUST FUND

Unavailable Collections (in millions of dollars)

Identification code 20-8102-0-7-401	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Encumbered balance, start of year	-17,529	-11,831	-14,207
Receipts:			
02.01 Highway trust fund, deposits (highway account)	33,821	29,638	30,368
02.02 Highway trust fund, deposits (mass transit account)	5,478	4,673	4,780
02.05 Cash Management Improvement Act interest, Highway trust fund (highway account)	2		
02.99 Total receipts	39,301	34,311	35,148
03.00 Offsetting Collections	24	24	24
04.00 Total: Balances and collections	21,796	22,504	20,965
Appropriation:			
05.02 Motor carrier safety grants	-100	-105	-187
05.03 Federal-aid highways	-29,307	-31,605	-34,054
05.05 Operations and research (trust fund share)	-161	-74	-286
05.06 Highway traffic safety grants	-200	-207	-214
05.08 Discretionary grants (trust fund)			
05.09 Trust fund share of expenses	-4,252	-4,644	-5,089
05.22 Motor carrier safety		-76	-92
05.23 Expanded intercity rail passenger service fund			
05.99 Subtotal appropriation	-34,020	-36,711	-39,922
06.10 Unobligated balance returned to receipts	393		
07.99 Encumbered balance, end of year	-11,831	-14,207	-18,957

Program and Financing (in millions of dollars)

Identification code 20-8102-0-7-401	1999 actual	2000 est.	2001 est.
Memorandum (non-add) entries:			
92.01 Total investments, start of year: U.S. securities: Par value	18,570	28,083	31,437
92.02 Total investments, end of year: U.S. securities: Par value	28,083	31,437	32,254

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

This table shows the status of the resources of the Highway Trust Fund relative to the obligational authority that has been made available for programs financed by the trust fund. The encumbered balance indicates the degree to which the outstanding obligational authority exceeds the estimated cash balances of the fund each year. Under the laws governing the Highway Trust Fund, the amount of obligational authority available at any time cannot exceed the actual cash balances plus the amount of receipts estimated to be collected during the following two years; for most other trust funds obligational authority is limited to the actual receipts of the fund. Revenues in 1999 reflect delayed deposits from the prior year pursuant to the Taxpayer Relief Act of 1997, P.L. 105-34.

The status of the fund is as follows:

HIGHWAY TRUST FUND—Continued

Status of Funds (in millions of dollars)

Identification code 20-8102-0-7-401	1999 actual	2000 est.	2001 est.
Unexpended balance, start of year:			
0100 Uninvested balance	644	896	
0101 U.S. Securities: Par value	17,926	28,083	31,437
0199 Total balance, start of year	18,570	28,979	31,437
Cash income during the year:			
Governmental receipts:			
Governmental receipts:			
0200 Highway trust fund, deposits (Highway account)	33,821	29,638	30,368
0200 Highway Trust Fund deposits (Transit account)	5,478	4,673	4,780
Proprietary receipts:			
0221 CMAA receipts	2		
Offsetting collections:			
0280 Federal-aid highways	70	92	92
0281 NHTSA Grants	32	12	14
0284 Right-of-way revolving fund liquidating account	24	24	24
0297 Income under present law	39,427	34,439	35,278
0299 Total cash income	39,427	34,439	35,278
Cash outgo during year:			
0500 Federal-aid highways	-22,812	-25,487	-27,719
0504 Motor carrier safety		-68	-91
0505 National motor carrier safety program	-87	-109	-128
0506 Highway-related safety grants	-1	-1	
0507 Right-of-way revolving fund (trust revolving fund)	-20	-3	-3
0508 Miscellaneous highway trust funds	-40	-52	-34
0510 Operations and research (trust fund share)	-108	-102	-218
0511 Highway traffic safety grants	-190	-210	-217
0512 Trust fund share of next generation high speed rail program	-2	-5	
0514 Discretionary grants (trust fund)	-1,524	-1,314	-932
0516 Trust fund share of expenses	-4,252	-4,626	-5,067
0519 Construction, National Park Service, Interior	-1	-4	-5
0527 Expanded intercity rail passenger service fund			-47
0599 Total cash outgo (-)	-29,037	-31,981	-34,461
0650 Other adjustments	19		
Unexpended balance, end of year:			
0700 Uninvested balance	896		
0701 U.S. Securities: Par value	28,083	31,437	32,254
0799 Total balance, end of year	28,979	31,437	32,254

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

HIGHWAY TRUST FUND

(HIGHWAY ACCOUNT ONLY)

(In millions of dollars)

	1999 actual	2000 est.	2001 est.
Unexpended balance, start of year	8,519	19,226	22,951
Cash income during the year:			
Total cash income	33,947	29,766	30,498
Interest ¹	2		
Total annual income	33,949	29,766	30,498
Cash outgo during the year (outlays)	23,261	26,041	28,512
Unexpended balance, end of year	19,226	22,951	24,937

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

¹ Interest of \$2 million shown in 1999 pursuant to the Cash Management Improvement Act.

FEDERAL-AID HIGHWAYS

(LIMITATION ON OBLIGATIONS)

(HIGHWAY TRUST FUND)

None of the funds in this Act shall be available for the implementation or execution of programs, the obligations for which are in excess of **[\$27,701,350,000]** \$29,318,806,000 for Federal-aid highways and highway safety construction programs for fiscal year **[2000] 2001: Provided, That within [the \$27,701,350,000] this obligation limitation on Federal-aid highways and highway safety construction programs, not more than [\$391,450,000] \$658,750,000 shall be available for**

the implementation or execution of programs for transportation research (sections 502, 503, 504, 506, 507, and 508 of title 23, United States Code, as amended; section 5505 of title 49, United States Code, as amended; and sections 5112 and 5204-5209 of Public Law 105-178) for fiscal year **[2000] 2001; not more than [\$20,000,000] \$25,000,000 shall be available for the implementation or execution of programs for the Magnetic Levitation Transportation Technology Deployment Program (section 1218 of Public Law 105-178) for fiscal year [2000] 2001, of which not to exceed [\$1,000,000] \$3,500,000 shall be available to the Federal Railroad Administration for administrative expenses and technical assistance in connection with such program; not more than \$31,000,000 shall be available for the implementation or execution of programs for the Bureau of Transportation Statistics (section 111 of title 49, United States Code) for fiscal year [2000] 2001: Provided further, That [within the \$211,200,000 obligation limitation on Intelligent Transportation Systems, the following sums shall be made available for Intelligent Transportation System projects in the following specified areas:**

- Albuquerque, New Mexico, \$2,000,000;
- Arapahoe County, Colorado, \$1,000,000;
- Branson, Missouri, \$1,000,000;
- Central Pennsylvania, \$1,000,000;
- Charlotte, North Carolina, \$1,000,000;
- Chicago, Illinois, \$1,000,000;
- City of Superior and Douglas County, Wisconsin, \$1,000,000;
- Clay County, Missouri, \$300,000;
- Clearwater, Florida, \$3,500,000;
- College Station, Texas, \$1,000,000;
- Central Ohio, \$1,000,000;
- Commonwealth of Virginia, \$4,000,000;
- Corpus Christi, Texas, \$1,500,000;
- Delaware River, Pennsylvania, \$1,000,000;
- Fairfield, California, \$750,000;
- Fargo, North Dakota, \$1,000,000;
- Florida Bay County, Florida, \$1,000,000;
- Fort Worth, Texas, \$2,500,000;
- Grand Forks, North Dakota, \$500,000;
- Greater Metropolitan Capital Region, District of Columbia, \$5,000,000;
- Greater Yellowstone, Montana, \$1,000,000;
- Houma, Louisiana, \$1,000,000;
- Houston, Texas, \$1,500,000;
- Huntsville, Alabama, \$500,000;
- Inglewood, California, \$1,000,000;
- Jefferson County, Colorado, \$1,500,000;
- Kansas City, Missouri, \$1,000,000;
- Las Vegas, Nevada, \$2,800,000;
- Los Angeles, California, \$1,000,000;
- Miami, Florida, \$1,000,000;
- Mission Viejo, California, \$1,000,000;
- Monroe County, New York, \$1,000,000;
- Nashville, Tennessee, \$1,000,000;
- Northeast Florida, \$1,000,000;
- Oakland, California, \$500,000;
- Oakland County, Michigan, \$1,000,000;
- Oxford, Mississippi, \$1,500,000;
- Pennsylvania Turnpike, Pennsylvania, \$2,500,000;
- Pueblo, Colorado, \$1,000,000;
- Puget Sound, Washington, \$1,000,000;
- Reno/Tahoe, California/Nevada, \$500,000;
- Rensselaer County, New York, \$1,000,000;
- Sacramento County, California, \$1,000,000;
- Salt Lake City, Utah, \$3,000,000;
- San Francisco, California, \$1,000,000;
- Santa Clara, California, \$1,000,000;
- Santa Teresa, New Mexico, \$1,000,000;
- Seattle, Washington, \$2,100,000;
- Shenandoah Valley, Virginia, \$2,500,000;
- Shreveport, Louisiana, \$1,000,000;
- Silicon Valley, California, \$1,000,000;
- Southeast Michigan, \$2,000,000;
- Spokane, Washington, \$500,000;
- St. Louis, Missouri, \$1,000,000;
- State of Alabama, \$1,300,000;
- State of Alaska, \$3,000,000;
- State of Arizona, \$1,000,000;
- State of Colorado, \$1,500,000;
- State of Delaware, \$2,000,000;

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

Program and Financing (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
72.49 Obligated balance, start of year: Contract authority	30,186	32,115	34,630
72.99 Total unpaid obligations, start of year	32,276	35,565	38,700
73.10 Total new obligations	26,101	28,622	30,465
73.20 Total outlays (gross)	-22,812	-25,487	-27,719
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	3,450	4,070	4,443
74.49 Obligated balance, end of year: Contract authority	32,115	34,630	37,003
74.99 Total unpaid obligations, end of year	35,565	38,700	41,446
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	6,762	7,560	8,056
86.93 Outlays from discretionary balances	14,577	16,481	18,325
86.97 Outlays from new mandatory authority	332	324	280
86.98 Outlays from mandatory balances	1,141	1,121	1,058
87.00 Total outlays (gross)	22,812	25,487	27,719
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.40 Non-Federal sources	-10	-10	-10
88.45 Offsetting governmental collections from the public	-60	-82	-82
88.90 Total, offsetting collections (cash)	-70	-92	-92
Net budget authority and outlays:			
89.00 Budget authority	29,307	31,605	34,054
90.00 Outlays	22,742	25,395	27,627

Status of Contract Authority (in millions of dollars)

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
0100 Balance, start of year	46,902	52,200	57,805
Contract authority:			
0200 Contract authority	29,307	31,605	34,054
0400 Appropriation to liquidate contract authority	-24,000	-26,000	-28,000
0600 Balance of contract authority withdrawn	-8		
0700 Balance, end of year	52,200	57,805	63,859

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

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
Direct loan levels supportable by subsidy budget authority:			
1150 Direct loan levels	873	990	1,210
1150 Line of credit	20	90	110
1159 Total direct loan levels	893	1,080	1,320
Direct loan subsidy (in percent):			
1320 Subsidy rate—direct loan	4.04	5.40	5.40
1320 Subsidy rate—line of credit	11.84	9.50	9.50
1329 Weighted average subsidy rate	4.14	5.74	5.74
Direct loan subsidy budget authority:			
1330 Subsidy budget authority—direct loan	35	53	65
1330 Subsidy budget authority—line of credit	2	9	10
1339 Total subsidy budget authority	37	62	75
Direct loan subsidy outlays:			
1340 Subsidy outlays—direct loan		55	42
1340 Subsidy outlays—line of credit		9	10
1349 Total subsidy outlays		64	52
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Loan guarantee levels	600	720	880
2159 Total loan guarantee levels	600	720	880
Guaranteed loan subsidy (in percent):			
2320 Subsidy rate—guaranteed loans	1.51	2.00	2.00

2329 Weighted average subsidy rate	1.51	2.00	2.00
Guaranteed loan subsidy budget authority:			
2330 Subsidy budget authority—guaranteed loans	9	14	18
2339 Total subsidy budget authority	9	14	18
Guaranteed loan subsidy outlays:			
2340 Subsidy outlays—guaranteed loans		23	18
2349 Total subsidy outlays		23	18
Administrative expense data:			
3510 Budget authority	2	2	2
3580 Outlays from balances		1	
3590 Outlays from new authority	1	3	2

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

All programs included within FAH are financed from the Highway Trust Fund and most are distributed via apportionments and allocations to States. Liquidating cash appropriations are subsequently requested to fund outlays resulting from obligations incurred under contract authority. The budget proposes to fund most programs from within the Federal-Aid Highway obligation limitation. Emergency Relief and a portion of the Minimum Guarantee program (\$639 million) will be exempt from the limitation. The budget also proposes to provide the Indian Reservation Roads (\$275 million), on-the-job training (\$10 million), transportation research programs, Transportation Community and System Preservation (\$50 million), and Borders and Corridors (\$280 million) 100 percent obligation authority under the Federal-aid limitation.

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

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

National highway program.—The National Highway System (NHS) Program provides funding for a designated National Highway System consisting of roads that are of primary Federal interest. The National Highway System consists of the current Interstate, other rural principal arterials, urban free-ways and connecting urban principal arterials, and facilities on the Defense Department's designated Strategic Highway Network and roads connecting the NHS to intermodal facilities. Legislation designating the 161,000 mile system was enacted in 1995 and TEA-21 added to the system the highways and connections to transportation facilities identified in the May 24, 1996 report to Congress.

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

Emergency relief.—The Emergency Relief (ER) program provides funds for the repair or reconstruction of Federal-aid highways and bridges and Federally-owned roads and bridges which have suffered serious damage as the result of natural disasters or catastrophic failures. The ER program supplements the commitment of resources by States, their political subdivisions, or Federal agencies to help pay for unusually

heavy expenses resulting from extraordinary conditions. The mandatory portion of the ER program will be funded at \$100 million. The budget proposes that an additional \$398 million be made available to establish an Emergency Relief Reserve Fund, which is desperately needed to address the ER backlog. This reserve fund would be part of the Federal-aid obligation limitation program.

Bridge replacement and rehabilitation.—The bridge program enables States to respond to the problem of unsafe and inadequate bridges. The funds are available for use on all bridges, including those on roads functionally classified as rural minor collectors and as local. Highway bridges designated as a hazard to navigation by the U.S. Coast Guard will be funded under the bridge program.

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

Federal lands.—This category includes Public Lands Highways, including Forest Highways; Park Roads and Parkways; Indian Reservation Roads; and Refuge Roads. Roads funded under this program are open to public travel. State and local roads (29,500 miles) that provide important access within the National Forest System are designated Forest Highways. These roads should not be confused with the Forest Development Roads, which are under the jurisdiction of the Forest Service. Park roads and Parkways (8,000 miles) are owned by the National Park Service and provide access within the National Park System. Indian Reservation Roads program consists of the Bureau of Indian Affairs (25,000 miles) and State and local roads (25,000 miles) that provide access within Indian lands. There are approximately 4,250 miles which are under the jurisdiction of the Fish and Wildlife Service. The new category of Refuge Roads consists of public roads that provide access to or within the National Wildlife Refuge System. The budget proposes that an additional \$75 million shall be set aside from the Revenue Aligned Budget Authority for the Indian Reservation Roads program.

Border planning and infrastructure program.—The border planning and infrastructure program provides funds to make grants to State and local governments and Federal inspection agencies to facilitate planning and construction of facilities to improve the flow of people and goods in corridors of national significance and at our Nation's borders. The budget proposes that an additional \$140 million be made available for the border planning and infrastructure program. This proposal doubles the funding available to this program.

Transportation infrastructure finance and innovation act (TIFIA) program.—The TIFIA program will provide funds to assist in the development of nationally-significant transportation projects. The goal is to encourage the development of large, capital-intensive infrastructure facilities through public-private partnerships consisting of State or local government and one or more private sector firms. It will encourage more private sector and non-Federal participation, and build on the public's willingness to pay user fees to receive the benefits and services of transportation infrastructure sooner than would be possible under traditional funding techniques. Loans, loan guarantees, and stand-by lines of credit may be used to secure junior lien debt or other obligations requiring credit enhancement. The Administration proposes to make the TIFIA credit levels in TEA-21 available until expended.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loans obligated in 1992 and beyond (including modifications of direct loans or loan guarantees that resulted from obligations or commitments in any year), as well as administrative expenses of this program. The sub-

sidy amounts are estimated on a present value basis; the administrative expenses are estimated on a cash basis.

Federal highway research and technology.—The research and technology program develops new transportation technology that can be applied nationwide. Activities include surface transportation research, technology deployment, training and education, University Transportation Research, and funding for State research, development, and technology implementation. The budget proposes that an additional \$222 million be made available for research activities.

Intelligent Transportation Systems (ITS).—The ITS program is a cooperative, public/private initiative to research, develop, test and evaluate advanced electronic and information systems that can improve the safety, operational efficiency, and productivity of the existing surface transportation infrastructure. It includes the ITS research and development program and the ITS deployment incentives program. The ITS research and development program supports the development of the next generation of ITS technologies, including the Intelligent Vehicle Initiative; the development and maintenance of the National ITS architecture and standards; and the deployment of integrated ITS systems through guidance documents, training, and technical assistance. The budget proposes an additional \$120 million for ITS deployment within the increase in research contract authority. The ITS deployment incentive program supports the integration of existing ITS systems in metropolitan areas, integration and infrastructure deployment in rural areas; and the deployment of the commercial vehicle information systems and networks (CVISN).

Revenue Aligned Budget Authority (RABA).—The budget authority and obligation limitation for Federal-aid highway programs funded from the Highway Account (HA) of the Highway Trust Fund (HTF) is adjusted to reflect changes in tax receipt estimates of the HA of the HTF. The budget proposes to provide \$3,058 million in RABA funds in 2001. Of these funds, \$70 million shall be set aside for the National Highway Traffic Safety Administration, \$48 million shall be set aside for the Mississippi Delta Initiative, \$20 million shall be set aside for the Internal Revenue Service, \$468 million shall be set aside for expanded intercity rail passenger service, \$10 million shall be set aside for the Federal Motor Carrier Safety Administration's Commercial Drivers License program, \$50 million shall be set aside for the Federal Transit Administration's Job Access and Reverse Commute program, and \$75 million shall be set aside for Indian Reservation Roads. RABA funds totaling \$2,317 million will be distributed among Federal-aid highway and highway safety construction programs.

Miscellaneous.—This category includes Scenic Byways, Highway Use Tax Evasion Projects, National Recreational Trails, Value Pricing, Ferry Boats, and Transportation and Community and System Preservation. The budget proposes that an additional \$25 million be made available for the Transportation and Community and System Preservation program. This proposal doubles the funding level for this program.

In addition, the Administration is seeking an additional \$600 million in contract authority for 2004–2007 for the financing of the Woodrow Wilson Bridge project.

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	15	16	15
11.5 Other personnel compensation	2	1	1
11.9 Total personnel compensation	17	17	16
12.1 Civilian personnel benefits	3	4	4
21.0 Travel and transportation of persons	3	3	4
25.2 Other services	41	36	39
32.0 Land and structures	219	276	231
41.0 Grants, subsidies, and contributions	25,002	27,403	29,278

FEDERAL-AID HIGHWAYS—Continued
(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
Object Classification (in millions of dollars)—Continued

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
93.0 Limitation on general operating expenses (see separate schedule)	331	304	316
99.0 Subtotal, direct obligations	25,616	28,043	29,888
99.0 Reimbursable obligations	70	92	92
Allocation Account:			
Personnel compensation:			
11.1 Full-time permanent	37	35	40
11.3 Other than full-time permanent	7	7	7
11.5 Other personnel compensation	3	3	3
11.9 Total personnel compensation	47	45	50
12.1 Civilian personnel benefits	10	10	11
21.0 Travel and transportation of persons	4	4	4
22.0 Transportation of things	2	2	2
23.1 Rental payments to GSA	1	1	1
23.3 Communications, utilities, and miscellaneous charges	8	8	8
24.0 Printing and reproduction	1	1	1
25.2 Other services	213	237	232
25.3 Purchases of goods and services from Government accounts	4	8	5
25.4 Operation and maintenance of facilities	1	2	2
25.7 Operation and maintenance of equipment	1	1	1
26.0 Supplies and materials	15	15	16
31.0 Equipment	3	3	3
32.0 Land and structures	24	24	22
41.0 Grants, subsidies, and contributions	81	126	127
99.0 Subtotal, allocation account	415	487	485
99.9 Total new obligations	26,101	28,622	30,465

Obligations are distributed as follows:

	1999 actual	2000 est.	2001 est.
Transportation:			
Federal Highway Administration	25,618	28,044	29,889
Bureau of Transportation Statistics	29	31	31
Federal Railroad Administration	26	29	29
National Highway Traffic Safety Administration	48	88	89
Agriculture:			
Forest Service	27	9	23
Interior:			
Bureau of Indian Affairs	247	273	273
National Park Service	24	35	25
Bureau of Land Management	3	4	3
U.S. Fish and Wildlife Service	8	11	10
Defense:			
Corps of Engineers		6	1
Military Traffic Management Command:			
Transportation Engineering Agency	1	2	1

Personnel Summary

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	397	473	466
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	10	10	8
Allocation account:			
3001 Total compensable workyears: Full-time equivalent employment	30	27	31

FEDERAL HIGHWAY ADMINISTRATION

LIMITATION ON ADMINISTRATIVE EXPENSES

Necessary expenses for administration and operation of the Federal Highway Administration, pursuant to 23 U.S.C. 104(n), not to exceed **[\$376,072,000]** \$327,352,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Highway Administration together with advances and reimbursements received by the Federal Highway Administration[: *Provided*, That \$70,484,000 shall be available to carry out the functions and oper-

ations of the Office of Motor Carriers: *Provided further*, That of the funds available under section 104(a) of title 23, United States Code: \$6,000,000 shall be available for Commercial Remote Sensing Products and Spatial Information Technologies under section 5113 of Public Law 105-178, as amended; \$5,000,000 shall be available for Nationwide Differential Global Positioning System program, as authorized; \$8,000,000 shall be available for National Historic Covered Bridge Preservation Program under section 1224 of Public Law 105-178, as amended; \$15,000,000 shall be available to the University of Alabama in Tuscaloosa, Alabama, for research activities at the Transportation Research Institute and to construct a building to house the Institute, and shall remain available until expended; \$18,300,000 shall be available for the Indian Reservation Roads Program under section 204 of title 23, United States Code; \$16,400,000 shall be available for the Public Lands Highways Program under section 204 of title 23, United States Code; \$11,000,000 shall be available for the Park Roads and Parkways Program under section 204 of title 23, United States Code; \$1,300,000 shall be available for the Refuge Road Program under section 204 of title 23, United States Code; \$10,000,000 shall be available for the Transportation and Community and System Preservation pilot program under section 1221 of Public Law 105-178; and \$7,500,000 shall be available for "Child Passenger Protection Education Grants" under section 2003(b) of Public Law 105-178, as amended], of which \$1,317,000 is for the Office of Intermodalism, \$3,524,000 is for the Office of the Inspector General; \$5,000,000 is for technology sharing and transfer; \$1,000,000 is available for Rural Transportation Centers; \$1,000,000 is for the Sustainability Climate Change Center; \$2,000,000 is for environmental streamlining; \$4,750,000 is for the National Personal Transportation Survey; \$1,620,000 is for international trade information collection; and \$1,000,000 is for the Mississippi Delta initiative. Of the funds available under 23 U.S.C. 104(a), \$5,000,000 shall be for design and preliminary engineering of the Four Bears Bridge in North Dakota. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

	1999 actual	2000 est.	2001 est.
Program by activities:			
Program direction and coordination:			
Executive direction	2	2	2
Program review	1	1	1
Legal services	5	6	6
Public affairs	1	1	1
Civil rights	2	2	2
General program support:			
Policy	9	8	9
Research and development	11	10	10
Administrative support	104	91	89
Professional development	1	1	1
Career development programs	1		
Highway programs:			
Infrastructure	5	5	5
Planning and environment	13	13	13
Operations	9	8	9
Motor carrier safety	28		
Federal lands highway office	13	11	11
Other highway programs	7	6	23
Field operations and resource centers	131	132	137
Total obligations	343	298	320
Financing:			
Reimbursable programs	-12	-4	-4
Unobligated balance available, start of year	-11	-4	
Unobligated balance available, end of year	5		
Limitation	325	289	316
Relation of obligations to outlays:			
Total obligations	343	298	320
Obligated balance, start of year	517	403	321
Obligated balance, end of year	-403	-321	-279
Outlays from limitation	457	380	362

This limitation provides for the salaries and expenses of the Federal Highway Administration. Resources are allocated from the Federal-aid highways program. The budget proposes to provide funds for the National Rural Development Partnership, the Garrett A. Morgan Program, Small and Disadvan-

tagged Business, the Office of the Chief Information Officer, and the Working Better Together initiative from this account.

Program direction and coordination.—Provides overall management of the highway transportation program, including formulation of multi-year and long-range policy plans and goals for highway programs; safety programs that focus on high risk areas through technical assistance, research, training, analysis, and public information; development of data and analysis for current and long-range programming; administrative support services for all elements of the FHWA; and training opportunities for highway related personnel.

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

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

Object Classification (in millions of dollars)

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	171	153	160
11.3 Other than full-time permanent	3	3	3
11.5 Other personnel compensation	2	3	4
11.9 Total personnel compensation	176	159	166
12.1 Civilian personnel benefits	48	43	45
21.0 Travel and transportation of persons	13	9	9
22.0 Transportation of things	2	1	.....
23.1 Rental payments to GSA	18	20	17
23.3 Communications, utilities, and miscellaneous charges	10	10	10
24.0 Printing and reproduction	3	2	2
25.2 Other services	46	53	57
25.5 Research and development contracts	6	.....	.....
26.0 Supplies and materials	4	2	2
31.0 Equipment	4	5	7
41.0 Grants, subsidies, and contributions	1	.....	.....
93.0 Limitation on expenses	-331	-304	-316
99.0 Subtotal, limitation acct—direct obligations .....	.....	.....	.....

Personnel Summary

Identification code 69-8083-0-7-401	1999 actual	2000 est.	2001 est.
6001 Total compensable workyears: Full-time equivalent employment	2,961	2,427	2,439

HIGHWAY-RELATED SAFETY GRANTS
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-8019-0-7-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	2	1	.....
73.20 Total outlays (gross)	-1	-1	.....
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1	.....	.....
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1	1	.....
Net budget authority and outlays:			
89.00 Budget authority .....	.....	.....	.....
90.00 Outlays	1	1	.....

The Highway Safety Act of 1970 authorized grants to States and communities for implementing and maintaining highway-

related safety standards. TEA-21 authorizes a consolidated state and community highway safety formula grant program, and therefore this schedule reflects spending of prior year balances.

MISCELLANEOUS TRUST FUNDS

Unavailable Collections (in millions of dollars)

Identification code 69-9971-0-7-999	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year .....	.....	.....	.....
Receipts:			
02.01 Advances from other Federal agencies, FHA miscellaneous trust, DOT	24	5	5
02.02 Advances for highway research program	6	.....	.....
02.03 Contributions from States, etc., cooperative work, forest highways, FHA, Miscellaneous trust, DOT	6	6	6
02.06 Advances from State cooperating agencies and Foreign governments	14	10	10
02.99 Total receipts	50	21	21
Appropriation:			
05.01 Miscellaneous trust funds	-50	-21	-21
07.99 Total balance, end of year .....	.....	.....	.....

Program and Financing (in millions of dollars)

Identification code 69-9971-0-7-999	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Cooperative work, forest highways	7	7	6
00.02 Technical assistance, U.S. dollars advanced from foreign governments	1	1	.....
00.03 Contributions for highway research programs	3	10	6
00.04 Advances from State cooperating agencies	27	20	17
10.00 Total new obligations	38	38	29
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	25	8
22.00 New budget authority (gross)	50	21	21
23.90 Total budgetary resources available for obligation	63	46	29
23.95 Total new obligations	-38	-38	-29
24.40 Unobligated balance available, end of year	25	8	.....

New budget authority (gross), detail:

Mandatory:			
60.27 Appropriation (trust fund, indefinite)	50	21	21

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	34	46	63
73.10 Total new obligations	38	38	29
73.20 Total outlays (gross)	-26	-21	-21
74.40 Unpaid obligations, end of year: Obligated balance, end of year	46	63	71

Outlays (gross), detail:

86.97 Outlays from new mandatory authority	26	21	21
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Net budget authority and outlays:

89.00 Budget authority	50	21	21
90.00 Outlays	26	21	21

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

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

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

MISCELLANEOUS TRUST FUNDS—Continued

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

Advances from State cooperating agencies.—Funds are contributed by the State highway departments or local subdivisions thereof for construction and/or maintenance of roads or bridges. The work is performed under the supervision of the Federal Highway Administration.

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

Object Classification (in millions of dollars)

Identification code 69-9971-0-7-999	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	2	2	2
25.2 Other services	36	36	27
99.9 Total new obligations	38	38	29

Personnel Summary

Identification code 69-9971-0-7-999	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	47	40	43

Personnel Summary

Identification code 69-9971-0-7-999	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	14	14	14

MISCELLANEOUS HIGHWAY TRUST FUNDS

Program and Financing (in millions of dollars)

Identification code 69-9972-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 Intermodal urban demonstration project	8	1	1
00.04 Highway safety improvement demonstration project		1	1
00.13 Climbing lane and safety demonstration project		1	1
00.26 Highway projects	21	7	7
10.00 Total new obligations (object class 41.0)	29	10	10

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year	60	31	21
23.95 Total new obligations	-29	-10	-10
24.40 Unobligated balance available, end of year	31	21	11

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	128	117	75
73.10 Total new obligations	29	10	10
73.20 Total outlays (gross)	-40	-52	-34
74.40 Unpaid obligations, end of year: Obligated balance, end of year	117	75	51

Outlays (gross), detail:

86.93 Outlays from discretionary balances	40	52	34
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Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	40	52	34

No further budget authority is requested for 2001. Accounts in this consolidated schedule show the obligation and outlay amounts made available in prior years.

FEDERAL MOTOR CARRIER SAFETY
ADMINISTRATION TRUST FUNDS

Trust Funds

MOTOR CARRIER SAFETY

LIMITATION ON OBLIGATIONS

For necessary expenses for administration of motor carrier safety programs and motor carrier safety research, pursuant to section 104(a) of title 23, United States Code, not to exceed \$92,194,000 shall be paid in accordance with law from appropriations made available by this Act to the Federal Motor Carrier Safety Administration, together with advances and reimbursements received by the Federal Motor Carrier Safety Administration: Provided, That such amounts shall be available to carry out the functions and operations of the Federal Motor Carrier Safety Administration.

Program and Financing (in millions of dollars)

Identification code 69-8055-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Administration		70	82
00.02 Research and development		6	10
10.00 Total new obligations		76	92

Budgetary resources available for obligation:

22.00 New budget authority (gross)		76	92
23.95 Total new obligations		-76	-92

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund, definite)		76	92
40.49 Portion applied to liquidate contract authority		-76	-92
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority		76	92
70.00 Total new budget authority (gross)		76	92

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year			8
73.10 Total new obligations		76	92
73.20 Total outlays (gross)		-68	-91
74.40 Unpaid obligations, end of year: Obligated balance, end of year		8	9

Outlays (gross), detail:

86.90 Outlays from new discretionary authority		68	83
86.93 Outlays from discretionary balances			8
87.00 Total outlays (gross)		68	91

Net budget authority and outlays:

89.00 Budget authority		76	92
90.00 Outlays		68	91

Note.—Administrative expenses for 1999 are included in the Federal Highway Administration schedules. The Federal Motor Carrier Safety Administration was established in 2000 by Public Law 106-159.

Status of Contract Authority (in millions of dollars)

Identification code 69-8055-0-7-401	1999 actual	2000 est.	2001 est.
Contract authority:			
0200 Contract authority		76	92
0400 Appropriation to liquidate contract authority		-76	-92

This limitation provides resources to expand the nationwide motor carrier safety program. Safety program enhancements include enforcement expansion, Federal Motor Carrier Safety regulations development, crash data analysis, and technology development.

Object Classification (in millions of dollars)

Identification code 69-8055-0-7-401	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent		34	43
11.3 Other than full-time permanent		1	1
11.9 Total personnel compensation		35	44
12.1 Civilian personnel benefits		9	11
21.0 Travel and transportation of persons		4	4
23.1 Rental payments to GSA			5
24.0 Printing and reproduction		1	1
25.2 Other services		19	15
25.5 Research and development contracts		6	10
31.0 Equipment		2	2
99.9 Total new obligations		76	92

Personnel Summary

Identification code 69-8055-0-7-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment		714	850

NATIONAL MOTOR CARRIER SAFETY [GRANTS] PROGRAM
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

For payment of obligations incurred in carrying out 49 U.S.C. 31102, [\$105,000,000] \$187,000,000, to be derived from the Highway Trust Fund and to remain available until expended: *Provided*, That none of the funds in this Act shall be available for the implementation or execution of programs the obligations for which are in excess of [\$105,000,000] \$187,000,000 for ["Motor Carrier Safety Grants"] the National Motor Carrier Safety Program. (P.L. 106-159; Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-8048-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Motor carrier grants	98	104	185
00.02 Administration and research	1	1	2
10.00 Total new obligations	99	105	187
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	1
22.00 New budget authority (gross)	100	105	187
23.90 Total budgetary resources available for obligation	101	106	188
23.95 Total new obligations	-99	-105	-187
24.40 Unobligated balance available, end of year	1	1	1
New budget authority (gross), detail:			
<i>Discretionary:</i>			
40.26 Appropriation (trust fund, definite)	99	105	187
40.49 Portion applied to liquidate contract authority	-99	-105	-187
43.00 Appropriation (total discretionary)			
<i>Mandatory:</i>			
66.10 Contract authority	100	105	177
66.15 Contract authority transfer from Federal-aid highways, Federal Highway Administration			10
66.90 Contract authority (total mandatory)	100	105	187
70.00 Total new budget authority (gross)	100	105	187
Change in unpaid obligations:			
<i>Unpaid obligations, start of year:</i>			
72.40 Obligated balance, start of year	24	36	34
72.49 Obligated balance, start of year: Contract authority	43	43	42
72.99 Total unpaid obligations, start of year	67	79	76
73.10 Total new obligations	99	105	187
73.20 Total outlays (gross)	-87	-109	-128
<i>Unpaid obligations, end of year:</i>			
74.40 Obligated balance, end of year	36	34	94

74.49 Obligated balance, end of year: Contract authority	43	42	43
74.99 Total unpaid obligations, end of year	79	76	137

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	28	29	52
86.93 Outlays from discretionary balances	59	80	76
87.00 Total outlays (gross)	87	109	128

Net budget authority and outlays:

89.00 Budget authority	100	105	187
90.00 Outlays	87	109	128

Status of Contract Authority (in millions of dollars)

Identification code 69-8048-0-7-401	1999 actual	2000 est.	2001 est.
0100 Balance, start of year	43	43	42
<i>Contract authority:</i>			
0200 Contract authority	100	105	187
0400 Appropriation to liquidate contract authority	-99	-105	-187
0700 Balance, end of year	43	42	43

In 2001, \$187 million is requested for the motor carrier grants program. This includes \$10 million made available from the Federal Highway Administration as part of a re-allocation of the increase resulting from revenue aligned budget authority. The \$10 million will be made available to states to enhance their driver record information systems. The National Motor Carrier Safety Program (NMCSP) will support a broad range of comprehensive commercial vehicle programs in each State and provide for improving information systems and analysis. Programs will integrate Federal and State activities through a performance-based approach to commercial vehicle safety nationwide, improve driver and vehicle inspections, traffic enforcement, safety performance data collection, analysis and reporting. NMCSP also will continue to support State-conducted compliance reviews, hazardous materials training and enforcement (including border programs), drug interdiction efforts, public education campaigns and a fully implemented SAFETYNET data collection and reporting system. Training of MCSAP officers will also continue.

Object Classification (in millions of dollars)

Identification code 69-8048-0-7-401	1999 actual	2000 est.	2001 est.
25.2 Other services	1	1	2
41.0 Grants, subsidies, and contributions	98	104	185
99.9 Total new obligations	99	105	187

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The following table depicts the total funding for all National Highway Traffic Safety programs. A total of \$70 million of the Operations and Research activity is to be derived from the Revenue Aligned Budget Authority authorized by the Transportation Equity Act for the 21st Century.

(In millions of dollars)

	1999 actual	2000 est.	2001 est.
Budget authority:			
Operations and research	1	86	
Operations and research (Highway trust fund)	161	74	286
Highway traffic safety grants	200	207	214
Total budget authority	362	367	500
Program level (obligations):			
Operations and research	11	86	
Operations and research (Highway trust fund)	153	74	286
Highway traffic safety grants	200	207	213
Total program level	364	367	499

	1999 actual	2000 est.	2001 est.
Outlays:			
Operations and research	66	88	39
Operations and research (Highway trust fund)	75	90	204
Highway traffic safety grants	190	210	217
Total outlays	331	388	460

Federal Funds

General and special funds:

OPERATIONS AND RESEARCH

Program and Financing (in millions of dollars)

Identification code 69-0650-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards	1	14	
00.02 Safety assurance	1	20	
00.04 Research and analysis	11	45	
00.05 Office of the Administrator		3	
00.06 General administration	1	6	
09.01 Reimbursable program		13	
10.00 Total new obligations	14	101	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	14	2	
22.00 New budget authority (gross)	1	99	
22.10 Resources available from recoveries of prior year obligations	2		
23.90 Total budgetary resources available for obligation	17	101	
23.95 Total new obligations	-14	-101	
24.40 Unobligated balance available, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation		87	
40.79 Reduction pursuant to P.L. 106-69		-1	
42.00 Transferred from other accounts	1		
43.00 Appropriation (total discretionary)	1	86	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)		13	
70.00 Total new budget authority (gross)	1	99	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	119	61	61
73.10 Total new obligations	14	101	
73.20 Total outlays (gross)	-66	-101	-39
73.40 Adjustments in expired accounts (net)	-4		
73.45 Adjustments in unexpired accounts	-2		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	61	61	22
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	63	
86.93 Outlays from discretionary balances	65	38	39
87.00 Total outlays (gross)	66	101	39
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources		-13	
Net budget authority and outlays:			
89.00 Budget authority	1	86	
90.00 Outlays	66	88	39

In 2001, \$286 million is proposed for Operations and Research. This includes \$216 million from the Highway Trust Fund and \$70 million made available from the Federal Highway Administration as part of a reallocation of the increase resulting from revenue aligned budget authority.

Object Classification (in millions of dollars)			
Identification code 69-0650-0-1-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	1	25	
11.3 Other than full-time permanent		1	
11.5 Other personnel compensation		1	
11.9 Total personnel compensation	1	27	
12.1 Civilian personnel benefits		5	
23.1 Rental payments to GSA		3	
23.3 Communications, utilities, and miscellaneous charges		2	
24.0 Printing and reproduction		3	
25.2 Other services	4	8	
25.5 Research and development contracts	9	30	
26.0 Supplies and materials		6	
31.0 Equipment		4	
99.0 Subtotal, direct obligations	14	88	
99.0 Reimbursable obligations		13	
99.9 Total new obligations	14	101	

Personnel Summary

Identification code 69-0650-0-1-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	6	317	

Trust Funds

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary, with respect to traffic and highway safety under chapter 301 of title 49, United States Code, and part C of subtitle VI of title 49, United States Code, [\$87,400,000] \$142,475,000, of which [\$62,928,000] \$102,582,000 shall remain available until September 30, [2002: 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] 2003.

(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, to remain available until expended, [\$72,000,000] \$142,000,000, to be derived from the Highway Trust Fund, of which not less than \$1,000,000 shall be for Native American programs. 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 [2000] 2001 are in excess of [\$72,000,000] \$142,000,000 for programs authorized under 23 U.S.C. 403. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-8016-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Safety performance standards	13		20
00.02 Safety assurance	21		26
00.03 Highway safety programs	57	59	112
00.04 Research and analysis	59	25	121
00.05 Office of the Administrator	4	2	5
00.06 General administration	10	5	12
09.00 Reimbursable program	22	2	4
10.00 Total new obligations	186	93	300

Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	7	
22.00	New budget authority (gross)	193	86 300
23.90	Total budgetary resources available for obligation	193	93 300
23.95	Total new obligations	-186	-93 -300
24.40	Unobligated balance available, end of year	7	
New budget authority (gross), detail:			
Discretionary:			
40.26	Appropriation (trust fund, definite)	161	74 286
40.49	Portion applied to liquidate contract authority	-72	-72 -142
43.00	Appropriation (total discretionary)	89	2 144
Mandatory:			
66.10	Contract authority	72	72 72
66.15	Contract authority (transfer from Highway trust fund)		
66.90	Contract authority (total mandatory)	72	72 142
Spending authority from offsetting collections:			
Discretionary:			
68.00	Offsetting collections (cash)	32	12 14
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders		
68.15	From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-19	
68.90	Spending authority from offsetting collections (total discretionary)	32	12 14
70.00	Total new budget authority (gross)	193	86 300
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance, start of year	78	69
72.95	From Federal sources: Receivables and unpaid, unfilled orders		19 19
72.99	Total unpaid obligations, start of year	97	88
73.10	Total new obligations	186	93 300
73.20	Total outlays (gross)	-108	-102 -218
73.40	Adjustments in expired accounts (net)	19	
Unpaid obligations, end of year:			
74.40	Obligated balance, end of year	78	69 151
74.95	From Federal sources: Receivables and unpaid, unfilled orders	19	19 19
74.99	Total unpaid obligations, end of year	97	88 170
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	121	55 180
86.93	Outlays from discretionary balances	-14	47 39
87.00	Total outlays (gross)	108	102 218
Offsets:			
Against gross budget authority and outlays:			
88.00	Offsetting collections (cash) from: Federal sources	-32	-12 -14
Against gross budget authority only:			
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-19	
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	19	
Net budget authority and outlays:			
89.00	Budget authority	161	74 286
90.00	Outlays	75	90 204

Status of Contract Authority (in millions of dollars)

Identification code 69-8016-0-7-401	1999 actual	2000 est.	2001 est.
Contract authority:			
0200	Contract authority	72	72 142
0400	Appropriation to liquidate contract authority	-72	-72 -142

A total of \$286 million is proposed for Operations and Research, of which \$70 million is transferred from Revenue Aligned Budget authority.

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. New initiatives include data collection systems for documenting and understanding trunk entrapment and research on adapting vehicles for persons with disabilities.

Safety Assurance (Enforcement) Programs.—Provides support to ensure compliance with motor vehicle safety and automotive fuel economy standards, investigate safety-related motor vehicle defects, enforce federal odometer law and encourage enforcement of state odometer law, conduct safety recalls when warranted, and provide safety information via the Auto Safety Hotline. New initiatives for FY 2001 will include compliance testing for new/enhanced occupant protection standards. These include the advanced air bag compliance test program requiring extensive side and frontal crash testing and extensive testing of child restraints. Additionally, the program will conduct dynamic side impact pole tests for testing Free Motion Headform provisions of the upper interior head protection requirements.

Research and Analysis.—Provides motor vehicle safety research and development in support of all NHTSA programs, including the collection and analysis of crash data to identify safety problems, develop alternative solutions, and assess costs, benefits, and effectiveness. Research will continue to concentrate on improving vehicle crash worthiness and crash avoidance, with emphasis on smart air bag technology and on the National Transportation Biomechanics Research Center, which includes the Crash Injury Research and Engineering Network (CIREN). The 2001 budget includes funds to continue a national crash data collection program to identify specific traffic safety problems to aid in regulatory actions and for program evaluation activities. It also includes a new international research effort and supports the safety needs of the Administration's *Partnership for a New Generation of Vehicles* (PNGV) initiative and the Vehicle Research Test Center (VRTC), and supports NHTSA's crash avoidance research under the Intelligent Vehicle Initiative (IVI) program.

Highway Safety Programs.—Provides for research, demonstrations, technical assistance, and national leadership for highway safety programs conducted by state and local governments, the private sector, universities and research units, and various safety associations and organizations. This program emphasizes alcohol and drug countermeasures, vehicle occupant protection, traffic law enforcement, emergency medical and trauma care systems, traffic records and licensing, state and community evaluation, motorcycle riders, pedestrian and bicycle safety, pupil transportation, young and older driver safety programs, and development of improved accident investigation procedures. Special emphasis this year will be given to new initiatives and expanded programs for FY 2001 in the areas of target populations, safe mobility for an aging America, liveable communities, reducing high risk and aggressive driving, and safe passages for youth, applying technology to help solve highway safety problems, and making .08 the national legal limit. The Department has set a national goal to reduce alcohol-related traffic fatalities to no more than 11,000 by the year 2005. The President has established a goal of increasing safety belt use to 90 percent by 2005, and reducing child occupant fatalities (0-4 years) by 25 percent by 2005.

Section 405(b) 2003(b) Child Passenger Protection Education Grant Program.—A new program to encourage states to implement child passenger protection programs that will help states increase proper child safety seat use and reduce child occupant fatalities. States may qualify for grants by carrying out specific child passenger protection education and training activities.

(LIQUIDATION OF CONTRACT AUTHORIZATION)—Continued
(HIGHWAY TRUST FUND)—Continued

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

Object Classification (in millions of dollars)

Identification code 69-8016-0-7-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	39	17	46
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	41	19	48
12.1 Civilian personnel benefits	8	3	9
21.0 Travel and transportation of persons	1	1	2
23.1 Rental payments to GSA	4	2	6
23.3 Communications, utilities, and miscellaneous charges	3	1	4
24.0 Printing and reproduction	5	2	5
25.2 Other services	33	23	84
25.5 Research and development contracts	51	26	112
26.0 Supplies and materials	11	4	11
31.0 Equipment	7	3	7
41.0 Grants, subsidies, and contributions		7	8
99.0 Subtotal, direct obligations	164	91	296
99.0 Reimbursable obligations	22	2	4
99.9 Total new obligations	186	93	300

Personnel Summary

Identification code 69-8016-0-7-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	594	304	643

NATIONAL DRIVER REGISTER
(HIGHWAY TRUST FUND)

For expenses necessary to discharge the functions of the Secretary with respect to the National Driver Register under chapter 303 of title 49, United States Code, \$2,000,000 to be derived from the Highway Trust Fund, and to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

National Driver Register.—Provides funding to implement and operate the Problem Driver Pointer System (PDPS) and improve traffic safety by assisting state motor vehicle administrators in communicating effectively and efficiently with other states to identify drivers whose licenses have been suspended or revoked for serious traffic offenses, such as driving under the influence of alcohol or other drugs.

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

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out the provisions of 23 U.S.C. 402, 405, 410, and 411 to remain available until expended, [\$206,800,000] \$213,000,000, to be derived from the Highway Trust Fund: *Provided*, That none of the funds in this Act shall be available for the planning or execution of programs the total obligations for which, in fiscal

year [2000] 2001, are in excess of [\$206,800,000] \$213,000,000 for programs authorized under 23 U.S.C. 402, 405, 410, and 411, of which [\$152,800,000] \$155,000,000 shall be for "Highway Safety Programs" under 23 U.S.C. 402, [\$10,000,000] \$13,000,000 shall be for "Occupant Protection Incentive Grants" under 23 U.S.C. 405, \$36,000,000 shall be for "Alcohol-Impaired Driving Countermeasures Grants" under 23 U.S.C. 410, [\$8,000,000] \$9,000,000 shall be for the "State Highway Safety Data Grants" under 23 U.S.C. 411: *Provided further*, That none of these funds shall be used for construction, rehabilitation, or remodeling costs, or for office furnishings and fixtures for State, local, or private buildings or structures: *Provided further*, That not to exceed [\$7,640,000] \$7,098,000 of the funds made available for section 402, not to exceed [\$500,000] \$650,000 of the funds made available for section 405, not to exceed \$1,800,000 of the funds made available for section 410, and not to exceed [\$400,000] \$450,000 of the funds made available for section 411 shall be available to NHTSA for administering highway safety grants under chapter 4 of title 23, United States Code: *Provided further*, That not to exceed \$500,000 of the funds made available for section 410 "Alcohol-Impaired Driving Countermeasures Grants" shall be available for technical assistance to the States. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-8020-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Section 402 formula grants	150	153	155
00.02 Section 405 occupant protection incentive grants	10	10	13
00.03 Section 410 alcohol incentive grants	35	36	36
00.04 Section 411 safety data grants	5	8	9
10.00 Total new obligations	200	207	213
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	200	207	214
23.95 Total new obligations	-200	-207	-213
24.49 Unobligated balance, end of year: Contract authority			1

New budget authority (gross), detail:

Discretionary:			
40.26 Appropriation (trust fund, definite)	200	207	213
40.49 Portion applied to liquidate contract authority	-200	-207	-213
43.00 Appropriation (total discretionary)			
Mandatory:			
66.10 Contract authority	200	207	214
70.00 Total new budget authority (gross)	200	207	214

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	200	210	207
73.10 Total new obligations	200	207	213
73.20 Total outlays (gross)	-190	-210	-217
74.40 Unpaid obligations, end of year: Obligated balance, end of year	210	207	203

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	82	85	87
86.93 Outlays from discretionary balances	108	125	130
87.00 Total outlays (gross)	190	210	217

Net budget authority and outlays:

89.00 Budget authority	200	207	214
90.00 Outlays	190	210	217

Status of Contract Authority (in millions of dollars)

Identification code 69-8020-0-7-401	1999 actual	2000 est.	2001 est.
Contract authority:			
0200 Contract authority	200	207	214
0400 Appropriation to liquidate contract authority	-200	-207	-213
0700 Balance, end of year			1

Section 402.—The Section 402 State and Community Grant Program is a performance-based program administered by NHTSA. Grant allocations are determined on the basis of a statutory formula. States use this funding to reduce traffic

crashes, fatalities, and injuries. The grants are used to support State highway safety programs, within national priorities, implemented jointly with all members of the highway safety community. States develop safety goals, performance measures, and strategic plans to manage use of grants for programs to reduce deaths and injuries on the Nation's highways, such as programs associated with excessive speeds, failure to use occupant restraints, alcohol/drug impaired driving, and roadway safety.

Alcohol-Impaired Driving Incentive Grants.—A two-tiered basic and supplemental grant program to reward states that pass new laws and start more effective programs to attack drunk driving. This continues the Department's strong emphasis on impaired drivers that has been addressed by the Section 410 incentive grant program. States may qualify for basic grants by implementing criteria that include: administrative license revocation, stepped-up police enforcement coupled with publicity, and graduated licensing laws with nighttime driving restrictions and Zero Tolerance. States are also awarded basic grants for demonstrating consistently high performance in reducing alcohol-related fatalities. There are six supplemental grant criteria including self-sustaining drunk driving prevention programs, effective DWI tracking systems, and use of passive alcohol sensors by police.

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

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

Object Classification (in millions of dollars)

Identification code 69-8020-0-7-401	1999 actual	2000 est.	2001 est.
25.2 Other services	10	10	10
41.0 Grants, subsidies, and contributions	190	197	203
99.9 Total new obligations	200	207	213

FEDERAL RAILROAD ADMINISTRATION

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

[In millions of dollars]

Budget authority:	1999 actual	2000 est.	2001 est.
Safety and operations ¹	82	94	103
Offsetting rail user fees			-77
Railroad research and development	22	22	27
Offsetting rail user fees			-26
Grants to the National Railroad Passenger Corporation	609	571	521
Expanded intercity rail passenger service fund			468
Amtrak Reform Council		1	1
Rhode Island rail development	5	10	17
Pennsylvania Station redevelopment project			20
Next generation high-speed rail	20	27	22
Alaska Railroad rehabilitation	38	15	
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-5	-4
Total budget authority	773	734	1,072
Safety and Operations ¹	79	108	102

Offsetting rail user fees			-77
Local rail freight assistance	3	3	
Railroad research and development	22	38	31
Offsetting rail user fees			-26
Conrail commuter transition assistance	5	6	
Grants to the National Railroad Passenger Corporation	244	597	551
Expanded intercity rail passenger service fund			47
Amtrak Reform Council		1	1
Northeast corridor improvement program	26	19	
Rhode Island rail development	3	24	8
Pennsylvania Station redevelopment project			2
Trust fund share of next generation high-speed rail	2	5	
Next generation high-speed rail	18	24	21
Alaska Railroad rehabilitation	11	42	9
Emergency railroad rehabilitation and repair	6	8	
Amtrak corridor improvement loans	-1	-1	-1
Railroad rehabilitation and improvement program liquidating account	-4	-5	-4
Alameda Corridor direct loan financing program	18		
Total outlays	434	869	664

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

For presentation purposes, 1999 figures reflect the total of the Office of the Administrator and Railroad safety accounts. Railroad research and development and Next generation high-speed rail administrative funds are included in the Safety and operations account in 2000 and 2001.

Federal Funds

General and special funds:

SAFETY AND OPERATIONS

For necessary expenses of the Federal Railroad Administration, not otherwise provided for, [\$94,288,000] \$103,210,500, of which [\$6,800,000] \$5,249,000 shall remain available until expended: *Provided*, That, as part of the Washington Union Station transaction in which the Secretary assumed the first deed of trust on the property and, where the Union Station Redevelopment Corporation or any successor is obligated to make payments on such deed of trust on the Secretary's behalf, including payments on and after September 30, 1988, the Secretary is authorized to receive such payments directly from the Union Station Redevelopment Corporation, credit them to the appropriation charged for the first deed of trust, and make payments on the first deed of trust with those funds: *Provided further*, That such additional sums as may be necessary for payment on the first deed of trust may be advanced by the Administrator from unobligated balances available to the Federal Railroad Administration, to be reimbursed from payments received from the Union Station Redevelopment Corporation. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0700-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Salaries and expenses	84	94	103
00.02 Contract support		1	
00.03 Washington Union Station		1	
00.06 Alaska railroad liabilities	1	2	
01.00 Total direct program	85	98	103
Reimbursable program:			
09.01 Reimbursable services	1	1	1
09.02 Union Station deed payments	1	1	1
09.99 Total reimbursable program	2	2	2
10.00 Total new obligations	87	100	105
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	7	4	
22.00 New budget authority (gross)	83	96	105
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	91	100	105

General and special funds—Continued

SAFETY AND OPERATIONS—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0700-0-1-401	1999 actual	2000 est.	2001 est.
23.95 Total new obligations	-87	-100	-105
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	82	94	103
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	2	2
70.00 Total new budget authority (gross)	83	96	105
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	16	19	9
73.10 Total new obligations	87	100	105
73.20 Total outlays (gross)	-81	-109	-104
73.40 Adjustments in expired accounts (net)	-3		
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	19	9	10
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	78	87	95
86.93 Outlays from discretionary balances	2	23	9
87.00 Total outlays (gross)	81	109	104
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources		-1	-1
88.40 Non-Federal sources	-1	-1	-1
88.90 Total, offsetting collections (cash)	-1	-2	-2
Net budget authority and outlays:			
89.00 Budget authority	82	94	103
90.00 Outlays	79	107	102

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	82	94	103
Outlays	79	108	102
Legislative proposal, not subject to PAYGO:			
Budget Authority			-77
Outlays			-77
Total:			
Budget Authority	82	94	26
Outlays	79	108	25

The programs under this account are:

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

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

Washington Union Station.—The Department of Transportation purchased Washington Union Station on November 1, 1988. Lease payments on the property are collected from the Union Station Redevelopment Corporation, credited to the Safety and operations account, and paid from this account to the deed holder. Receipts are estimated to cover the mortgage payments in 2000 and 2001. The deed is expected to be paid in full in 2001.

Alaska Railroad Liabilities.—Provides reimbursement to the Department of Labor for compensation payments to former Federal employees of the Alaska Railroad who were on the rolls during the period of Federal ownership and support for clean-up activities at hazardous waste sites lo-

cated at properties once owned by the FRA. The 2001 request is for workers' compensation.

Object Classification (in millions of dollars)

Identification code 69-0700-0-1-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	41	49	52
11.3 Other than full-time permanent	1	1	1
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	43	51	54
12.1 Civilian personnel benefits	11	13	13
21.0 Travel and transportation of persons	7	7	7
23.1 Rental payments to GSA	3	3	3
23.3 Communications, utilities, and miscellaneous charges	1	1	2
25.1 Advisory and assistance services		1	2
25.2 Other services	13	16	15
25.3 Purchases of goods and services from Government accounts	2	2	3
26.0 Supplies and materials	1	1	1
31.0 Equipment	3	2	3
41.0 Grants, subsidies, and contributions	1	1	
99.0 Subtotal, direct obligations	85	98	103
99.0 Reimbursable obligations	2	2	2
99.9 Total new obligations	87	100	105

Personnel Summary

Identification code 69-0700-0-1-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	683	750	759

SAFETY AND OPERATIONS

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0700-2-1-401	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-77
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			77
70.00 Total new budget authority (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources			-77
Net budget authority and outlays:			
89.00 Budget authority			-77
90.00 Outlays			-77

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Safety and Operations by \$77 million, the amount of the proposed user fee.

AMTRAK REFORM COUNCIL

Program and Financing (in millions of dollars)

Identification code 69-0152-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.09 Direct program		1	1
09.10 Reimbursable program			

10.00	Total new obligations (object class 99.5)	1	1
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	1	1
23.95	Total new obligations	-1	-1
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	1	1
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year		
73.10	Total new obligations	1	1
73.20	Total outlays (gross)	-1	-1
74.40	Unpaid obligations, end of year: Obligated balance, end of year		
Outlays (gross), detail:			
86.90	Outlays from new discretionary authority	1	1
Net budget authority and outlays:			
89.00	Budget authority	1	1
90.00	Outlays	1	1

The Amtrak Reform Council was created by the Amtrak Reform and Accountability Act of 1997 (P.L. 105-134) to perform an independent assessment of Amtrak. The 1999 Department of Transportation and Related Agencies Appropriations Act expanded the Council's mandate to include identifying Amtrak routes which are candidates for closure or realignment. Almost \$1 million is requested for these activities. The Council is an independent entity and its funding is presented within the Federal Railroad Administration for display purposes only. As such, funding is requested in a General Provision.I79

Personnel Summary

Identification code 69-0152-0-1-407	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	2	5	5

EMERGENCY RAILROAD REHABILITATION AND REPAIR

Program and Financing (in millions of dollars)

Identification code 69-0124-0-1-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year	14	8
73.10	Total new obligations		
73.20	Total outlays (gross)	-6	-8
74.40	Unpaid obligations, end of year: Obligated balance, end of year	8	
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	6	8
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	6	8

This schedule displays emergency funding programs that no longer require appropriations and thus reflects outlays from 1998 appropriations. The funds were used to repair and rebuild freight rail lines of regional and short-line railroads or State-owned railroads damaged by floods in South Dakota, North Dakota, Minnesota, and West Virginia.

LOCAL RAIL FREIGHT ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0714-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00	Total new obligations (object class 41.0)		1
Budgetary resources available for obligation:			
21.40	Unobligated balance available, 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 available, end of year	1	
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year	6	2
73.10	Total new obligations		1
73.20	Total outlays (gross)	-3	-3
73.45	Adjustments in unexpired accounts	-1	
74.40	Unpaid obligations, end of year: Obligated balance, end of year	2	
Outlays (gross), detail:			
86.93	Outlays from discretionary balances	3	3
Net budget authority and outlays:			
89.00	Budget authority		
90.00	Outlays	3	3

This program provided discretionary and flat-rate grants to States for rail planning, and for acquisition, track rehabilitation, and rail facility construction with respect to light density freight lines. No funds are requested for this account in 2001.

RAILROAD RESEARCH AND DEVELOPMENT

For necessary expenses for railroad research and development, **[\$22,464,000] \$26,800,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0745-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01	Equipment, operations, and hazardous materials	7	11
00.02	Track and vehicle track interaction	6	10
00.03	Railroad safety systems	6	6
00.05	Research and development facilities and equipment		1
00.06	Other	2	1
10.00	Total new obligations	21	29
Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	4	6
22.00	New budget authority (gross)	22	22
22.10	Resources available from recoveries of prior year obligations	1	
23.90	Total budgetary resources available for obligation	27	28
23.95	Total new obligations	-21	-29
24.40	Unobligated balance available, end of year	6	
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation	22	22
Change in unpaid obligations:			
72.40	Unpaid obligations, start of year: Obligated balance, start of year	31	29
73.10	Total new obligations	21	29
73.20	Total outlays (gross)	-22	-38
73.45	Adjustments in unexpired accounts	-1	
74.40	Unpaid obligations, end of year: Obligated balance, end of year	29	20

General and special funds—Continued

RAILROAD RESEARCH AND DEVELOPMENT—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0745-0-1-401	1999 actual	2000 est.	2001 est.
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	11	13	16
86.93 Outlays from discretionary balances	11	25	14
87.00 Total outlays (gross)	22	38	31
Net budget authority and outlays:			
89.00 Budget authority	22	22	27
90.00 Outlays	22	38	31

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	22	22	27
Outlays	22	38	30
Legislative proposal, not subject to PAYGO:			
Budget Authority			-26
Outlays			-26
Total:			
Budget Authority	22	22	1
Outlays	22	38	4

The objective of the Railroad Research and Development (R&D) program is to provide science and technology support for rail safety rulemaking and enforcement and to stimulate technological advances in conventional and high-speed railroads. This activity is conducted with the cooperation of and some cost-sharing from private sector organizations.

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

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

Railroad systems safety.—Provides for research in the development of safety performance standards, high-speed rail safety (equipment performance, track performance, train control, systems operations, test equipment), and environmental issues related to new high-speed ground transportation systems.

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

Other.—Provides support for the salaries and related administrative expenses of the Office of Research and Development. Beginning in 2000, funding for this function is included in the Safety and operations account.

Object Classification (in millions of dollars)

Identification code 69-0745-0-1-401	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	1		
25.2 Other services		8	2
25.4 Operation and maintenance of facilities		1	1
25.5 Research and development contracts	17	16	20
41.0 Grants, subsidies, and contributions	2	3	3
99.0 Subtotal, direct obligations	20	28	26
99.5 Below reporting threshold	1	1	1
99.9 Total new obligations	21	29	27

Personnel Summary

Identification code 69-0745-0-1-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	18		

RAILROAD RESEARCH AND DEVELOPMENT

(Legislative proposal, not subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-0745-2-1-401	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-26
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			26
70.00 Total new budget authority (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources			-26
Net budget authority and outlays:			
89.00 Budget authority			-26
90.00 Outlays			-26

The Administration will propose legislation to authorize the collection and spending of a rail safety user fee. If the proposed authorizing legislation is enacted, the proviso for the rail safety user fee contained in the General Provisions will reduce the General Fund appropriation for Railroad Research and Development by \$26 million, the amount of the proposed user fee.

CONRAIL COMMUTER TRANSITION ASSISTANCE

Program and Financing (in millions of dollars)

Identification code 69-0747-0-1-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		6	
73.20 Total outlays (gross)	-5	-6	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	6		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	5	6	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	5	6	

These funds helped to defray the one-time-only start-up costs of commuter service and other transition expenses connected with the transfer of rail commuter services from Conrail to other operators. Between 1986 and 1993, funds were appropriated to fund commuter rail and bridge improvements in the Philadelphia, Pennsylvania region. No additional funds are requested in 2001.

NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Program and Financing (in millions of dollars)

Identification code 69-0123-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.04 System engineering, program management and administration		3	
00.05 Penn Station project	12		
10.00 Total new obligations	12	3	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	15	3	
23.95 Total new obligations	-12	-3	
24.40 Unobligated balance available, end of year	3		
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	30	16	
73.10 Total new obligations	12	3	
73.20 Total outlays (gross)	-26	-19	
74.40 Unpaid obligations, end of year: Obligated balance, end of year	16		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	26	19	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	26	19	

Provided funds to continue the upgrade of passenger rail service in the corridor between Washington, D.C. and Boston. In 2001, funding is available within the Amtrak appropriation.

Object Classification (in millions of dollars)

Identification code 69-0123-0-1-401	1999 actual	2000 est.	2001 est.
25.2 Other services		3	
41.0 Grants, subsidies, and contributions	12		
99.9 Total new obligations	12	3	

RHODE ISLAND RAIL DEVELOPMENT

For the costs associated with construction of a third track on the Northeast Corridor between Davisville and Central Falls, Rhode Island, with sufficient clearance to accommodate double stack freight cars, [\$10,000,000] \$17,000,000 to be matched by the State of Rhode Island or its designee on a dollar-for-dollar basis and to remain available until expended: *Provided*, That none of the funds made available under this head shall be obligated until the enactment of authorizing legislation for the "Rhode Island Rail Development" program]. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0726-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	23	10	17
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	18		
22.00 New budget authority (gross)	5	10	17
23.90 Total budgetary resources available for obligation	23	10	17
23.95 Total new obligations	-23	-10	-17
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	5	10	17
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	2	22	8

73.10 Total new obligations	23	10	17
73.20 Total outlays (gross)	-3	-24	-8
74.40 Unpaid obligations, end of year: Obligated balance, end of year	22	8	17
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	2	3
86.93 Outlays from discretionary balances	2	22	5
87.00 Total outlays (gross)	3	24	8
Net budget authority and outlays:			
89.00 Budget authority	5	10	17
90.00 Outlays	3	24	8

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

PENNSYLVANIA STATION REDEVELOPMENT PROJECT

Program and Financing (in millions of dollars)

Identification code 69-0723-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct Program Activity			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:			
40.29 Appropriation available in prior year			20
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		1	
73.10 Total new obligations			20
73.20 Total outlays (gross)			-2
74.40 Unpaid obligations, end of year: Obligated balance, end of year			18
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			2
Net budget authority and outlays:			
89.00 Budget authority			20
90.00 Outlays			2

Funds are used to redevelop the Pennsylvania Station in New York City, which involves renovating the James A. Farley Post Office building as a train station and commercial center, and basic upgrades to Pennsylvania Station. Funding for this project was included in the Grants to the National Railroad Passenger Corporation appropriation in 1995 through 1997, and the Northeast Corridor Improvement Program in 1998. In 2000 an advance appropriation of \$20 million was provided for 2001, 2002, and 2003.

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 [2000] 2001. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

General and special funds—Continued

RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM—Continued

Included funds for the Railroad Rehabilitation and Improvement and Amtrak Corridor Improvement Loans program accounts. These accounts were funded under separate appropriations, and are displayed in a consolidated format. The two accounts are loan administration accounts. No funding is requested in 2001. No loans are proposed to be supported in 2001 with Federal funds.

TEA-21 expanded the Railroad Rehabilitation and Improvement program to permit non-Federal entities to provide the subsidy budget authority needed to support a loan through the payment of a credit risk premium. A notice of proposed rulemaking implementing the Railroad rehabilitation and improvement financing program was published on May 20, 1999, outlining the structure of the program.

ALASKA RAILROAD REHABILITATION

[To enable the Secretary of Transportation to make grants to the Alaska Railroad, \$10,000,000 shall be for capital rehabilitation and improvements benefiting its passenger operations, to remain available until expended.] (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0730-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Alaska railroad rehabilitation	38	10	
00.02 Transfer from Department of Defense		5	
09.10 Reimbursable program	5		
10.00 Total new obligations	43	15	
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	43	15	
23.95 Total new obligations	-43	-15	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	38	10	
42.00 Transferred from other accounts		5	
43.00 Appropriation (total discretionary)	38	15	
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5		
70.00 Total new budget authority (gross)	43	15	
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	9	36	9
73.10 Total new obligations	43	15	
73.20 Total outlays (gross)	-16	-42	-9
74.40 Unpaid obligations, end of year: Obligated balance, end of year	36	9	
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	12	6	
86.93 Outlays from discretionary balances	4	36	9
87.00 Total outlays (gross)	16	42	9
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5		
Net budget authority and outlays:			
89.00 Budget authority	38	15	
90.00 Outlays	11	42	9

These funds provided direct payments to the Alaska railroad. No funds are requested for 2001.

Object Classification (in millions of dollars)

Identification code 69-0730-0-1-401	1999 actual	2000 est.	2001 est.
41.0 Direct obligations: Grants, subsidies, and contributions	38	15	
99.0 Reimbursable obligations: Subtotal, reimbursable obligations	5		
99.9 Total new obligations	43	15	

CAPITAL GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

For necessary expenses of capital improvements of the National Railroad Passenger Corporation as authorized by 49 U.S.C. 24104(a), [\$571,000,000] \$521,476,000, to remain available until expended: Provided, That the Secretary shall not obligate more than \$228,400,000 prior to September 30, 2000]. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0704-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 General capital grants	243	594	864
10.00 Total new obligations	243	594	864
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		366	343
22.00 New budget authority (gross)	609	571	521
23.90 Total budgetary resources available for obligation	609	937	864
23.95 Total new obligations	-243	-594	-864
24.40 Unobligated balance available, end of year	366	343	
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	609	571	521
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	3	3	
73.10 Total new obligations	243	594	864
73.20 Total outlays (gross)	-243	-597	-551
74.40 Unpaid obligations, end of year: Obligated balance, end of year	3		313
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	242	228	208
86.93 Outlays from discretionary balances	1	369	343
87.00 Total outlays (gross)	243	597	551
Net budget authority and outlays:			
89.00 Budget authority	609	571	521
90.00 Outlays	244	597	551

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 instrumentality of the U.S. Government.

Funding provides support for Amtrak capital requirements, including Northeast Corridor improvements.

The Administration continues to provide Amtrak the same flexibility in spending its capital grant as provided to transit grantees. A capital project would include acquiring, constructing, supervising or inspecting equipment or facilities (and incidental expenses thereto); payments for the capital portion of trackage rights agreements; rehabilitating, remanufacturing or overhauling rail rolling stock; and preventive maintenance.

Object Classification (in millions of dollars)

Identification code 69-0704-0-1-401	1999 actual	2000 est.	2001 est.
25.2 Other services	1	1	1
41.0 Grants, subsidies, and contributions	242	593	863
99.9 Total new obligations	243	594	864

NEXT GENERATION HIGH-SPEED RAIL

For necessary expenses for the Next Generation High-Speed Rail program as authorized under 49 U.S.C. 26101 and 26102, **[\$27,200,000] \$22,000,000**, to remain available until expended. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0722-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 High-speed train control systems	4	15	10
00.02 Non-electric locomotives	9	8	7
00.03 Grade crossing and innovative technology	6	5	4
00.04 Track and structures	2	1	1
00.05 Other	1		
10.00 Total new obligations	22	29	22
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	2	
22.00 New budget authority (gross)	20	27	22
23.90 Total budgetary resources available for obligation	23	29	22
23.95 Total new obligations	-22	-29	-22
24.40 Unobligated balance available, end of year	2		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	20	27	22
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	53	57	61
73.10 Total new obligations	22	29	22
73.20 Total outlays (gross)	-18	-24	-20
74.40 Unpaid obligations, end of year: Obligated balance, end of year	57	61	63
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	5	4	3
86.93 Outlays from discretionary balances	13	20	18
87.00 Total outlays (gross)	18	24	20
Net budget authority and outlays:			
89.00 Budget authority	20	27	22
90.00 Outlays	18	24	20

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

Object Classification (in millions of dollars)

Identification code 69-0722-0-1-401	1999 actual	2000 est.	2001 est.
25.2 Other services	18	21	19
41.0 Grants, subsidies, and contributions	4	8	3
99.9 Total new obligations	22	29	22

Personnel Summary

Identification code 69-0722-0-1-401	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	6		

Credit accounts:

ALAMEDA CORRIDOR DIRECT LOAN FINANCING PROGRAM

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-0536-0-1-401	1999 actual	2000 est.	2001 est.
0101 Alameda corridor direct loan financing program, downward reestimate of subsidies		62	

Program and Financing (in millions of dollars)

Identification code 69-0536-0-1-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	18		
73.20 Total outlays (gross)	-18		
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	18		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	18		

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

The amount of subsidy budget authority originally provided for the Alameda Corridor Transportation project was \$59 million. The Alameda Corridor Transportation Authority (ACTA) has now completely drawn down the DOT loan proceeds totaling \$400 million. In January 1999, ACTA received investment grade ratings from three rating agencies on its debt obligations financing construction of the project. Given ACTA's successful financing of over \$1 billion through the capital markets and the investment grade ratings on its debt obligations, the DOT has reestimated the subsidy rate (credit risk) at .81 percent or just over \$3 million.

As required by the Federal Credit Reform Act of 1990, this account records, for this program, the subsidy costs associated with the direct loan obligated in 1997. The subsidy amounts are estimated on a present value basis. No funds are requested for this account in 2001, as all funds required to complete this project were provided in 1997.

ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4183-0-3-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 Interest paid to Treasury	22	24	25
08.02 Obligations for downward reestimates		55	
08.04 Obligations for interest on the downward reestimates		7	
08.91 Obligations for downward reestimates		62	
10.00 Total new obligations	22	86	25
Budgetary resources available for obligation:			
22.00 New financing authority (gross)	22	86	26
23.95 Total new obligations	-22	-86	-25
New financing authority (gross), detail:			
Mandatory:			
67.15 Authority to borrow (indefinite)	16	86	26

Credit accounts—Continued**ALAMEDA CORRIDOR DIRECT LOAN FINANCING ACCOUNT—Continued****Program and Financing (in millions of dollars)—Continued**

Identification code 69-4183-0-3-401	1999 actual	2000 est.	2001 est.
Spending authority from offsetting collections:			
Discretionary:			
68.00	Offsetting collections (cash)	24	487
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders	-18	
68.47	Portion applied to repay debt		-487
68.90	Spending authority from offsetting collections (total discretionary)	6	
70.00	Total new financing authority (gross)	22	86
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40	Obligated balance, start of year	102	
72.95	Receivables from program account	18	
72.99	Total unpaid obligations, start of year	120	
73.10	Total new obligations	22	86
73.20	Total financing disbursements (gross)	-142	-86
87.00	Total financing disbursements (gross)	142	86
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00	Program account	-18	
88.25	Interest on uninvested funds	-6	
88.40	Non-Federal sources		-487
88.90	Total, offsetting collections (cash)	-24	-487
88.95	Against gross financing authority only: Change in receivables from program accounts	18	
Net financing authority and financing disbursements:			
89.00	Financing authority	16	86
90.00	Financing disbursements	119	86

Status of Direct Loans (in millions of dollars)

Identification code 69-4183-0-3-401	1999 actual	2000 est.	2001 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans		
1150	Total direct loan obligations		
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	280	400
1231	Disbursements: Direct loan disbursements	120	
1251	Repayments: Repayments and prepayments		-400
1290	Outstanding, end of year	400	400

As required by the Federal Credit Reform Act of 1990, this non-budgetary account records all cash flows to and from the Government resulting from direct 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 69-4183-0-3-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
Net value of assets related to post-1991 direct loans receivable:				
1401	Direct loans receivable, gross	280	400	400
1405	Allowance for subsidy cost (-)	-42	-34	-11
1499	Net present value of assets related to direct loans	238	366	389
1999	Total assets	238	366	389
LIABILITIES:				
2103	Federal liabilities: Debt	238	366	389

2999	Total liabilities	238	366	389
4999	Total liabilities and net position	238	366	389

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

Identification code 69-4420-0-3-401	1999 actual	2000 est.	2001 est.
Position with respect to appropriations act limitation on obligations:			
1111	Limitation on direct loans		
1150	Total direct loan obligations		
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	4	4
1290	Outstanding, end of year	4	4

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

RAILROAD REHABILITATION AND IMPROVEMENT LIQUIDATING ACCOUNT**Program and Financing (in millions of dollars)**

Identification code 69-4411-0-3-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01	Interest to Treasury	3	3
10.00	Total new obligations (object class 43.0)	3	3
Budgetary resources available for obligation:			
22.00	New budget authority (gross)	3	3
23.95	Total new obligations	-3	-3
New budget authority (gross), detail:			
Mandatory:			
69.00	Offsetting collections (cash)	7	8
69.47	Portion applied to repay debt	-4	-5
69.90	Spending authority from offsetting collections (total mandatory)	3	3
Change in unpaid obligations:			
73.10	Total new obligations	3	3
73.20	Total outlays (gross)	-3	-3
Outlays (gross), detail:			
86.97	Outlays from new mandatory authority	3	3
Offsets:			
Against gross budget authority and outlays:			
88.40	Offsetting collections (cash) from: Non-Federal sources	-7	-8
Net budget authority and outlays:			
89.00	Budget authority	-4	-5
90.00	Outlays	-4	-5

Status of Direct Loans (in millions of dollars)

Identification code 69-4411-0-3-401	1999 actual	2000 est.	2001 est.
Cumulative balance of direct loans outstanding:			
1210	Outstanding, start of year	56	53
1251	Repayments: Repayments and prepayments	-3	-5
1290	Outstanding, end of year	53	48

Section 505—Redeemable preference shares.—Authority for the section 505 redeemable preference shares program expired

on September 30, 1988. The account reflects actual outlays of -\$4 million in 1999, and projected outlays of -\$5 million in 2000 and -\$4 million in 2001 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	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable:				
1601 Direct loans, gross	56	53	47	43
1602 Interest receivable	18	15	13	13
1699 Value of assets related to direct loans	74	68	60	56
1999 Total assets	74	68	60	56
LIABILITIES:				
Federal liabilities:				
2102 Interest payable	18	15	13	13
2103 Debt	56	53	47	43
2999 Total liabilities	74	68	60	56
4999 Total liabilities and net position	74	68	60	56

AMTRAK CORRIDOR IMPROVEMENT DIRECT LOAN FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4164-0-3-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	1	1	
73.20 Total financing disbursements (gross)			
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1		
87.00 Total financing disbursements (gross)			
Net financing authority and financing disbursements:			
89.00 Financing authority			
90.00 Financing disbursements			

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

Balance Sheet (in millions of dollars)

Identification code 69-4164-0-3-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1207 Non-Federal assets: Advances and pre-payments		1		
1999 Total assets		1		
LIABILITIES:				
2202 Non-Federal liabilities: Interest payable		1		
2999 Total liabilities		1		

AMTRAK CORRIDOR IMPROVEMENT LOANS LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-0720-0-1-401	1999 actual	2000 est.	2001 est.
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	1	1	1
69.47 Portion applied to repay debt	-1	-1	-1
69.90 Spending authority from offsetting collections (total mandatory)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-1	-1	-1
Net budget authority and outlays:			
89.00 Budget authority	-1	-1	-1
90.00 Outlays	-1	-1	-1

Status of Direct Loans (in millions of dollars)

Identification code 69-0720-0-1-401	1999 actual	2000 est.	2001 est.
Cumulative balance of direct loans outstanding:			
1210 Outstanding, start of year	6	5	4
1251 Repayments: Repayments and prepayments	-1	-1	-1
1290 Outstanding, end of year	5	4	3

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

Statement of Operations (in millions of dollars)

Identification code 69-0720-0-1-401	1998 actual	1999 actual	2000 est.	2001 est.
0111 Revenue		1		
0112 Expense		-1		
0115 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-0720-0-1-401	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1601 Net value of assets related to pre-1992 direct loans receivable and acquired defaulted guaranteed loans receivable: Direct loans, gross	6	5	4	3
1999 Total assets	6	5	4	3

Trust Funds

EXPANDED INTERCITY RAIL PASSENGER SERVICE FUND
(LIQUIDATION OF CONTRACT AUTHORITY)
(HIGHWAY TRUST FUND)

For liquidation of obligations for capital grants for the improvement of intercity rail passenger service, \$468,000,000, to be derived from the Highway Trust Fund and to remain available until expended: Provided, That none of the funds under this heading shall be available for implementation or execution of programs the obligations for which are in excess of \$468,000,000: Provided further, That the Secretary of Transportation may make capital grants to the National Railroad Passenger Corporation and/or a State or consortium of States to carry out projects the Secretary determines will generate a positive financial contribution for the Corporation and public benefits in excess of the project's public costs: Provided further, That such grants may not exceed fifty percent of the total project cost and must be used for capital expenses (as defined by Generally Accepted Accounting Principles) which directly lead to enhanced intercity passenger rail service.

Program and Financing (in millions of dollars)

Identification code 69-8114-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations			468
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			468
23.95 Total new obligations			-468
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			468
40.49 Portion applied to liquidate contract authority			-468
43.00 Appropriation (total discretionary)			
Mandatory:			
66.15 Contract authority (transfer from Highway trust fund)			468
70.00 Total new budget authority (gross)			468
Change in unpaid obligations:			
73.10 Total new obligations			468
73.20 Total outlays (gross)			-47
74.40 Unpaid obligations, end of year: Obligated balance, end of year			421
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			47
Net budget authority and outlays:			
89.00 Budget authority			468
90.00 Outlays			47

Status of Contract Authority (in millions of dollars)

Identification code 69-8114-0-7-401	1999 actual	2000 est.	2001 est.
Contract authority:			
0200 Contract authority			468
0400 Appropriation to liquidate contract authority			-468

The Administration proposes a new grant program to improve intercity passenger rail service nationwide. Under the proposed program, The Secretary of Transportation will award fifty percent matching grants to Amtrak and/or a partner State or State consortium to implement capital projects which enhance intercity rail service. Eligible projects must generate a positive financial contribution for Amtrak and public benefits in excess of public costs, making them sound investments both for the company and the taxpayer. Projects may be located on any current or potential future intercity rail corridor. This funding would go towards the acquisition of equipment, construction of infrastructure improvements including acquisition of right-of-way, and planning and design. Funds could only be used for capital as defined by Generally

Accepted Accounting Principles (GAAP). The Federal Government would maintain a lien on the improvements made with these funds. A positive financial contribution shall be measured by Amtrak recovering from the project all variable and attributable fixed/overhead costs associated with the new service. This program will improve overall intercity passenger rail speeds and service, thereby reducing congestion on the nation's highways and improving air quality. This program will be used to improve passenger rail service, including improvements necessary for high speed rail service and other increases in average speeds through rail infrastructure improvements.

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

Object Classification (in millions of dollars)

Identification code 69-8114-0-7-401	1999 actual	2000 est.	2001 est.
25.2 Other services			1
41.0 Grants, subsidies, and contributions			467
99.9 Total new obligations			468

TRUST FUND SHARE OF NEXT GENERATION HIGH-SPEED RAIL

(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Program and Financing (in millions of dollars)

Identification code 69-9973-0-7-401	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		7	5
73.20 Total outlays (gross)	-2		-5
74.40 Unpaid obligations, end of year: Obligated balance, end of year		5	
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	2	5	
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	2	5	

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

FEDERAL TRANSIT ADMINISTRATION

The Federal Transit Administration (FTA) provides funding to transit operators, State and local governments and other recipients for the construction of facilities; the purchase of vehicles and equipment; the improvement of technology, service techniques, and methods; the support of regionwide transportation planning; and transit operations. In addition to improving general mobility, FTA provides financial assistance to help implement other national goals relating to mobility for the elderly, people with disabilities, and economically disadvantaged individuals.

The Transportation Equity Act for the 21st Century reauthorized transit programs through FY 2003, and created the new discretionary Mass Transit Budget Category. The General Fund and Highway Trust Fund funding contained in the mass transit category is referred to as "guaranteed" funding. Approximately 80 percent of transit funding in 2001 is derived from the mass transit account of the Highway Trust Fund.

In 2001, \$6,321 million is proposed for transit programs, including \$50 million to be made available from the Federal Highway Administration as part of a reallocation of the increase resulting from the revenue aligned budget authority under the highway program.

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

[In millions of dollars]

Obligation Limitations:	1999 actual	2000 est.	2001 est.
Administrative expenses, general fund	10	12	13
Administrative expenses, trust fund	43	48	51
Subtotal, obligation limitation	53	60	64
Transit planning and research, general fund	10	21	22
Transit planning and research, trust fund	78	86	88
Subtotal, obligation limitation	98	107	110
University transportation centers, general fund	1	1	1
University transportation centers, trust fund	5	5	5
Subtotal, obligation limitation	6	6	6
Job access and reverse commute, general fund	35	15	20
Job access and reverse commute, trust fund	40	60	130
Subtotal, obligation limitation	75	75	150
Formula grants, general fund	519	570	669
Formula grants, trust fund	2,280	2,478	2,676
Subtotal, obligation limitation	2,799	3,048	3,345
Capital investment grants, general fund	501	540	529
Capital investment grants, trust fund	1,806	1,949	2,117
Subtotal, obligation limitation	2,307	2,490	2,646
Washington Metropolitan Transit Authority, general fund	50		
Trust fund share of expenses, total budget authority (non-add)	[4,252]	[4,644]	[5,089]
Trust fund share of expenses, available for obligation (non-add)	[4,252]	[4,626]	[5,067]
Total FTA, obligation limitation	5,389	5,785	6,321

Notes.—2000 obligation limitation reflects a reduction of \$18 million pursuant to sec. 301, P.L. 106-113. 2001 Trust fund share of expenses, total budget authority reflects restoration of contract authority of \$22 million pursuant to sec. 304, P.L. 106-113. Table does not reflect rescissions of unobligated balances.

Federal Funds

General and special funds:

ADMINISTRATIVE EXPENSES

For necessary administrative expenses of the Federal Transit Administration's programs authorized by chapter 53 of title 49, United States Code, [\$12,000,000] \$12,800,000. Provided, That no more than [\$60,000,000] \$64,000,000 of budget authority shall be available for these purposes: Provided further, That the Federal Transit Administration will reimburse the Department of Transportation Inspector General [\$1,500,000] \$1,000,000 for costs associated with the audit and review of new fixed guideway systems. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-1120-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct program	53	60	64
01.01 Reimbursable program	2	2	2
10.00 Total new obligations	55	62	66
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	54	62	66
22.10 Resources available from recoveries of prior year obligations	1		
23.90 Total budgetary resources available for obligation	55	62	66
23.95 Total new obligations	-55	-62	-66
24.40 Unobligated balance available, end of year			1
New budget authority (gross), detail:			
Discretionary:			
40.78 Reduction pursuant to P.L. 105-277	-1		

Mandatory:			
60.00 Appropriation	11	12	13
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	44	50	53
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	1		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-1		
68.90 Spending authority from offsetting collections (total discretionary)	44	50	53
70.00 Total new budget authority (gross)	54	62	66

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	2	4	6
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	2	2
72.99 Total unpaid obligations, start of year	3	6	8
73.10 Total new obligations	55	62	66
73.20 Total outlays (gross)	-52	-60	-65
73.45 Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	4	6	6
74.95 From Federal sources: Receivables and unpaid, unfilled orders	2	2	2
74.99 Total unpaid obligations, end of year	6	8	8

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	50	56	60
86.93 Outlays from discretionary balances	2	4	6
87.00 Total outlays (gross)	52	60	65

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-44	-50	-53
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	1		

Net budget authority and outlays:

89.00 Budget authority	10	12	13
90.00 Outlays	7	10	12

For 2001, \$64 million is requested, the guaranteed amount in TEA-21, to fund the personnel and other support costs associated with management and direction of FTA programs. This includes \$1.0 million to be reimbursed to the Inspector General for transit-related audits. FTA has been a forerunner in expanding automated systems to provide better access to customers. The Transportation Electronic Award and Management (TEAM) system provides on-line access to grantees for grant awards and disbursements.

Object Classification (in millions of dollars)

Identification code 69-1120-0-1-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	31	34	35
11.3 Other than full-time permanent	1	1	1
11.9 Total personnel compensation	32	35	36
12.1 Civilian personnel benefits	6	7	8
21.0 Travel and transportation of persons	1	1	2
23.1 Rental payments to GSA	4	4	4
23.3 Communications, utilities, and miscellaneous charges	2	2	3
25.2 Other services	7	10	10
31.0 Equipment	1	1	1
99.0 Subtotal, direct obligations	53	60	64
99.0 Reimbursable obligations	2	2	2
99.9 Total new obligations	55	62	66

General and special funds—Continued

ADMINISTRATIVE EXPENSES—Continued

Personnel Summary

Identification code 69-1120-0-1-401	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	478	495	505
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	22	22	22

RESEARCH, TRAINING, AND HUMAN RESOURCES

Program and Financing (in millions of dollars)

Identification code 69-1121-0-1-401	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		1	
22.10 Resources available from recoveries of prior year obligations	1		
22.21 Unobligated balance transferred to other accounts	-1		
23.90 Total budgetary resources available for obligation		1	
24.40 Unobligated balance available, end of year	1		

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year		4	1
73.20 Total outlays (gross)		-2	-1
73.45 Adjustments in unexpired accounts	-1		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	4	1	1

Outlays (gross), detail:

86.93 Outlays from discretionary balances		2	1
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Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays		2	1

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

INTERSTATE TRANSFER GRANTS—TRANSIT

Program and Financing (in millions of dollars)

Identification code 69-1127-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	4	10	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	15	10	
22.00 New budget authority (gross)	-1		
23.90 Total budgetary resources available for obligation	14	10	
23.95 Total new obligations	-4	-10	
24.40 Unobligated balance available, end of year	10		

New budget authority (gross), detail:

Discretionary:			
40.36 Unobligated balance rescinded	-1		
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	8		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-8		
68.90 Spending authority from offsetting collections (total discretionary)			
70.00 Total new budget authority (gross)	-1		

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	6		3
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73.10 Total new obligations	4	10	
73.20 Total outlays (gross)	-19	-7	-3
73.40 Adjustments in expired accounts (net)	8		
74.40 Unpaid obligations, end of year: Obligated balance, end of year		3	1

Outlays (gross), detail:

86.93 Outlays from discretionary balances	19	7	3
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Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-8		
Against gross budget authority only:			
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	8		

Net budget authority and outlays:

89.00 Budget authority	-1		
90.00 Outlays	11	7	3

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	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)		50	
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		1	50
22.00 New budget authority (gross)	50		
23.90 Total budgetary resources available for obligation	51	50	
23.95 Total new obligations		-50	
24.40 Unobligated balance available, end of year	50		

New budget authority (gross), detail:

Mandatory:			
60.00 Appropriation	50		
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	5		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-5		
68.90 Spending authority from offsetting collections (total discretionary)			
70.00 Total new budget authority (gross)	50		

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	457	295	211
73.10 Total new obligations		50	
73.20 Total outlays (gross)	-167	-134	-94
73.40 Adjustments in expired accounts (net)	5		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	295	211	117

Outlays (gross), detail:

86.93 Outlays from discretionary balances	167	134	94
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Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5		
Against gross budget authority only:			
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	5		

Net budget authority and outlays:

89.00 Budget authority	50		
90.00 Outlays	162	134	94

The National Capital Transportation Amendments of 1979 (Stark-Harris) authorized \$1.7 billion in Federal funds to sup-

port the construction of the Washington Metrorail system. In addition, the National Capital Transportation Amendments of 1990 authorized another \$1.3 billion in Federal capital assistance to complete construction of the planned 103-mile system. The Federal commitment to complete the 103-mile system was fully funded in 1999. No new budget authority is proposed.

FORMULA GRANTS

For necessary expenses to carry out 49 U.S.C. 5307, 5308, 5310, 5311, 5327, and section 3038 of Public Law 105-178, [\$619,600,000] \$669,000,000, to remain available until expended: *Provided*, That no more than [\$3,098,000,000] \$3,345,000,000 of budget authority shall be available for these purposes: [*Provided further*, That notwithstanding section 3008 of Public Law 105-178, the \$50,000,000 to carry out 49 U.S.C. 5308 shall be transferred to and merged with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities under "Federal Transit Administration, Capital investment grants"]. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-1129-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Urban formula-capital	2,483	2,898	3,109
00.02 Alaska Railroad		5	5
00.03 Clean fuels			50
00.04 Elderly and disabled	64	73	79
00.05 Nonurban formula	183	198	228
00.06 Over-the-road-bus	1	4	5
10.00 Total new obligations	2,731	3,178	3,476
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	993	1,077	946
22.00 New budget authority (gross)	2,799	3,048	3,345
22.10 Resources available from recoveries of prior year obligations	16		
23.90 Total budgetary resources available for obligation	3,808	4,125	4,291
23.95 Total new obligations	-2,731	-3,178	-3,476
24.40 Unobligated balance available, end of year	1,077	946	815
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	570	620	669
61.00 Transferred to other accounts	-51	-50	
62.50 Appropriation (total mandatory)	519	570	669
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	2,280	2,478	2,676
70.00 Total new budget authority (gross)	2,799	3,048	3,345
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	3,760	4,300	5,122
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
72.99 Total unpaid obligations, start of year	3,761	4,301	5,123
73.10 Total new obligations	2,731	3,178	3,476
73.20 Total outlays (gross)	-2,174	-2,356	-2,248
73.45 Adjustments in unexpired accounts	-16		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	4,300	5,122	6,351
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
74.99 Total unpaid obligations, end of year	4,301	5,123	6,352
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	140	153	167
86.93 Outlays from discretionary balances	2,034	2,203	2,082
87.00 Total outlays (gross)	2,174	2,356	2,248

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-2,280	-2,478	-2,676
Net budget authority and outlays:				
89.00	Budget authority	519	570	669
90.00	Outlays	-106	-122	-428

Formula grants is requested at \$3,345 million in 2001, the guarantee level in TEA-21. The Formula Grant funds can be used for all transit purposes including planning, bus and railcar purchases, facility repair and construction, maintenance and where eligible, operating expenses. Increased investment levels help transit succeed in alleviating congestion, ensuring basic mobility, promoting more livable communities and helping meet additional needs required as a result of the Americans with Disabilities Act (ADA) and the Clean Air Act (CAA).

In 2001, FTA requests \$4.85 million for the Alaska Railroad and \$50 million for the Clean Fuels Formula program consistent with the Transportation Equity Act for the 21st Century, TEA-21. A total of \$4.7 million for the Rural Transportation Accessibility Incentive Program, commonly referred to as the Over-the-Road Bus Accessibility Program is requested.

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

Over-the-Road Bus Accessibility Program.—\$4.7 million for the Rural Transportation Accessibility Incentive Program established in TEA-21 will assist operators of over-the-road buses to finance the incremental capital and training costs of complying with the Department of Transportation's final rule regarding accessibility of over-the-road buses required by the ADA.

Urbanized Area Formula.—\$2,997 million in funds will be apportioned to areas with populations of 50,000 or more. Funds may be used for any transit capital purpose, including preventive maintenance for these capital assets, in urban areas over 200,000 in population. Also, in urbanized areas under 200,000 both capital and operating costs are eligible expenditures. This funding will assist public transit agencies in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. These funds are critical to preserving mobility in our cities and supporting welfare reform by providing an affordable commute for people making the transition to work.

Nonurbanized Area Formula.—\$209 million will be apportioned according to a legislative formula based on each State's nonurban population to areas with populations of less than 50,000. Available funding may be used to support intercity bus service as well as to help meet rural and small urban areas' transit needs.

Formula Grants for Elderly and Individuals with Disabilities.—\$79 million will be apportioned to each State according to a legislatively required formula to assist in providing transportation to the elderly and individuals with disabilities. Grants are made for the purchase of vehicles and equipment and for transportation services under a contract, lease or similar arrangement.

Object Classification (in millions of dollars)

Identification code 69-1129-0-1-401	1999 actual	2000 est.	2001 est.	
25.2	Other services	18	16	16
41.0	Grants, subsidies, and contributions	2,713	3,162	3,460
99.9	Total new obligations	2,731	3,178	3,476

General and special funds—Continued

UNIVERSITY TRANSPORTATION RESEARCH

For necessary expenses to carry out 49 U.S.C. 5505, \$1,200,000, to remain available until expended: *Provided*, That no more than \$6,000,000 of budget authority shall be available for these purposes. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-1136-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	6	6	6
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	6	6	6
23.95 Total new obligations	-6	-6	-6
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	1	1	1
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	5	5	5
70.00 Total new budget authority (gross)	6	6	6
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	12	13	10
73.10 Total new obligations	6	6	6
73.20 Total outlays (gross)	-5	-7	-7
74.40 Unpaid obligations, end of year: Obligated balance, end of year	13	10	10
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	1	1	1
86.93 Outlays from discretionary balances	5	6	6
87.00 Total outlays (gross)	5	7	7
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-5	-5	-5
Net budget authority and outlays:			
89.00 Budget authority	1	1	1
90.00 Outlays	2	2	2

For 2001, \$6 million is proposed for the University Transportation Research program. This program provides continued support for research, education and technology transfer activities aimed at addressing regional and national transportation problems. These funds are matched with support from non-Federal sources. This program also receives funding from the Federal Highway Administration.

TRANSIT PLANNING AND RESEARCH

For necessary expenses to carry out 49 U.S.C. 5303, 5304, 5305, 5311(b)(2), 5312, 5313(a), 5314, 5315, and 5322, [\$21,000,000] \$22,200,000, to remain available until expended: *Provided*, That no more than [\$107,000,000] \$110,000,000 of budget authority shall be available for these purposes: *Provided further*, That \$5,250,000 is available to provide rural transportation assistance (49 U.S.C. 5311(b)(2)); \$4,000,000 is available to carry out programs under the National Transit Institute (49 U.S.C. 5315); \$8,250,000 is available to carry out transit cooperative research programs (49 U.S.C. 5313(a)); [\$49,632,000] \$52,113,600 is available for metropolitan planning (49 U.S.C. 5303, 5304, and 5305); [\$10,368,000] \$10,886,400 is available for State planning (49 U.S.C. 5313(b)); and \$29,500,000 is available for the national planning and research program (49 U.S.C. 5314): *Provided further*, That of the total budget authority made available for the national planning and research program, the Federal Transit Administration shall provide the following amounts for the projects and activities listed below:

Zinc-air battery bus technology demonstration, \$1,000,000;

Electric vehicle information sharing and technology transfer program, \$750,000;
Portland, Maine independent transportation network, \$500,000;
Wheeling, West Virginia mobility study, \$250,000;
Project ACTION, \$3,000,000;
Washoe County, Nevada transit technology, \$1,250,000;
Massachusetts Bay Transit Authority advanced electric transit buses and related infrastructure, \$1,500,000;
Palm Springs, California fuel cell buses, \$1,000,000;
Gloucester, Massachusetts intermodal technology center, \$1,500,000;
Southeastern Pennsylvania Transit Authority advanced propulsion control system, \$3,000,000;
Advanced transportation and alternative fuel technology consortium (CALSTART), \$3,250,000;
Safety and security programs, \$5,450,000;
International program, \$1,000,000;
Santa Barbara Electric Transit Institute, \$500,000;
Hennepin County community transportation, Minnesota, \$1,000,000;
Pittsfield economic development authority electric bus program, \$1,350,000; and
Citizens for Modern Transit, Missouri, \$300,000], of which \$750,000 is available to carry out the national component of the rural transportation assistance program. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-1137-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Direct program	90	116	110
09.01 Reimbursable program	6	12	12
10.00 Total new obligations	96	128	122
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	8	18	9
22.00 New budget authority (gross)	104	119	122
22.10 Resources available from recoveries of prior year obligations	1		
22.22 Unobligated balance transferred from other accounts	1		
23.90 Total budgetary resources available for obligation	114	137	131
23.95 Total new obligations	-96	-128	-122
24.40 Unobligated balance available, end of year	18	9	9
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	20	21	22
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	82	98	100
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	3		
68.90 Spending authority from offsetting collections (total discretionary)	84	98	100
70.00 Total new budget authority (gross)	104	119	122
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	137	151	185
72.95 From Federal sources: Receivables and unpaid, unfilled orders	16	15	15
72.99 Total unpaid obligations, start of year	153	166	200
73.10 Total new obligations	96	128	122
73.20 Total outlays (gross)	-88	-94	-120
73.40 Adjustments in expired accounts (net)	6		
73.45 Adjustments in unexpired accounts	-1		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	151	185	187
74.95 From Federal sources: Receivables and unpaid, unfilled orders	15	15	15
74.99 Total unpaid obligations, end of year	166	200	202
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	16	22	22

86.93	Outlays from discretionary balances	72	72	98
87.00	Total outlays (gross)	88	94	120
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-82	-98	-100
Against gross budget authority only:				
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	1		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-3		
Net budget authority and outlays:				
89.00	Budget authority	20	21	22
90.00	Outlays	6	-4	20

In 2001, a total of \$110 million is requested for the transit planning and research activities, including \$47 million for research and technology and \$63 million for Metropolitan and Statewide Planning.

In 2001, \$47 million is requested for a variety of research activities. The National Research and Technology program is funded at \$30 million. These funds will be used to cover costs for FTA's essential safety and transit operations data bases including the National Transit Database—\$8 million is for Transit Cooperative Research, \$4 million for the National Transit Institute, \$5 million for the Rural Transit Assistance Program.

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

For support of metropolitan and statewide planning activities \$63 million, the guaranteed level in TEA-21, is requested in 2001. Of this amount, \$52 million will be apportioned to States for Metropolitan planning, and \$11 million for statewide planning and research activities. These funds support the transportation planning activities that will enable these regional planning agencies to continue to plan for the transportation investments that best meet the needs of the communities they serve, and to comply with Federal statutes.

Object Classification (in millions of dollars)

Identification code 69-1137-0-1-401	1999 actual	2000 est.	2001 est.	
Direct obligations:				
25.1	Advisory and assistance services	1	1	1
25.5	Research and development contracts	7	23	23
41.0	Grants, subsidies, and contributions	82	92	86
99.0	Subtotal, direct obligations	90	116	110
99.0	Reimbursable obligations	6	12	12
99.9	Total new obligations	96	128	122

JOB ACCESS AND REVERSE COMMUTE GRANTS

For necessary expenses to carry out section 3037 of the Federal Transit Act of 1998, [\$15,000,000] \$20,000,000 to remain available until expended: *Provided*, That no more than [\$75,000,000] \$150,000,000 of budget authority shall be available for these purposes, of which \$5,000,000 shall be for projects benefiting Native American Tribes, and \$5,000,000 shall be for projects benefiting the Delta Region. (Department of Transportation and Related Agencies Appropriation Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-1125-0-1-401	1999 actual	2000 est.	2001 est.	
Obligations by program activity:				
10.00	Total new obligations (object class 41.0)	14	116	170
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year		61	20
22.00	New budget authority (gross)	75	75	150
23.90	Total budgetary resources available for obligation	75	136	170
23.95	Total new obligations	-14	-116	-170
24.40	Unobligated balance available, end of year	61	20	
New budget authority (gross), detail:				
Discretionary:				
40.00	Appropriation	25		
Mandatory:				
60.00	Appropriation	10	15	20
Discretionary:				
68.00	Spending authority from offsetting collections: Offsetting collections (cash)	40	60	130
70.00	Total new budget authority (gross)	75	75	150
Change in unpaid obligations:				
72.40	Unpaid obligations, start of year: Obligated balance, start of year		14	110
73.10	Total new obligations	14	116	170
73.20	Total outlays (gross)		-20	-46
74.40	Unpaid obligations, end of year: Obligated balance, end of year	14	110	234
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority		4	8
86.93	Outlays from discretionary balances		16	38
87.00	Total outlays (gross)		20	46
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-40	-60	-130
Net budget authority and outlays:				
89.00	Budget authority	35	15	20
90.00	Outlays	-40	-40	-84

In 2001, \$150 million is requested for the Job Access and Reverse Commute Grants Program. This amount includes \$50 million made available from the Federal Highway Administration as part of a reallocation of the increase resulting from the revenue aligned budget authority under the highway program. Through grants to states, local governments, and non-profit organizations, this program is intended to provide transportation services in urban, suburban and rural areas to assist welfare recipients and low income individuals to access employment opportunities. Federal transit funds would provide 50 percent of the project costs, with grant recipients supplying the remaining 50 percent from local or Federal sources other than the Department of Transportation.

CAPITAL INVESTMENT GRANTS
(INCLUDING TRANSFER OF FUNDS)

For necessary expenses to carry out 49 U.S.C. 5308, 5309, 5318, and 5327, [\$490,200,000] \$529,200,000, to remain available until expended: *Provided*, That no more than [\$2,451,000,000] \$2,646,000,000 of budget authority shall be available for these purposes: *Provided further*, That notwithstanding any other provision of law, there shall be available for fixed guideway modernization, [\$980,400,000] \$1,058,400,000; there shall be available for the replacement, rehabilitation, and purchase of buses and related equipment and the construction of bus-related facilities, [\$490,200,000] together with \$50,000,000 transferred from "Federal Transit Administration, Formula grants", to be available for the following projects in amounts specified below:

General and special funds—Continued

CAPITAL INVESTMENT GRANTS—Continued

(INCLUDING TRANSFER OF FUNDS)—Continued

No.	State	Project	Conference
1	Alaska	Anchorage Ship Creek intermodal facility	\$4,500,000
2	Alaska	Fairbanks intermodal rail/bus transfer facility	2,000,000
3	Alaska	Juneau downtown mass transit facility	1,500,000
4	Alaska	North Star Borough-Fairbanks intermodal facility	3,000,000
5	Alaska	Wasilla intermodal facility	1,000,000
6	Alaska	Whittier intermodal facility and pedestrian overpass	1,155,000
7	Alabama	Alabama statewide rural bus needs	2,500,000
8	Alabama	Baldwin Rural Area Transportation System buses	1,000,000
9	Alabama	Birmingham intermodal facility	2,000,000
10	Alabama	Birmingham-Jefferson County buses	1,250,000
11	Alabama	Cullman, buses	500,000
12	Alabama	Dothan Wiregrass Transit Authority vehicles and transit facility	1,000,000
13	Alabama	Escambia County buses and bus facility	100,000
14	Alabama	Gees Bend Ferry facilities, Wilcox County	100,000
15	Alabama	Marshall County, buses	500,000
16	Alabama	Huntsville Airport international intermodal center	3,500,000
17	Alabama	Huntsville, intermodal facility	1,250,000
18	Alabama	Huntsville Space and Rocket Center intermodal center	3,500,000
19	Alabama	Jasper buses	50,000
20	Alabama	Jefferson State Community College/University of Montevallo pedestrian walkway	200,000
21	Alabama	Mobile waterfront terminal complex	5,000,000
22	Alabama	Montgomery Union Station intermodal center and buses	3,500,000
23	Alabama	Valley bus and bus facilities	110,000
24	Arkansas	Arkansas Highway and Transit Department buses	2,000,000
25	Arkansas	Arkansas state safety and preventative maintenance facility	800,000
26	Arkansas	Fayetteville, University of Arkansas Transit System buses	500,000
27	Arkansas	Hot Springs, transportation depot and plaza	1,560,000
28	Arkansas	Little Rock, Central Arkansas Transit buses	300,000
29	Arizona	Phoenix bus and bus facilities	3,750,000
30	Arizona	Phoenix South Central Avenue transit facility	500,000
31	Arizona	San Luis, bus	70,000
32	Arizona	Tucson buses	2,555,000
33	Arizona	Yuma paratransit buses	125,000
34	California	California Mountain Area Regional Transit Authority fueling stations	80,000
35	California	Culver City, CityBus buses	1,250,000
36	California	Davis, Unitrans transit maintenance facility	625,000
37	California	Healdsburg, intermodal facility	1,000,000
38	California	I-5 Corridor intermodal transit centers	1,250,000
39	California	Livermore automatic vehicle locator program	1,000,000
40	California	Lodi, multimodal facility	850,000
41	California	Los Angeles County Metropolitan transportation authority buses	3,000,000
42	California	Los Angeles County Foothill Transit buses and HEV vehicles	1,750,000
43	California	Los Angeles Municipal Transit Operators Coalition	2,250,000
44	California	Los Angeles, Union Station Gateway Intermodal Transit Center	1,250,000
45	California	Maywood, Commerce, Bell, Cudahy, California buses and bus facilities	800,000
46	California	Modesto, bus maintenance facility	625,000
47	California	Monterey, Monterey-Salinas buses	625,000
48	California	Orange County, bus and bus facilities	2,000,000
49	California	Perris bus maintenance facility	1,250,000
50	California	Redlands, trolley project	800,000
51	California	Sacramento CNG buses	1,250,000
52	California	San Bernardino Valley, CNG buses	1,000,000
53	California	San Bernardino train station	3,000,000
54	California	San Diego North County buses and CNG fueling station	3,000,000
55	California	Contra Costa County Connection buses	250,000
56	California	San Francisco, Islais Creek maintenance facility	1,250,000
57	California	Santa Barbara buses and bus facility	1,750,000
58	California	Santa Clarita bus maintenance facility	1,250,000
59	California	Santa Cruz buses and bus facilities	1,755,000
60	California	Santa Maria Valley/Santa Barbara County, buses	240,000
61	California	Santa Rosa/Cotati, Intermodal Transportation Facilities	750,000
62	California	Westminster senior citizen vans	150,000
63	California	Windsor, Intermodal Facility	750,000
64	California	Woodland Hills, Warner Center Transportation Hub	625,000
65	Colorado	Boulder/Denver, RTD buses	625,000
66	Colorado	Colorado Association of Transit Agencies	8,000,000
67	Colorado	Denver, Stapleton Intermodal Center	1,250,000
68	Connecticut	New Haven bus facility	2,250,000
69	Connecticut	Norwich buses	2,250,000
70	Connecticut	Waterbury, bus facility	2,250,000
71	Dist. of Columbia	Fuel cell bus and bus facilities program, Georgetown University	4,850,000
72	Dist. of Columbia	Washington, D.C. Intermodal Transportation Center, District	2,500,000
73	Delaware	New Castle County buses and bus facilities	2,000,000
74	Delaware	Delaware buses and bus facility	500,000
75	Florida	Daytona Beach, Intermodal Center	2,500,000
76	Florida	Gainesville hybrid-electric buses and facilities	500,000
77	Florida	Jacksonville buses and bus facilities	1,000,000
78	Florida	Lakeland, Citrus Connection transit vehicles and related equipment	1,250,000
79	Florida	Miami Beach, electric shuttle service	750,000

80	Florida	Miami-Dade Transit buses	2,750,000
81	Florida	Orlando, Lynx buses and bus facilities	2,000,000
82	Florida	Orlando, Downtown Intermodal Facility	2,500,000
83	Florida	Palm Beach, buses	1,000,000
84	Florida	Tampa HARTline buses	500,000
85	Georgia	Atlanta, MARTA buses	13,500,000
86	Georgia	Chatham Area Transit Bus Transfer Center and buses	3,500,000
87	Georgia	Georgia Regional Transportation Authority buses	2,000,000
88	Georgia	Georgia statewide buses and bus-related facilities	2,750,000
89	Hawaii	Hawaii buses and bus facilities	2,250,000
90	Hawaii	Honolulu, bus facility and buses	2,000,000
91	Iowa	Ames transit facility expansion	700,000
92	Iowa	Cedar Rapids intermodal facility	3,500,000
93	Iowa	Clinton transit facility expansion	500,000
94	Iowa	Fort Dodge, Intermodal Facility (Phase II)	885,000
95	Iowa	Iowa City intermodal facility	1,500,000
96	Iowa	Iowa statewide buses and bus facilities	2,500,000
97	Iowa	Iowa/Illinois Transit Consortium bus safety and security	1,000,000
98	Illinois	East Moline transit center	650,000
99	Illinois	Illinois statewide buses and bus-related equipment	8,200,000
100	Indiana	Gary, Transit Consortium buses	1,250,000
101	Indiana	Indianapolis buses	5,000,000
102	Indiana	South Bend Urban Intermodal Transportation Facility	1,250,000
103	Indiana	West Lafayette bus transfer station/terminal (Wabash Landing)	1,750,000
104	Kansas	Girard, buses and vans	700,000
105	Kansas	Johnson County, farebox equipment	250,000
106	Kansas	Kansas City buses	750,000
107	Kansas	Kansas Public Transit Association buses and bus facilities	1,500,000
108	Kansas	Girard Southeast Kansas Community Action Agency maintenance facility	480,000
109	Kansas	Topeka Transit downtown transfer facility	600,000
110	Kansas	Wichita, buses and bus facilities	2,500,000
111	Kentucky	Transit Authority of Northern Kentucky (TANK) buses	2,500,000
112	Kentucky	Kentucky (southern and eastern) transit vehicles	1,000,000
113	Kentucky	Lexington (LexTran), maintenance facility	1,000,000
114	Kentucky	River City, buses	1,500,000
115	Louisiana	Louisiana statewide buses and bus-related facilities	5,000,000
116	Massachusetts	Attleboro intermodal transit facility	500,000
117	Massachusetts	Brockton intermodal transportation center	1,100,000
118	Massachusetts	Greenfield Montague, buses	500,000
119	Massachusetts	Merrimack Valley Regional Transit Authority bus facilities	467,500
120	Massachusetts	Montachusett, bus and park-and-ride facilities	1,250,000
121	Massachusetts	Pioneer Valley, alternative fuel and paratransit vehicles	650,000
122	Massachusetts	Pittsfield intermodal center	3,600,000
123	Massachusetts	Springfield, Union Station	1,250,000
124	Massachusetts	Swampscott, buses	65,000
125	Massachusetts	Westfield, intermodal transportation facility	500,000
126	Massachusetts	Worcester, Union Station Intermodal Transportation Center	2,500,000
127	Maryland	Maryland statewide bus facilities and buses	11,500,000
128	Michigan	Detroit, transfer terminal facilities	3,963,000
129	Michigan	Detroit, EZ Ride program	287,000
130	Michigan	Menominee-Delta-Schoolcraft buses	250,000
131	Michigan	Michigan statewide buses	22,500,000
132	Michigan	Port Huron, CNG fueling station	500,000
133	Minnesota	Duluth, Transit Authority community circulation vehicles	1,000,000
134	Minnesota	Duluth, Transit Authority intelligent transportation systems	500,000
135	Minnesota	Duluth, Transit Authority Transit Hub	500,000
136	Minnesota	Greater Minnesota transit authorities	500,000
137	Minnesota	Northstar Corridor, Intermodal Facilities and buses	10,000,000
138	Minnesota	Twin Cities metropolitan buses and bus facilities	10,000,000
139	Missouri	Columbia buses and vans	500,000
140	Missouri	Southeast Missouri transportation service rural, elderly, disabled service	1,250,000
141	Missouri	Franklin County buses and bus facilities	200,000
142	Missouri	Jackson County buses and bus facilities	500,000
143	Missouri	Kansas City Area Transit Authority buses and Troost transit center	2,500,000
144	Missouri	Missouri statewide bus and bus facilities	3,500,000
145	Missouri	OATS Transit	1,500,000
146	Missouri	St. Joseph buses and vans	500,000
147	Missouri	St. Louis, buses	2,000,000
148	Missouri	St. Louis, Bi-state Intermodal Center	1,250,000
149	Missouri	Southwest Missouri State University park and ride facility	1,000,000
150	Mississippi	Harrison County multimodal center	3,000,000
151	Mississippi	Jackson, maintenance and administration facility project	1,000,000
152	Mississippi	North Delta planning and development district, buses and bus facilities	1,200,000
153	Montana	Missoula urban transportation district buses	600,000
154	North Carolina	Greensboro multimodal center	3,339,000
155	North Carolina	Greensboro, Transit Authority buses	1,500,000
156	North Carolina	North Carolina statewide buses and bus facilities	2,492,000
157	North Dakota	North Dakota statewide buses and bus-related facilities	1,000,000
158	New Hampshire	New Hampshire statewide transit systems	3,000,000
159	New Jersey	New Jersey Transit alternative fuel buses	5,000,000
160	New Jersey	New Jersey Transit jitney shuttle buses	1,750,000
161	New Jersey	Newark intermodal and arena access improvements	1,650,000
162	New Jersey	Newark, Morris & Essex Station access and buses	1,250,000
163	New Jersey	South Amboy, Regional Intermodal Transportation Initiative	1,250,000
164	New Mexico	Albuquerque West Side transit facility	2,000,000
165	New Mexico	Albuquerque, buses	1,250,000
166	New Mexico	Las Cruces buses and bus facilities	750,000
167	New Mexico	Northern New Mexico Transit Express/Park and Ride buses	2,750,000

General and special funds—Continued

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

No.	State	Project	Conference
168	New Mexico	Santa Fe, buses and bus facilities	2,000,000
169	Nevada	Clark County Regional Transportation Commission buses and bus facilities	2,500,000
170	Nevada	Lake Tahoe CNG buses	700,000
171	Nevada	Washoe County transit improvements	2,250,000
172	New York	Babylon Intermodal Center	1,250,000
173	New York	Buffalo, Auditorium Intermodal Center	2,000,000
174	New York	Dutchess County, Loop System buses	521,000
175	New York	Ithaca intermodal transportation center	1,125,000
176	New York	Ithaca, TCAT bus technology improvements	1,250,000
177	New York	Long Island, CNG transit vehicles and facilities and bus replacement	1,250,000
178	New York	Mineola/Hicksville, LIRR intermodal centers	1,250,000
179	New York	New York City Midtown West 38th Street ferry terminal	1,000,000
180	New York	New York, West 72nd St. Intermodal Station	1,750,000
181	New York	Putnam County, vans	470,000
182	New York	Rensselaer intermodal bus facility	6,000,000
183	New York	Rochester buses and bus facility	1,000,000
184	New York	Syracuse, buses	3,000,000
185	New York	Utica Union Station	2,100,000
186	New York	Westchester County DOT, articulated buses	1,250,000
187	New York	Westchester County, Bee-Line transit system fareboxes	979,000
188	New York	Westchester County, Bee-Line transit system shuttle buses	1,000,000
189	Ohio	Cleveland, Triskett Garage bus maintenance facility	625,000
190	Ohio	Dayton, Multimodal Transportation Center	4,125,000
191	Ohio	Ohio statewide buses and bus facilities	9,010,250
192	Oklahoma	Oklahoma statewide bus facilities and buses	5,000,000
193	Oregon	Corvallis buses and automated passenger information system	300,000
194	Oregon	Lane County, Bus Rapid Transit, buses and facilities	4,400,000
195	Oregon	Lincoln County Transit District buses	250,000
196	Oregon	Portland, Tri-Met bus maintenance facility	650,000
197	Oregon	Portland, Tri-Met buses	1,750,000
198	Oregon	Salem Area Mass Transit District natural gas buses	500,000
199	Oregon	Sandy buses	100,000
200	Oregon	South Metro Area Rapid Transit (SMART) maintenance facility	200,000
201	Oregon	Sunset Empire Transit District intermodal transit facility	300,000
202	Pennsylvania	Allegheny County buses	1,500,000
203	Pennsylvania	Altoona bus testing	3,000,000
204	Pennsylvania	Altoona, Metro Transit Authority buses and transit system improvements	842,000
205	Pennsylvania	Armstrong County-Mid-County, bus facilities and buses	150,000
206	Pennsylvania	Bethlehem, intermodal facility	1,000,000
207	Pennsylvania	Cambria County, bus facilities and buses	575,000
208	Pennsylvania	Centre Area Transportation Authority buses	1,250,000
209	Pennsylvania	Chester County, Paoli Transportation Center	1,000,000
210	Pennsylvania	Erie, Metropolitan Transit Authority buses	1,000,000
211	Pennsylvania	Fayette County, intermodal facilities and buses	1,270,000
212	Pennsylvania	Lackawanna County Transit System buses	600,000
213	Pennsylvania	Lackawanna County, intermodal bus facility	1,000,000
214	Pennsylvania	Mid-Mon Valley buses and bus facilities	250,000
215	Pennsylvania	Norristown, parking garage (SEPTA)	1,000,000
216	Pennsylvania	Philadelphia, Frankford Transportation Center	5,000,000
217	Pennsylvania	Philadelphia, Intermodal 30th Street Station	1,250,000
218	Pennsylvania	Reading, BARTA Intermodal Transportation Facility	1,750,000
219	Pennsylvania	Robinson, Towne Center Intermodal Facility	1,500,000
220	Pennsylvania	Somerset County bus facilities and buses	175,000
221	Pennsylvania	Towamencin Township, Intermodal Bus Transportation Center	1,500,000
222	Pennsylvania	Washington County intermodal facilities	630,000
223	Pennsylvania	Westmoreland County, Intermodal Facility	200,000
224	Pennsylvania	Wilkes-Barre, Intermodal Facility	1,250,000
225	Pennsylvania	Williamsport bus facility	1,200,000
226	Puerto Rico	San Juan Intermodal access	600,000
227	Rhode Island	Providence, buses and bus maintenance facility	3,294,000
228	South Carolina	Central Midlands COG/Columbia transit system	2,700,000
229	South Carolina	Charleston Area regional transportation authority	1,900,000
230	South Carolina	Clemson Area Transit buses and bus equipment	550,000
231	South Carolina	Greenville transit authority	500,000
232	South Carolina	Pee Dee buses and facilities	900,000
233	South Carolina	Santee-Wateree regional transportation authority	400,000
234	South Carolina	South Carolina Statewide Virtual Transit Enterprise	1,220,000
235	South Carolina	Transit Management of Spartanburg, Incorporated (SPARTA)	600,000
236	South Dakota	South Dakota statewide bus facilities and buses	1,500,000
237	Tennessee	Southern Coalition for Advanced Transportation (SCAT) (TN, GA, FL, AL) electric buses	3,500,000
238	Texas	Austin buses	1,750,000
239	Texas	Beaumont Municipal Transit System buses and bus facilities	1,000,000
240	Texas	Brazos Transit Authority buses and bus facilities	1,000,000
241	Texas	El Paso Sun Metro buses	1,000,000
242	Texas	Fort Worth bus replacement (including CNG vehicles) and paratransit vehicles	2,500,000
243	Texas	Forth Worth intermodal transportation center	3,100,000
244	Texas	Galveston buses and bus facilities	1,000,000
245	Texas	Texas statewide small urban and rural buses	5,000,000
246	Utah	Ogden Intermodal Center	800,000

247	Utah	Salt Lake City Olympics bus facilities	2,500,000
248	Utah	Salt Lake City Olympics regional park and ride lots	2,500,000
249	Utah	Salt Lake City Olympics transit bus loan project	500,000
250	Utah	Utah Transit Authority, intermodal facilities	1,500,000
251	Utah	Utah Transit Authority/Park City Transit, buses	6,500,000
252	Virginia	Alexandria, bus maintenance facility	1,000,000
253	Virginia	Richmond, GRTC bus maintenance facility	1,250,000
254	Virginia	Statewide buses and bus facilities	8,435,000
255	Vermont	Burlington multimodal center	2,700,000
256	Vermont	Chittenden County Transportation Authority buses	800,000
257	Vermont	Essex Junction multimodal station rehabilitation	500,000
258	Vermont	Killington-Sherburne satellite bus facility	250,000
259	Washington	Bremerton multimodal center—Sinclair's Landing	750,000
260	Washington	Sequim Clallam Transit multimodal center	1,000,000
261	Washington	Everett, Multimodal Transportation Center	1,950,000
262	Washington	Grant County, Grant Transit Authority	500,000
263	Washington	Grays Harbor County, buses and equipment	1,250,000
264	Washington	King County Metro King Street Station	2,000,000
265	Washington	King County Metro Atlantic and Central buses	1,500,000
266	Washington	King County park and ride expansion	1,350,000
267	Washington	Mount Vernon, buses and bus related facilities	1,750,000
268	Washington	Pierce County Transit buses and bus facilities	500,000
269	Washington	Seattle, intermodal transportation terminal	1,250,000
270	Washington	Snohomish County, Community Transit buses, equipment and facilities	1,250,000
271	Washington	Spokane, HEV buses	1,500,000
272	Washington	Tacoma Dome Station	250,000
273	Washington	Vancouver Clark County (C-TRAN) bus facilities	1,000,000
274	Washington	Washington State DOT combined small transit system buses and bus facilities	2,000,000
275	Wisconsin	Milwaukee County, buses	6,000,000
276	Wisconsin	Wisconsin statewide bus facilities and buses	14,250,000
277	West Virginia	Huntington intermodal facility	12,000,000
278	West Virginia	Parkersburg, intermodal transportation facility	4,500,000
279	West Virginia	West Virginia Statewide Intermodal Facility and buses	5,000,000;

and] \$529,200,000, of which \$50,000,000 will be available for the Los Angeles County Metropolitan Transportation Authority, not to exceed \$35,000,000 for Salt Lake City Winter Olympic Games, \$15,000,000 for transit service benefiting the Mississippi Delta Region. In addition, there shall be available for new fixed guideway systems [S980,400,000, to be available as follows:

- \$10,400,000 for Alaska or Hawaii ferry projects;
- \$45,142,000 for the Atlanta, Georgia, North line extension project;
- \$1,000,000 for the Austin, Texas capital metro northwest/north central corridor project;
- \$4,750,000 for the Baltimore central LRT double track project;
- \$3,000,000 for the Birmingham, Alabama transit corridor;
- \$1,000,000 for the Boston Urban Ring project;
- \$500,000 for the Calais, Maine branch rail line regional transit program;
- \$2,500,000 for the Canton-Akron-Cleveland commuter rail project;
- \$2,500,000 for the Charleston, South Carolina Monobeam corridor project;
- \$4,000,000 for the Charlotte, North Carolina, north-south corridor transitway project;
- \$25,000,000 for the Chicago METRA commuter rail project;
- \$3,500,000 for the Chicago Transit Authority Douglas branch line project;
- \$3,500,000 for the Chicago Transit Authority Ravenswood branch line project;
- \$1,000,000 for the Cincinnati northeast/northern Kentucky corridor project;
- \$3,500,000 for the Clark County, Nevada, fixed guideway project, together with unobligated funds provided in Public Law 103-331 for the "Burlington to Gloucester, New Jersey line";
- \$1,000,000 for the Cleveland Euclid corridor improvement project;
- \$1,000,000 for the Colorado Roaring Fork Valley project;
- \$50,000,000 for the Dallas north central light rail extension project;
- \$1,000,000 for the Dayton, Ohio, light rail study;
- \$3,000,000 for the Denver Southeast corridor project;
- \$35,000,000 for the Denver Southwest corridor project;
- \$25,000,000 for the Dulles corridor project;
- \$10,000,000 for the Fort Lauderdale, Florida Tri-County commuter rail project;
- \$1,500,000 for the Galveston, Texas rail trolley extension project;
- \$10,000,000 for the Girdwood, Alaska commuter rail project;
- \$7,000,000 for the Greater Albuquerque mass transit project;
- \$500,000 for the Harrisburg-Lancaster capital area transit corridor 1 commuter rail project;

- \$3,000,000 for the Houston advanced transit program;
- \$52,770,000 for the Houston regional bus project;
- \$1,000,000 for the Indianapolis, Indiana Northeast Downtown corridor project;
- \$1,000,000 for the Johnson County, Kansas, I-35 commuter rail project;
- \$1,000,000 for the Kenosha-Racine-Milwaukee rail extension project;
- \$500,000 for the Knoxville-Memphis commuter rail feasibility study;
- \$2,000,000 for the Long Island Railroad East Side access project;
- \$1,000,000 for the Los Angeles-San Diego LOSSAN corridor project;
- \$4,000,000 for the Los Angeles Mid-City and East Side corridors projects;
- \$50,000,000 for the Los Angeles North Hollywood extension project;
- \$1,000,000 for the Lowell, Massachusetts-Nashua, New Hampshire commuter rail project;
- \$703,000 for the MARC commuter rail project;
- \$1,500,000 for MARC expansion projects—Silver Spring intermodal and Penn-Camden rail connection;
- \$1,000,000 for the Massachusetts North Shore corridor project;
- \$2,500,000 for the Memphis, Tennessee, Medical Center rail extension project;
- \$1,500,000 for the Miami-Dade Transit east-west multimodal corridor project;
- \$1,000,000 for the Nashville, Tennessee, commuter rail project;
- \$99,000,000 for the New Jersey Hudson Bergen project;
- \$5,000,000 for the New Jersey/New York Trans-Hudson Midtown corridor;
- \$1,000,000 for the New Orleans Canal Street corridor project;
- \$12,000,000 for the Newark rail link MOS-1 project;
- \$1,000,000 for the Norfolk-Virginia Beach corridor project;
- \$4,000,000 for the Northern Indiana south shore commuter rail project;
- \$2,000,000 for the Oceanside-Escondido, California light rail system;
- \$10,000,000 for temporary and permanent Olympic transportation infrastructure investments: *Provided*, That these funds shall be allocated by the Secretary based on the approved transportation management plan for the Salt Lake City 2002 Winter Olympic Games: *Provided further*, That none of these funds shall be available for rail extensions;
- \$1,000,000 for the Orange County, California, transitway project;
- \$5,000,000 for the Orlando Lynx light rail project (phase 1);

General and special funds—Continued

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

\$500,000 for the Palm Beach, Broward and Miami-Dade counties rail corridor;
 \$4,000,000 for the Philadelphia-Reading SETPA Schuylkill Valley metro project;
 \$1,000,000 for the Philadelphia SEPTA cross-county metro;
 \$5,000,000 for the Phoenix metropolitan area transit project;
 \$2,500,000 for the Pinellas County, Florida, mobility initiative project;
 \$10,000,000 for the Pittsburgh North Shore-central business district corridor project;
 \$8,000,000 for the Pittsburgh stage II light rail project;
 \$11,062,000 for the Portland Westside light rail transit project;
 \$25,000,000 for the Puget Sound RTA Link light rail project;
 \$5,000,000 for the Puget Sound RTA Sounder commuter rail project;
 \$8,000,000 for the Raleigh-Durham-Chapel Hill Triangle transit project;
 \$25,000,000 for the Sacramento south corridor LRT project;
 \$37,928,000 for the Utah north/south light rail project;
 \$1,000,000 for the San Bernardino, California Metrolink project;
 \$5,000,000 for the San Diego Mid Coast corridor project;
 \$20,000,000 for the San Diego Mission Valley East light rail transit project;
 \$65,000,000 for the San Francisco BART extension to the airport project;
 \$20,000,000 for the San Jose Tasman West light rail project;
 \$32,000,000 for the San Juan Tren Urbano project;
 \$3,000,000 for the Santa Fe/El Dorado, New Mexico rail link;
 \$53,895,000 for the South Boston piers transitway;
 \$1,000,000 for the South Dekalb-Lindbergh, Georgia, corridor project;
 \$2,000,000 for the Spokane, Washington, South Valley corridor light rail project;
 \$2,500,000 for the St. Louis, Missouri, MetroLink cross county corridor project;
 \$50,000,000 for the St. Louis-St. Clair County MetroLink light rail (phase II) extension project;
 \$1,000,000 for the Stamford, Connecticut fixed guideway connector;
 \$1,000,000 for the Stockton, California Altamont commuter rail project;
 \$1,000,000 for the Tampa Bay regional rail project;
 \$3,000,000 for the Twin Cities Transitways projects;
 \$42,800,000 for the Twin Cities Transitways—Hiawatha corridor project;
 \$2,200,000 for the Virginia Railway Express commuter rail project;
 \$4,750,000 for the Washington Metro-Blue Line extension-Addison Road (Largo) project;
 \$1,000,000 for the West Trenton, New Jersey, rail project;
 \$2,000,000 for the Whitehall ferry terminal reconstruction project;
 \$1,000,000 for the Wilmington, Delaware downtown transit connector; and
 \$500,000 for the Wilsonville to Washington County, Oregon connection to Westside] *\$1,058,400,000, to be available as follows:*
\$10,322,000 for the Alaska or Hawaii ferry projects;
\$25,000,000 for Atlanta—North Spring project;
\$10,000,000 for Baltimore—Central LRT Double Tracking project;
\$35,969,249 for Boston—South Boston Piers Transitway project;
\$17,000,000 for Chicago—Douglas Branch Reconstruction project;
\$10,000,000 for Chicago—Metra Southwest Corridor Commuter Rail project;
\$70,000,000 for Dallas—North Central LRT Extension project;
\$20,203,485 for Denver—Southwest Corridor LRT project;
\$20,000,000 for Denver—Southeast Corridor LRT project;
\$30,000,000 for Fort Lauderdale—Tri-Rail Commuter Rail Upgrade project;
\$10,744,873 for Houston—Regional Bus project;
\$50,000,000 for Los Angeles—North Hollywood project;
\$14,174,990 for Memphis—Medical Center Extension project;
\$20,000,000 for Minneapolis—Hiawatha Corridor LRT project;
\$10,000,000 for Newark Rail Link MOS-1 project;
\$121,000,000 for New Jersey Urban Core—Hudson-Bergen project;

\$20,000,000 for Pittsburgh—Stage II LRT Reconstruction project;
\$40,000,000 for Portland—Interstate MAX LRT Extension project;
\$209,232 for Portland—Westside/Hillsboro project;
\$35,199,450 for Sacramento—LRT Extension project;
\$15,000,000 for Salt Lake City—CBD to University LRT project;
\$718,006 for Salt Lake City—North-South LRT project;
\$60,000,000 for St. Louis—Metrolink St. Clair Extension project;
\$65,000,000 for San Diego—Mission Valley East LRT Extension project;
\$80,000,000 for San Francisco—BART Extension to the Airport project;
\$12,248,715 for San Jose—Tasman West LRT project;
\$118,000,000 for San Juan—Tren Urbano project;
\$35,000,000 for Seattle—Central Link LRT project;
\$10,000,000 for Washington, DC/MD—Largo Extension project;
\$84,672,000 for activities other than final design and construction as specified in 49 U.S.C. 5309(m)(2); and
\$7,938,000 for activities authorized by 49 U.S.C. 5327. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)			
Identification code 69-1134-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	1,373	2,957	3,113
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		934	467
22.00 New budget authority (gross)	2,307	2,489	2,646
23.90 Total budgetary resources available for obligation	2,307	3,423	3,113
23.95 Total new obligations	-1,373	-2,957	-3,113
24.40 Unobligated balance available, end of year	934	467	
New budget authority (gross), detail:			
Mandatory:			
60.00 Appropriation	451	490	529
62.00 Transferred from other accounts	50	50	
62.50 Appropriation (total mandatory)	501	540	529
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1,806	1,949	2,117
70.00 Total new budget authority (gross)	2,307	2,489	2,646
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year		1,124	3,502
73.10 Total new obligations	1,373	2,957	3,113
73.20 Total outlays (gross)	-249	-579	-1,148
74.40 Unpaid obligations, end of year: Obligated balance, end of year	1,124	3,502	5,466
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	249	124	132
86.93 Outlays from discretionary balances		455	1,017
87.00 Total outlays (gross)	249	579	1,148
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1,806	-1,949	-2,117
Net budget authority and outlays:			
89.00 Budget authority	501	540	529
90.00 Outlays	-1,557	-1,370	-969

For 2001, a total of \$2,646 million, the guaranteed level in TEA-21, is requested for Capital Investment Grants. The \$2,646 million will be allocated among the following activities:
Bus and bus-related facilities.—\$529.2 million for the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus-related facilities. This funding will assist public transit authorities in meeting the requirements of the Clean Air Act Amendments and the Americans with Disabilities Act. For 2001, FTA's goal is to continue in its efforts to make the national fixed-route bus system 80 percent accessible to individuals with disabilities.

Within the bus funding level, \$50 million will be provided for the Clean Fuels Formula Grants program, as authorized by TEA-21. The Clean Fuels Formula Program will finance the purchase or lease of clean fuel buses and facilities and the improvement of existing facilities to accommodate clean fuel buses. In addition, FTA will fund \$50 million in extraordinary costs associated with the Masters decision in Los Angeles County Metropolitan Transportation Authority and \$35 million for cost associated with the 2002 Winter Olympic and paralympic games in Salt Lake City, Utah. FTA will provide \$15 million for transit service benefiting the Mississippi Delta Region.

Fixed guideway modernization.—\$1,058 million for the acquisition, reconstruction and improvement of facilities and equipment for use on fixed guideways including heavy and light rail, commuter rail, and ferryboat operations. Funding for this program will ensure the fixed guideway modernization activity remains the stabilization and restoration factor for remedying the conditions of the Nation's older fixed guideway systems.

New Starts.—\$1,058 million for the construction of new fixed guideway systems and extensions to existing fixed guideway systems. This will fund all projects currently under Full Funding Grant Agreements (FFGA) or expected to be under FFGA during 2001. Within the \$1,058 million total, FTA is requesting that 8 percent or, \$85 million, be provided for preliminary engineering.

Object Classification (in millions of dollars)

Identification code 69-1134-0-1-401	1999 actual	2000 est.	2001 est.
25.2 Other services	10	19	20
41.0 Grants, subsidies, and contributions	1,363	2,938	3,093
99.9 Total new obligations	1,373	2,957	3,113

MISCELLANEOUS EXPIRED ACCOUNTS

Program and Financing (in millions of dollars)

Identification code 69-1122-0-1-401	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	4	4	
22.00 New budget authority (gross)		-4	
23.90 Total budgetary resources available for obligation	4		
24.40 Unobligated balance available, end of year	4		
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded		-4	
Net budget authority and outlays:			
89.00 Budget authority		-4	
90.00 Outlays			

This schedule displays program balances that are no longer required.

Trust Funds

DISCRETIONARY GRANTS

(LIQUIDATION OF CONTRACT AUTHORIZATION)

(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of previous obligations incurred in carrying out 49 U.S.C. 5338(b), [\$1,500,000,000] \$350,000,000, to remain available until expended and to be derived from the Mass Transit Account of the Highway Trust Fund. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-8191-0-7-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	709	340	
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority		340	
22.00 New budget authority (gross)	-392		
22.10 Resources available from recoveries of prior year obligations	26		
23.90 Total budgetary resources available for obligation	1,049	340	
23.95 Total new obligations	-709	-340	
24.49 Unobligated balance, end of year: Contract authority	340		
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	2,000	1,500	312
40.49 Portion applied to liquidate contract authority	-2,000	-1,500	-312
43.00 Appropriation (total discretionary)			
49.36 Unobligated balance rescinded	-392		
70.00 Total new budget authority (gross)	-392		
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	924	1,401	1,586
72.49 Obligated balance, start of year: Contract authority	2,789	1,471	312
72.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
72.99 Total unpaid obligations, start of year	3,714	2,873	1,899
73.10 Total new obligations	709	340	
73.20 Total outlays (gross)	-1,524	-1,314	-932
73.45 Adjustments in unexpired accounts	-26		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	1,401	1,586	966
74.49 Obligated balance, end of year: Contract authority	1,471	312	
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
74.99 Total unpaid obligations, end of year	2,873	1,899	967
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	1,524	1,314	932
Net budget authority and outlays:			
89.00 Budget authority	-392		
90.00 Outlays	1,524	1,314	932

Status of Contract Authority (in millions of dollars)

Identification code 69-8191-0-7-401	1999 actual	2000 est.	2001 est.
0100 Balance, start of year	4,204	1,811	312
Contract authority:			
0200 Contract authority	-392		
0400 Appropriation to liquidate contract authority	-2,000	-1,500	-312
0700 Balance, end of year	1,811	312	

In 2001, \$350 million in liquidating cash in the Mass Transit Capital Fund will be available to pay previous obligations in the Discretionary Grants account.

Object Classification (in millions of dollars)

Identification code 69-8191-0-7-401	1999 actual	2000 est.	2001 est.
25.2 Other services	5		
41.0 Grants, subsidies, and contributions	704	340	
99.9 Total new obligations	709	340	

TRUST FUND SHARE OF EXPENSES
(LIQUIDATION OF CONTRACT AUTHORIZATION)
(HIGHWAY TRUST FUND)

Notwithstanding any other provision of law, for payment of obligations incurred in carrying out 49 U.S.C. 5303–5308, 5310–5315, 5317(b), 5322, 5327, 5334, 5505, and sections 3037 and 3038 of Public Law 105–178, **[\$4,929,270,000]** \$5,016,600,000, to remain available until expended, [and] to be derived from the Mass Transit Account of the Highway Trust Fund, and \$50,000,000, to remain available until expended and to be derived from the Highway Account of the Highway Trust Fund. Provided, That **[\$2,478,400,000]** \$2,676,000,000 shall be paid to the Federal Transit Administration's formula grants account: *Provided further*, That **[\$86,000,000]** \$87,800,000 shall be paid to the Federal Transit Administration's transit planning and research account: *Provided further*, That **[\$48,000,000]** \$51,200,000 shall be paid to the Federal Transit Administration's administrative expenses account: *Provided further*, That \$4,800,000 shall be paid to the Federal Transit Administration's university transportation research account: *Provided further*, That **[\$60,000,000]** \$130,000,000 shall be paid to the Federal Transit Administration's job access and reverse commute grants program: *Provided further*, That **[\$1,960,800,000]** \$2,116,800,000 shall be paid to the Federal Transit Administration's capital investment grants account. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69–8350–0–7–401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Administrative expenses	43	48	51
00.02 Job access and reverse commute	40	60	130
00.03 Formula programs	2,280	2,478	2,676
00.04 University transportation research	5	5	5
00.05 Transit planning and research	78	86	88
00.06 Capital investment grants	1,806	1,949	2,117
10.00 Total new obligations (object class 92.0)	4,252	4,626	5,067
Budgetary resources available for obligation:			
21.49 Unobligated balance available, start of year: Contract authority	1		18
22.00 New budget authority (gross)	4,251	4,644	5,089
23.90 Total budgetary resources available for obligation	4,252	4,644	5,107
23.95 Total new obligations	–4,252	–4,626	–5,067
24.49 Unobligated balance, end of year: Contract authority		18	40
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	4,252	4,935	5,067
40.49 Portion applied to liquidate contract authority used	–4,252	–4,929	–5,067
43.00 Appropriation (total discretionary)		6	
49.36 Unobligated balance rescinded	–1		
Mandatory:			
66.10 Contract authority	4,252	4,638	5,039
66.15 Contract authority (Transfer from 69–8083)			50
66.90 Contract authority (total mandatory)	4,252	4,638	5,089
70.00 Total new budget authority (gross)	4,251	4,644	5,089
Change in unpaid obligations:			
73.10 Total new obligations	4,252	4,626	5,067
73.20 Total outlays (gross)	–4,252	–4,626	–5,067
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	4,252	4,626	5,067
Net budget authority and outlays:			
89.00 Budget authority	4,251	4,644	5,089
90.00 Outlays	4,252	4,626	5,067

Status of Contract Authority (in millions of dollars)

Identification code 69–8350–0–7–401	1999 actual	2000 est.	2001 est.
0100 Balance, start of year	1		18

Contract authority:			
0200 Contract authority	4,251	4,638	5,089
0400 Appropriation to liquidate contract authority	–4,252	–4,929	–5,067
0700 Balance, end of year		18	40

For 2001, this account tracks the portion of funds for each of FTA's programs derived from the Mass Transit Account of the Highway Trust Fund.

STATUS OF THE MASS TRANSIT ACCOUNT OF THE HIGHWAY TRUST FUND

[In millions of dollars]

	1999 actual	2000 est.	2001 est.
Unexpended balance, start of year	10,051	9,753	8,486
Cash income during the year, Governmental receipts:			
Motor fuel taxes	5,478	4,673	4,780
Interest on investments			
Total annual income	5,478	4,673	4,780
Cash outlays during the year:			
Discretionary grants/Major Capital Investments (liquidation of contract authorization)	1,524	1,314	932
Trust fund share of transit programs	4,252	4,626	5,017
Total annual outlays	5,776	5,940	5,949
Unexpended balance, end of year	9,753	8,486	7,317

SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

General and special funds:

Federal Funds

OPERATIONS AND MAINTENANCE (HARBOR SERVICES FEE COLLECTIONS)

(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69–5299–4–2–403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)			13
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			13
23.95 Total new obligations			–13
New budget authority (gross), detail:			
Mandatory:			
60.20 Appropriation (special fund, definite)			13
Change in unpaid obligations:			
73.10 Total new obligations			13
73.20 Total outlays (gross)			–13
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority			13
Net budget authority and outlays:			
89.00 Budget authority			13
90.00 Outlays			13

The Administration proposes to fund activities formerly funded from the Harbor maintenance trust fund from Harbor services fee collections.

Public enterprise funds:

[SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION]

[The Saint Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 104 of the

Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.】 (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-4089-0-3-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Operations and maintenance	11	11	12
00.02 Replacement and improvements	1	1	2
10.00 Total new obligations	12	12	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	13	13	14
22.00 New budget authority (gross)	13	13	14
23.90 Total budgetary resources available for obligation	26	26	28
23.95 Total new obligations	-12	-12	-14
24.40 Unobligated balance available, end of year	13	14	14
New budget authority (gross), detail:			
Mandatory:			
69.00 Offsetting collections (cash)	13	13	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	3	3	2
73.10 Total new obligations	12	12	14
73.20 Total outlays (gross)	-13	-13	-14
74.40 Unpaid obligations, end of year: Obligated balance, end of year	3	2	2
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	13	13	14
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-12	-11	-12
88.40 Non-Federal sources	-1	-2	-2
88.90 Total, offsetting collections (cash)	-13	-13	-14
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays			

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

SLSDC is proposed as a performance-based organization (PBO) for 2001-2005. The PBO will focus on four key performance goals: safety, long and short term reliability, trade development, and management accountability including customer service, fiscal performance and cost effectiveness. No appropriation is requested as financing is proposed to be derived from an automatic annual payment from the Harbor services fund, based on five-year average tonnage through the Seaway.

Statement of Operations (in millions of dollars)

Identification code 69-4089-0-3-403	1998 actual	1999 actual	2000 est.	2001 est.
0101 Revenue	11	11	11	13
0102 Expense	-11	-11	-11	-13
0105 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-4089-0-3-403	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
1101 Federal assets: Fund balances with Treasury	1	1	1	1

Other Federal assets:				
1801 Cash and other monetary assets	13	13	13	13
1803 Property, plant and equipment, net	86	85	86	87
1901 Other assets	2	2	2	2
1999 Total assets	102	101	102	103
LIABILITIES:				
Non-Federal liabilities:				
2201 Accounts payable	2	2	2	2
2206 Pension and other actuarial liabilities	2	2	2	2
2999 Total liabilities	4	4	4	4
NET POSITION:				
3300 Cumulative results of operations	98	97	98	99
3999 Total net position	98	97	98	99
4999 Total liabilities and net position	102	101	102	103

Object Classification (in millions of dollars)

Identification code 69-4089-0-3-403	1999 actual	2000 est.	2001 est.
11.1 Personnel compensation: Full-time permanent	7	8	8
12.1 Civilian personnel benefits	2	2	2
26.0 Supplies and materials	1	1	1
32.0 Land and structures			1
99.0 Subtotal, direct obligations	10	11	12
99.5 Below reporting threshold	2	1	2
99.9 Total new obligations	12	12	14

Personnel Summary

Identification code 69-4089-0-3-403	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	149	157	157

Trust Funds

【OPERATIONS AND MAINTENANCE】

【(HARBOR MAINTENANCE TRUST FUND)】

【For necessary expenses for operations and maintenance of those portions of the Saint Lawrence Seaway operated and maintained by the Saint Lawrence Seaway Development Corporation, \$12,042,000, to be derived from the Harbor Maintenance Trust Fund, pursuant to Public Law 99-662.】 (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-8003-0-7-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)	11	12	13
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	11	12	13
23.95 Total new obligations	-11	-12	-13
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	11	12	13
Change in unpaid obligations:			
73.10 Total new obligations	11	12	13
73.20 Total outlays (gross)	-11	-12	-13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	11	12	13
Net budget authority and outlays:			
89.00 Budget authority	11	12	13
90.00 Outlays	11	12	13

【OPERATIONS AND MAINTENANCE】—Continued
【(HARBOR MAINTENANCE TRUST FUND)】—Continued

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	11	12	13
Outlays	11	12	13
Legislative proposal, not subject to PAYGO:			
Budget Authority			-13
Outlays			-13
Total:			
Budget Authority	11	12	
Outlays	11	12	

The Water Resources Development Act of 1986 authorizes use of the Harbor maintenance trust fund as the major source of funding for the Corporation's operations and maintenance activities. The Administration proposes to replace the Harbor maintenance trust fund with a Harbor services fund.

OPERATIONS AND MAINTENANCE
(HARBOR SERVICES FUND)
(Legislative proposal, subject to PAYGO)

Program and Financing (in millions of dollars)

Identification code 69-8003-2-7-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 25.2)			-13
Budgetary resources available for obligation:			
22.00 New budget authority (gross)			-13
23.95 Total new obligations			13
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)			-13
Change in unpaid obligations:			
73.10 Total new obligations			-13
73.20 Total outlays (gross)			13
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority			-13
Net budget authority and outlays:			
89.00 Budget authority			-13
90.00 Outlays			-13

Proposed legislation to establish a performance-based organization (PBO) would finance this program using mandatory budget authority. A legislative proposal to establish a PBO was transmitted during the first session of the 106th Congress.

RESEARCH AND SPECIAL PROGRAMS
ADMINISTRATION

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

(In millions of dollars)

	1999 actual	2000 est.	2001 est.
Budget authority:			
Research and Special Programs	31	32	43
Offsetting User Fees ¹			-5
Emergency Preparedness Grants	7	14	14
Pipeline Safety	30	31	43
Trust Fund Share of Pipeline Safety	4	5	4
Pipeline Safety, Subtotal	35	37	47
Total budget authority	73	83	99

Program level (obligations):			
Research and Special Programs	32	32	43
Emergency Preparedness Grants	9	14	14
Pipeline Safety	30	31	43
Trust Fund Share of Pipeline Safety	5	5	4
Pipeline Safety, Subtotal	34	37	47
Volpe Transportation Systems Center (reimbursable)	202	205	205
Total program level, net	278	288	309
Outlays:			
Research and Special Programs	29	31	38
Offsetting User Fees ¹	0	0	-19
Emergency Preparedness Grants	7	9	12
Pipeline Safety	30	29	36
Trust Fund Share of Pipeline Safety	4	6	5
Volpe Transportation Systems Center	1		
Total outlays	71	75	73

¹ Reflects that portion of proposed offsetting collections that would be used to finance hazardous materials transportation safety activities in 2001.

Federal Funds

General and special funds:

RESEARCH AND SPECIAL PROGRAMS

For expenses necessary to discharge the functions of the Research and Special Programs Administration, **【\$32,061,000】** including grants for university conducted marine transportation research, \$42,531,000, of which \$645,000 shall be derived from the Pipeline Safety Fund, and of which **【\$3,704,000】** \$9,607,000 shall remain available until September 30, **【2002】** 2003: *Provided*, That up to \$1,200,000 in fees collected under 49 U.S.C. 5108(g) shall be deposited in the general fund of the Treasury as offsetting receipts: *Provided further*, That there may be credited to this appropriation, to be available until expended, funds received from States, counties, municipalities, other public authorities, and private sources for expenses incurred for training, for reports publication and dissemination, and for travel expenses incurred in performance of hazardous materials exemptions and approvals functions. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Program and Financing (in millions of dollars)

Identification code 69-0104-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Hazardous materials safety	17	18	19
00.03 Emergency transportation	4	1	2
00.04 Research and technology	4	3	9
00.05 Program and administrative support	8	9	12
09.01 Reimbursable program	42	77	77
10.00 Total new obligations	75	108	119
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	3	2	2
22.00 New budget authority (gross)	75	108	119
23.90 Total budgetary resources available for obligation	78	110	121
23.95 Total new obligations	-75	-108	-119
23.98 Unobligated balance expiring or withdrawn	-1		
24.40 Unobligated balance available, end of year	2	2	2
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	29	31	42
40.20 Appropriation (special fund, definite)	1	1	1
42.00 Transferred from other accounts	2		
43.00 Appropriation (total discretionary)	31	32	43
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	29	76	76
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	18		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-4		
68.90 Spending authority from offsetting collections (total discretionary)	43	76	76

70.00	Total new budget authority (gross)	75	108	119
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	7	10	11
72.95	From Federal sources: Receivables and unpaid, un- filled orders	31	49	49
72.99	Total unpaid obligations, start of year	38	59	60
73.10	Total new obligations	75	108	119
73.20	Total outlays (gross)	-59	-107	-114
73.40	Adjustments in expired accounts (net)	5		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	10	11	16
74.95	From Federal sources: Receivables and unpaid, un- filled orders	49	49	49
74.99	Total unpaid obligations, end of year	59	60	65
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	49	98	105
86.93	Outlays from discretionary balances	9	9	10
87.00	Total outlays (gross)	59	107	114
Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources Against gross budget authority only:	-29	-76	-76
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	-18		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	4		
Net budget authority and outlays:				
89.00	Budget authority	31	32	43
90.00	Outlays	29	31	38

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	31	32	43
Outlays	29	31	39
Legislative proposal, not subject to PAYGO:			
Budget Authority			-5
Outlays			-19
Total:			
Budget Authority	31	32	38
Outlays	29	31	20

The Research and Special Programs Administration serves as a research, analytical, and technical development arm of the Department for multimodal research and development, as well as special programs. Particular emphasis is given to transportation of hazardous cargo by all modes of transportation. In 2001, resources are requested for hazardous materials safety programs, including emergency preparedness activities. Funding is also provided for the management and execution of the Office of Emergency Transportation; the Office of Innovation Research and Education; the Transportation Safety Institute; and the Volpe National Transportation Systems Center (VNTSC). The 2001 Budget proposes to increase hazardous materials registration fees to finance hazardous materials safety activities previously financed by general fund appropriations to this account. This proposal is described in the following section.

Object Classification (in millions of dollars)

Identification code 69-0104-0-1-407	1999 actual	2000 est.	2001 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	13	14	16
12.1 Civilian personnel benefits	2	3	3
21.0 Travel and transportation of persons	1	1	1
23.1 Rental payments to GSA	2	2	2
23.3 Communications, utilities, and miscellaneous charges	1		
25.2 Other services	5	6	8
25.3 Purchases of goods and services from Government accounts	2	1	2

25.5	Research and development contracts	5	4	7
41.0	Grants, subsidies, and contributions	1		3
99.0	Subtotal, direct obligations	32	31	42
99.0	Reimbursable obligations	42	76	76
99.5	Below reporting threshold	1	1	1
99.9	Total new obligations	75	108	119

Personnel Summary

Identification code 69-0104-0-1-407	1999 actual	2000 est.	2001 est.	
Direct:				
1001	Total compensable workyears: Full-time equivalent employment	189	189	196
Reimbursable:				
2001	Total compensable workyears: Full-time equivalent employment	49	53	56

RESEARCH AND SPECIAL PROGRAMS
(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Secretary shall charge a fee to carry out chapter 51 of title 49, United States Code (except sections 5108(g)(2), 5109, 5112, 5115, 5116, 5119), and such fee shall be deposited as an offsetting collection to this appropriation, to remain available until expended for this purpose: Provided, That upon the enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$4,722,000.

Program and Financing (in millions of dollars)

Identification code 69-0104-2-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01	Hazardous materials safety		-5
09.01	Reimbursable program		5
10.00	Total new obligations		
Budgetary resources available for obligation:			
22.00	New budget authority (gross)		14
24.40	Unobligated balance available, end of year		14
New budget authority (gross), detail:			
Discretionary:			
40.00	Appropriation		-5
68.00	Spending authority from offsetting collections: Offset- ting collections (cash)		19
70.00	Total new budget authority (gross)		14
Offsets:			
Against gross budget authority and outlays:			
88.45	Offsetting collections (cash) from: Offsetting gov- ernmental collections from the public		-19
Net budget authority and outlays:			
89.00	Budget authority		-5
90.00	Outlays		-19

Beginning late in 2001, hazardous materials safety activities previously financed by general fund appropriations to this account are proposed to be financed instead by offsetting collections of hazardous materials registration fees. Authorizing legislation will be proposed to increase the fees paid by shippers and carriers of hazardous materials by an estimated \$19 million in 2001 to fund these safety activities. Due to the timing of these collections, a general fund appropriation of \$14 million is requested to fund the hazardous materials safety program for the first three quarters of 2001. Beginning in the fourth quarter of 2001, this program would become 100 percent fee-financed. Of the \$19 million in new fees collected, \$5 million would be obligated in 2001. The remainder would be carried over into 2002 to finance the

General and special funds—Continued

RESEARCH AND SPECIAL PROGRAMS—Continued

hazardous materials safety program until the 2002 fee collections are received.

The collection and expenditure of this increase in hazardous materials fees would be contingent on appropriations action. The additional proviso to be included in appropriation language is being proposed in anticipation of the enactment of authorizing legislation. If the authorizing legislation is enacted, the proviso will reduce the amount of the general fund appropriation provided in the body of the language by \$5 million, the amount necessary to fund these activities in the last quarter of 2001, so that total resources for this account will not exceed the amount allowed under the discretionary spending caps.

Object Classification (in millions of dollars)

Identification code 69-0104-2-1-407	1999 actual	2000 est.	2001 est.
92.0 Direct obligations: Undistributed			-5
99.0 Reimbursable obligations: Subtotal, reimbursable obligations			5
99.9 Total new obligations			

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, **[\$36,879,000] \$47,137,000**, of which **[\$5,479,000] \$4,263,000** shall be derived from the Oil Spill Liability Trust Fund and shall remain available until September 30, **[2002] 2003**; of which **[\$30,000,000] \$42,874,000** shall be derived from the Pipeline Safety Fund, of which **[\$17,394,000] \$25,213,000** shall remain available until September 30, **[2002]**; and of which \$1,400,000 shall be derived from amounts previously collected under 49 U.S.C. 60301: *Provided*, That amounts previously collected under 49 U.S.C. 60301 shall be available for damage prevention grants to States and public education activities] **2003**. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5172-0-2-407	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year	18	17	15
Receipts:			
02.01 Pipeline safety user fees	30	30	44
04.00 Total: Balances and collections	48	47	59
Appropriation:			
05.01 Pipeline safety	-30	-31	-43
05.03 Research and special programs	-1	-1	-1
05.99 Subtotal appropriation	-31	-32	-44
07.99 Total balance, end of year	17	15	15

Program and Financing (in millions of dollars)

Identification code 69-5172-0-2-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Operations	19	19	21
00.02 Research and development	1	2	2
00.03 Grants	14	16	24
09.01 Reimbursable program		5	5
10.00 Total new obligations	35	42	52

Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	2	2	3
22.00	New budget authority (gross)	35	42	52
23.90	Total budgetary resources available for obligation	37	44	55
23.95	Total new obligations	-35	-42	-52
24.40	Unobligated balance available, end of year	2	3	3

New budget authority (gross), detail:				
Discretionary:				
40.20	Appropriation (special fund, definite)	30	31	43
Spending authority from offsetting collections:				
68.00	Offsetting collections (cash)	4	11	9
68.10	From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
68.15	From Federal sources: Adjustments to receivables and unpaid, unfilled orders	2		
68.90	Spending authority from offsetting collections (total discretionary)	5	11	9
70.00	Total new budget authority (gross)	35	42	52

Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	15	14	16
72.95	From Federal sources: Receivables and unpaid, unfilled orders	4	3	3
72.99	Total unpaid obligations, start of year	19	17	19
73.10	Total new obligations	35	42	52
73.20	Total outlays (gross)	-34	-41	-45
73.40	Adjustments in expired accounts (net)	-2		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	14	16	23
74.95	From Federal sources: Receivables and unpaid, unfilled orders	3	3	3
74.99	Total unpaid obligations, end of year	17	19	26

Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	19	26	30
86.93	Outlays from discretionary balances	15	14	15
87.00	Total outlays (gross)	34	41	45

Offsets:				
Against gross budget authority and outlays:				
88.00	Offsetting collections (cash) from: Federal sources	-4	-11	-9
Against gross budget authority only:				
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	1		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-2		

Net budget authority and outlays:				
89.00	Budget authority	30	31	43
90.00	Outlays	31	30	36

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

Object Classification (in millions of dollars)

Identification code 69-5172-0-2-407	1999 actual	2000 est.	2001 est.	
Direct obligations:				
11.1	Personnel compensation: Full-time permanent	6	7	8
12.1	Civilian personnel benefits	2	2	2
21.0	Travel and transportation	1	1	1
23.1	Rental payments to GSA	1	1	1
25.2	Other services	7	7	7
25.3	Purchases of goods and services from Government accounts	1	1	1
25.5	Research and development contracts	2	2	2
41.0	Grants, subsidies, and contributions	14	16	24
99.0	Subtotal, direct obligations	34	37	46
99.0	Reimbursable obligations		5	5
99.5	Below reporting threshold	1		1

99.9	Total new obligations	35	42	52
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Personnel Summary

Identification code 69-5172-0-2-407	1999 actual	2000 est.	2001 est.
1001 Total compensable workyears: Full-time equivalent employment	93	105	105

**EMERGENCY PREPAREDNESS GRANTS
(EMERGENCY PREPAREDNESS FUND)**

For necessary expenses to carry out 49 U.S.C. 5127(c), \$200,000, to be derived from the Emergency Preparedness Fund, to remain available until September 30, [2002] 2003. *Provided*, That none of the funds made available by 49 U.S.C. 5116(i) and 5127(d) shall be made available for obligation by individuals other than the Secretary of Transportation, or his designee. (*Department of Transportation and Related Agencies Appropriations Act, 2000.*)

Unavailable Collections (in millions of dollars)

Identification code 69-5282-0-2-407	1999 actual	2000 est.	2001 est.
Balance, start of year:			
01.99 Balance, start of year			
Receipts:			
02.01 Emergency preparedness, hazardous materials	8	14	14
Appropriation:			
05.01 Emergency preparedness grants	-8	-14	-14
07.99 Total balance, end of year			

Program and Financing (in millions of dollars)

Identification code 69-5282-0-2-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.01 Grants	8	13	13
00.02 Emergency response guidebook	1	1	1
10.00 Total new obligations	9	14	14
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	5	3	3
22.00 New budget authority (gross)	8	14	14
23.90 Total budgetary resources available for obligation	13	17	17
23.95 Total new obligations	-9	-14	-14
24.40 Unobligated balance available, end of year	3	3	3
New budget authority (gross), detail:			
Mandatory:			
60.25 Appropriation (special fund, indefinite)	8	14	14
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	11	14	19
73.10 Total new obligations	9	14	14
73.20 Total outlays (gross)	-7	-10	-12
74.40 Unpaid obligations, end of year: Obligated balance, end of year	14	19	20
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	1	1	1
86.98 Outlays from mandatory balances	6	9	11
87.00 Total outlays (gross)	7	10	12
Net budget authority and outlays:			
89.00 Budget authority	8	14	14
90.00 Outlays	7	10	12

The Federal Hazardous Materials Transportation law (Federal hazmat law), 49 U.S.C. 5101 *et seq.*, establishes a national registration program of shippers and carriers of hazardous materials. The registrants finance, through fees, emergency preparedness planning and training grants programs, a training curriculum for emergency responders, and monitoring and technical assistance to States, political subdivi-

sions, and Indian tribes. In the Federal hazmat law, there are permanent appropriations for the planning and training grants, monitoring and technical assistance, and for administrative expenses. As enacted for 2000, the Budget proposes to limit 2001 activities to those authorized for the Department of Transportation. Appropriations are requested for the training curriculum.

The Research and Special Programs Administration (RSPA) has proposed a rulemaking to increase the annual level of funding for the Emergency Preparedness Grants program to approximately \$14.3 million prior to 2001.

Object Classification (in millions of dollars)

Identification code 69-5282-0-2-407	1999 actual	2000 est.	2001 est.
41.0 Grants, subsidies, and contributions	8	13	13
92.0 Undistributed	1	1	1
99.9 Total new obligations	9	14	14

Intragovernmental funds:

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER

Program and Financing (in millions of dollars)

Identification code 69-4522-0-4-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	183	202	205
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	114	134	134
22.00 New budget authority (gross)	194	202	205
22.10 Resources available from recoveries of prior year obligations	9		
23.90 Total budgetary resources available for obligation	317	336	339
23.95 Total new obligations	-183	-202	-205
24.40 Unobligated balance available, end of year	134	134	134
New budget authority (gross), detail:			
Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	182	202	205
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	12		
68.90 Spending authority from offsetting collections (total discretionary)	194	202	205
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	-52	-73	-73
72.95 From Federal sources: Receivables and unpaid, unfilled orders	151	163	163
72.99 Total unpaid obligations, start of year	99	90	90
73.10 Total new obligations	183	202	205
73.20 Total outlays (gross)	-183	-202	-205
73.45 Adjustments in unexpired accounts	-9		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	-73	-73	-73
74.95 From Federal sources: Receivables and unpaid, unfilled orders	163	163	163
74.99 Total unpaid obligations, end of year	90	90	90
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	51	54	62
86.93 Outlays from discretionary balances	132	148	143
87.00 Total outlays (gross)	183	202	205
Offsets:			
Against gross budget authority and outlays:			
Offsetting collections (cash) from:			
88.00 Federal sources	-180	-199	-203
88.40 Non-Federal sources	-2	-3	-2

Intragovernmental funds—Continued

WORKING CAPITAL FUND, VOLPE NATIONAL TRANSPORTATION SYSTEMS CENTER—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-4522-0-4-407	1999 actual	2000 est.	2001 est.
88.90 Total, offsetting collections (cash)	-182	-202	-205
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	-12		
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	1		

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

Object Classification (in millions of dollars)

Identification code 69-4522-0-4-407	1999 actual	2000 est.	2001 est.
Personnel compensation:			
11.1 Full-time permanent	33	36	36
11.3 Other than full-time permanent	2	2	2
11.5 Other personnel compensation	1	1	1
11.9 Total personnel compensation	36	39	39
12.1 Civilian personnel benefits	7	8	8
21.0 Travel and transportation of persons	3	3	3
23.3 Communications, utilities, and miscellaneous charges	3	3	3
25.2 Other services	39	42	44
25.3 Purchases of goods and services from Government accounts	1	1	1
25.4 Operation and maintenance of facilities	3	3	3
25.5 Research and development contracts	76	90	91
26.0 Supplies and materials	3	2	2
31.0 Equipment	12	10	10
32.0 Land and structures		1	1
99.9 Total new obligations	183	202	205

Personnel Summary

Identification code 69-4522-0-4-407	1999 actual	2000 est.	2001 est.
2001 Total compensable workyears: Full-time equivalent employment	526	550	550

Trust Funds

TRUST FUND SHARE OF PIPELINE SAFETY

Program and Financing (in millions of dollars)

Identification code 69-8121-0-7-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 92.0)	5	5	4
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	1
22.00 New budget authority (gross)	4	5	4
23.90 Total budgetary resources available for obligation	5	6	5
23.95 Total new obligations	-5	-5	-4
24.40 Unobligated balance available, end of year	1	1	1
New budget authority (gross), detail:			
Discretionary:			
40.26 Appropriation (trust fund, definite)	4	5	4

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

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	2	2	2
86.93 Outlays from discretionary balances	2	3	3
87.00 Total outlays (gross)	4	6	5

Net budget authority and outlays:			
89.00 Budget authority	4	5	4
90.00 Outlays	4	6	5

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

OFFICE OF INSPECTOR GENERAL

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Office of Inspector General to carry out the provisions of the Inspector General Act of 1978, as amended, [S44,840,000] \$48,050,000: *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, relating to unfair or deceptive practices and unfair methods of competition by domestic and foreign air carriers and ticket agents: *Provided further*, That it is the sense of the Senate, that for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" include the failure to disclose to a passenger or a ticket agent whether the flight on which the passenger is ticketed or has requested to purchase a ticket is overbooked, unless the Secretary certifies such disclosure by a carrier is technologically infeasible: *Provided further*, That the funds made available under this heading shall be used: (1) to investigate pursuant to section 41712 of title 49, United States Code, relating to unfair or deceptive practices and unfair methods of competition by air carriers and foreign air carriers; (2) for monitoring by the Inspector General of the compliance of domestic and foreign air carriers with respect to paragraph (1) of this proviso; and (3) for the submission to the appropriate committees of Congress by the Inspector General, not later than July 15, 2000, of a report on the extent to which actual or potential barriers exist to consumer access to comparative price and service information from independent sources on the purchase of passenger air transportation: *Provided further*, That it is the sense of the Senate, that for purposes of the preceding proviso, the terms "unfair or deceptive practices" and "unfair methods of competition" mean the offering for sale to the public for any route, class, and time of service through any technology or means of communication a fare that is different than that offered through other technology or means of communication: *Provided further*, That it is the sense of the Senate that funds made available under this heading shall be used for the submission to the appropriate committees of Congress by the Inspector General a report on the extent to which air carriers and foreign air carriers deny travel to airline consumers with nonrefundable tickets from one carrier to another. (Department of Transportation and Related Agencies Appropriations Act, 2000.)

Program and Financing (in millions of dollars)

Identification code 69-0130-0-1-407	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
01.01 General administration	44	45	48
09.01 Reimbursable program	1	4	5
10.00 Total new obligations	45	49	53
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year		1	
22.00 New budget authority (gross)	45	48	53
23.90 Total budgetary resources available for obligation	45	49	53
23.95 Total new obligations	-45	-49	-53
24.40 Unobligated balance available, end of year	1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	43	44	48
Mandatory:			
62.00 Transferred from other accounts	1		
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	1	4	5
70.00 Total new budget authority (gross)	45	48	53
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	6	5	5
73.10 Total new obligations	45	49	53
73.20 Total outlays (gross)	-46	-48	-52
74.40 Unpaid obligations, end of year: Obligated balance, end of year	5	5	5
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	41	44	48
86.93 Outlays from discretionary balances	5	5	5
87.00 Total outlays (gross)	46	48	52
Offsets:			
Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-1	-4	-5
Net budget authority and outlays:			
89.00 Budget authority	44	44	48
90.00 Outlays	45	44	47

This appropriation finances the cost of conducting and supervising audits and investigations relating to the programs and operations of the Department to promote economy, efficiency and effectiveness and to prevent and detect fraud, waste, and abuse in such programs and operations. In addition, funding to audit and investigate highway and transit-related issues will be reimbursed from the Federal Highway Administration and the Federal Transit Administration.

Object Classification (in millions of dollars)

Identification code 69-0130-0-1-407	1999 actual	2000 est.	2001 est.
Direct obligations:			
Personnel compensation:			
11.1 Full-time permanent	27	27	28
11.5 Other personnel compensation	1	1	2
11.9 Total personnel compensation	28	28	30
12.1 Civilian personnel benefits	7	8	8
21.0 Travel and transportation of persons	3	3	3
23.1 Rental payments to GSA	3	3	3
25.3 Purchases of goods and services from Government accounts	1	1	1
31.0 Equipment	1		
99.0 Subtotal, direct obligations	43	43	45
99.0 Reimbursable obligations	1	4	5
99.5 Below reporting threshold	1	2	3
99.9 Total new obligations	45	49	53

Personnel Summary

Identification code 69-0130-0-1-407	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	425	420	410
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	8	35	45

SURFACE TRANSPORTATION BOARD

Federal Funds

General and special funds:

SALARIES AND EXPENSES

For necessary expenses of the Surface Transportation Board, including services authorized by 5 U.S.C. 3109, **[\$17,000,000] \$17,054,000. Provided, That notwithstanding any other provision of law, not to exceed [\$1,600,000] \$900,000 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 2000, to result in a final appropriation from the general fund estimated at no more than \$15,400,000] any fees received in excess of \$900,000 in fiscal year 2001 shall remain available until expended, but shall not be available for obligation until October 1, 2001. (Department of Transportation and Related Agencies Appropriations Act, 2000.)**

Program and Financing (in millions of dollars)

Identification code 69-0301-0-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers	14	14	15
00.02 Other surface transportation carriers	1	1	2
01.00 Total direct obligations	15	15	17
09.12 Reimbursable rail carriers	1	2	1
10.00 Total new obligations	16	17	18
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	1	1	1
22.00 New budget authority (gross)	16	17	18
23.90 Total budgetary resources available for obligation	17	18	19
23.95 Total new obligations	-16	-17	-18
24.40 Unobligated balance available, end of year	1	1	1
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	15	15	17
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	1	2	1
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	1		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	-1		
68.90 Spending authority from offsetting collections (total discretionary)	1	2	1
70.00 Total new budget authority (gross)	16	17	18
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	2	3	3
72.95 From Federal sources: Receivables and unpaid, unfilled orders		1	1
72.99 Total unpaid obligations, start of year	2	4	4
73.10 Total new obligations	16	17	18
73.20 Total outlays (gross)	-15	-18	-18
73.40 Adjustments in expired accounts (net)	1		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	3	3	2

General and special funds—Continued

SALARIES AND EXPENSES—Continued

Program and Financing (in millions of dollars)—Continued

Identification code 69-0301-0-1-401	1999 actual	2000 est.	2001 est.
74.95 From Federal sources: Receivables and unpaid, unfilled orders	1	1	1
74.99 Total unpaid obligations, end of year	4	4	3
Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	13	16	16
86.93 Outlays from discretionary balances	2	2	2
87.00 Total outlays (gross)	15	18	18
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources	-1	-2	-1
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	-1		
88.96 From Federal sources: Adjustment to receivables and unpaid, unfilled orders	1		
Net budget authority and outlays:			
89.00 Budget authority	15	15	17
90.00 Outlays	15	16	17

Summary of Budget Authority and Outlays

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Enacted/requested:			
Budget Authority	15	15	17
Outlays	14	16	17
Legislative proposal, not subject to PAYGO:			
Budget Authority			-17
Outlays			-17
Total:			
Budget Authority	15	15	
Outlays	14	16	

The Surface Transportation Board was created on January 1, 1996, by P.L. 104-88, the ICC Termination Act of 1995 (ICCTA). The Board is specifically responsible for the regulation of the rail and pipeline industries and certain non-licensing regulation of motor carriers and water carriers.

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

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

2001 Program Request.—A total of \$17.954 million is requested to implement rulemakings and adjudicate the ongoing caseload within the directives and deadlines set forth by the ICCTA. The total program request amount is proposed to be derived from user fees collected from the beneficiaries of the Board's activities. This fee financing proposal stems from a proposal put forward by the Board's predecessor, the Interstate Commerce Commission (ICC). That proposal suggested ways of financing the ICC solely with fees and/or industry assessments. Fee financing will relieve the general taxpayer of the burden of supporting the Board. Further, fee financing will emphasize the accountability of the Board as to the value of the activities it provides to its customers.

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

The Board's Request to OMB.—The Board had submitted to the Secretary of Transportation and the Office of Management and Budget a 2001 appropriation request of \$17.054 million and a request for \$0.9 million from reimbursements from the offsetting collection of user fees. This funding request supports the required staffing, which mirrors the Board's 2000 budgetary authority granted to date, and is necessary for continued expeditious processing of the Board's caseload. The appropriation request included \$17.0 million, the current level of funding provided by the 2000 Department of Transportation Appropriations Act, plus \$0.954 million for annual pay and non-pay adjustments. The \$0.9 million request from the offsetting collection of user fees is commensurate with the Board's projection for fee-related activities. The offsetting collection of user fees is based on the costs incurred by the Board for fee-related activities and is commensurate with the costs of processing parties' submissions. In past fiscal years, the Board received both an appropriation and authorization for offsetting collections to be made available to the appropriation for the Board's expenses. In light of Congressional action on the enacted FY 2000 appropriation act, the FY 2001 request reflects offsetting collections as a credit to the appropriation received, to the extent that they are collected.

This level of funding is necessary to implement rulemakings and adjudicate the ongoing caseload within the deadlines imposed by the ICCTA. The Board requires adequate resources to perform key functions under the ICCTA, including rail rate reasonableness oversight; the processing of rail consolidations, abandonments and other restructuring proposals; and the resolution of motor carrier undercharge matters.

Object Classification (in millions of dollars)

Identification code 69-0301-0-1-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent	10	10	11
12.1 Civilian personnel benefits	2	2	2
23.1 Rental payments to GSA	2	2	2
25.3 Purchases of goods and services from Government accounts	1	1	2
99.0 Subtotal, direct obligations	15	15	17
99.0 Reimbursable obligations	1	1	1
99.5 Below reporting threshold		1	
99.9 Total new obligations	16	17	18

Personnel Summary

Identification code 69-0301-0-1-401	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	122	126	134
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	9	14	9

SALARIES AND EXPENSES

(Legislative proposal, not subject to PAYGO)

Contingent upon the enactment of authorizing legislation, the Chairman of the Surface Transportation Board (STB) shall charge additional user fees for services provided by the STB, and such fees shall be deposited as an offsetting collection to this appropriation, to remain available until expended: Provided further, That upon the enactment of such authorizing legislation, the amount appropriated above from the General Fund shall be reduced by \$17,054,000.

Program and Financing (in millions of dollars)

Identification code 69-0301-2-1-401	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Rail carriers			-15
00.02 Other surface transportation carriers			-2
01.00 Total direct obligations			-17
09.12 Reimbursable rail carriers			17
10.00 Total new obligations			
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation			-17
68.00 Spending authority from offsetting collections: Offsetting collections (cash)			17
70.00 Total new budget authority (gross)			
Offsets:			
Against gross budget authority and outlays:			
88.40 Offsetting collections (cash) from: Non-Federal sources			-17
Net budget authority and outlays:			
89.00 Budget authority			-17
90.00 Outlays			-17

The Administration proposed legislation during the first session of the 106th Congress to authorize the collection and spending of a user fee for Surface Transportation Board services. If the proposed authorizing legislation is enacted, the proviso will reduce the General Fund appropriation by \$17.054 million, the amount of the proposed user fee.

Object Classification (in millions of dollars)

Identification code 69-0301-2-1-401	1999 actual	2000 est.	2001 est.
Direct obligations:			
11.1 Personnel compensation: Full-time permanent			-11
12.1 Civilian personnel benefits			-2
23.1 Rental payments to GSA			-2
25.3 Purchases of goods and services from Government accounts			-2
99.0 Subtotal, direct obligations			-17
99.0 Reimbursable obligations			17
99.9 Total new obligations			

Personnel Summary

Identification code 69-0301-2-1-401	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment			-134
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment			134

BUREAU OF TRANSPORTATION STATISTICS

The Bureau's mission is to lead in developing transportation data and information of high quality, and to advance their use in both public and private transportation decision making.

The Bureau of Transportation Statistics (BTS) compiles, analyzes and publishes transportation statistics. BTS maintains the National Transportation Library and the National Transportation Atlas Data Base. It collects financial and operating statistics on airlines and motor carriers, and a variety of data on personal travel and freight transportation through national surveys. BTS is developing the Intermodal Transportation Data Base, to include information on the volume and

patterns of movement of people and goods, the location and connectivity of transportation facilities and services, and a national accounting of expenditures and capital stocks for transportation.

Financing of the Bureau's operations is authorized as contract authority from the Highway Trust Fund and is included within the overall limitation on obligations for the Federal-aid program. The 2001 funding level is \$31 million. Funds are transferred to BTS from Federal-aid Highways, where all obligations and outlays are counted.

MARITIME ADMINISTRATION

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

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

	[In millions of dollars]		
	1999 actual	2000 est.	2001 est.
Budget authority:			
Maritime security program (054)	90	96	99
Ocean freight differential	16	75	26
Operations and training	72	72	80
Maritime guaranteed loan program (Title XI) (403)	10	10	6
Subsidy re-estimate		55	
Rescission, Ship construction	-17		
Total budget authority	171	308	211
Direct obligations:			
Maritime security program (054)	95	99	99
Ocean freight differential	16	75	26
Operations and training	70	73	80
Ready reserve force ¹	14	7	3
Federal ship financing fund	2	7	7
War risk insurance revolving fund	0	1	1
Maritime guaranteed loan program (Title XI) (403)	60	80	6
Subsidy re-estimate		55	
Obligations, total direct	257	397	222
Outlays:			
Operating-differential subsidies	17	15	11
Maritime security program (054)	94	101	99
Ocean freight differential	16	75	26
Operations and training	57	92	85
Ready reserve force ¹	15	12	6
Vessel operations revolving fund	-56	-103	-27
War risk insurance revolving fund	-2	-1	-1
Federal ship financing fund	-5	-7	-7
Maritime guaranteed loan program (Title XI) (403)	-12	120	6
Subsidy re-estimate		55	
Total outlays	124	359	198

¹ Appropriated directly to MARAD prior to 1996.

Federal Funds**General and special funds:****SHIP CONSTRUCTION****Program and Financing (in millions of dollars)**

Identification code 69-1708-0-1-403	1999 actual	2000 est.	2001 est.
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	17		
22.00 New budget authority (gross)	-17		
23.90 Total budgetary resources available for obligation			
New budget authority (gross), detail:			
Discretionary:			
40.36 Unobligated balance rescinded	-17		
Net budget authority and outlays:			
89.00 Budget authority	-17		
90.00 Outlays			

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

**OPERATING-DIFFERENTIAL SUBSIDIES
(LIQUIDATION OF CONTRACT AUTHORITY)****Program and Financing (in millions of dollars)**

Identification code 69-1709-0-1-403	1999 actual	2000 est.	2001 est.
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	79	55	40
73.20 Total outlays (gross)	-17	-15	-11
73.40 Adjustments in expired accounts (net)	-7		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	55	40	29
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	17	15	11
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	17	15	11

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

MARITIME SECURITY PROGRAM

For necessary expenses to maintain and preserve a U.S.-flag merchant fleet to serve the national security needs of the United States, [\$96,200,000] \$98,700,000, to remain available until expended. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 2000, as enacted by section 1000(a)(1) of the Consolidated Appropriations Act, 2000 (P.L. 106-113).*)

Program and Financing (in millions of dollars)

Identification code 69-1711-0-1-054	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 41.0)	95	101	99

Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	8	3	
22.00 New budget authority (gross)	90	96	99
23.90 Total budgetary resources available for obligation	98	99	99
23.95 Total new obligations	-95	-101	-99
24.40 Unobligated balance available, end of year	3		

New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	90	96	99

Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	8	9	8
73.10 Total new obligations	95	101	99
73.20 Total outlays (gross)	-94	-101	-99
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	8	7

Outlays (gross), detail:			
86.90 Outlays from new discretionary authority	83	89	92
86.93 Outlays from discretionary balances	11	12	7
87.00 Total outlays (gross)	94	101	99

Net budget authority and outlays:			
89.00 Budget authority	90	96	99
90.00 Outlays	94	101	99

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

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

Identification code 69-1751-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations (object class 22.0)	16	75	26
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	16	75	26
23.95 Total new obligations	-16	-75	-26
New budget authority (gross), detail:			
Mandatory:			
60.05 Appropriation (indefinite)	16	75	26
60.47 Portion applied to repay debt	-16	-75	-26
62.50 Appropriation (total mandatory)			
67.15 Authority to borrow (indefinite)	16	75	26
70.00 Total new budget authority (gross)	16	75	26
Change in unpaid obligations:			
73.10 Total new obligations	16	75	26
73.20 Total outlays (gross)	-16	-75	-26
Outlays (gross), detail:			
86.97 Outlays from new mandatory authority	16	75	26
Net budget authority and outlays:			
89.00 Budget authority	16	75	26
90.00 Outlays	16	75	26

Public Law 99-198 amended section 901 of the Merchant Marine Act to increase from 50 to 75 percent the amount of agricultural commodities under specified programs that must be carried on U.S.-flag vessels. The increased cost associated with this expanded U.S.-flag shipping requirement

stems from higher rates charged by U.S.-flag carriers compared with foreign-flag carriers. The Maritime Administration is required to reimburse the Department of Agriculture for ocean freight differential costs for the added tonnage above 50 percent. These reimbursements are funded through borrowings from the Treasury. This account has a permanent, indefinite appropriation to liquidate debt provided in Public Law 100-202 to cover these costs.

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

CARGO PREFERENCE PROGRAM COSTS

[In millions of dollars]

AGENCY:	1999 actual		2000 est.		2001 est.	
	Obligations	Outlays	Obligations	Outlays	Obligations	Outlays
Department of Agriculture	85	100	212	205	53	67
Department of Transportation— Maritime Administration	16	16	75	75	26	25
Department of Defense (1998 nos.)	303	303	291	291	294	294
Agency for International Develop- ment	3	3	3	3	3	3
Export-Import Bank of the U.S.	7	19	21	14	21	15
Department of State	1	1	1	1	1	1
Total	415	442	603	589	398	405

OPERATIONS AND TRAINING

For necessary expenses of operations and training activities authorized by law, [\$72,073,000] \$80,240,000. (Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 2000, as enacted by section 1000(a)(1) of the Consolidated Appropriations Act, 2000 (P.L. 106-113).)

Program and Financing (in millions of dollars)

Identification code 69-1750-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
Direct program:			
00.01 Merchant Marine Academy	32	34	37
00.02 State marine schools	7	7	10
00.03 MARAD operations	31	32	33
01.00 Subtotal, Direct program	70	73	80
09.01 Reimbursable program	41	57	57
10.00 Total new obligations	111	130	137
Budgetary resources available for obligation:			
22.00 New budget authority (gross)	113	130	137
23.95 Total new obligations	-111	-130	-137
23.98 Unobligated balance expiring or withdrawn	-1		
New budget authority (gross), detail:			
Discretionary:			
40.00 Appropriation	71	72	80
42.00 Transferred from other accounts	1		
43.00 Appropriation (total discretionary)	72	72	80
50.00 Reappropriation	1		
Spending authority from offsetting collections:			
68.00 Offsetting collections (cash)	119	57	57
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-79		
68.15 From Federal sources: Adjustments to receivables and unpaid, unfilled orders	1		
68.90 Spending authority from offsetting collections (total discretionary)	41	57	57
70.00 Total new budget authority (gross)	113	130	137
Change in unpaid obligations:			
Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	26	41	21

72.95	From Federal sources: Receivables and unpaid, un- filled orders	86	7	7
72.99	Total unpaid obligations, start of year	112	48	28
73.10	Total new obligations	111	130	137
73.20	Total outlays (gross)	-175	-149	-143
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year	41	21	16
74.95	From Federal sources: Receivables and unpaid, un- filled orders	7	7	7
74.99	Total unpaid obligations, end of year	48	28	23

Outlays (gross), detail:

86.90	Outlays from new discretionary authority	89	119	125
86.93	Outlays from discretionary balances	86	31	18
87.00	Total outlays (gross)	175	149	143

Offsets:

Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
Federal sources:				
88.00	Ready Reserve Force/National Defense Reserve Fleet	-38	-38	-38
88.00	Merchant Marine Academy	-1	-1	-1
88.00	ARPA—Maritech program	-2	-2	-2
88.00	Title XI Administrative expenses	-4	-4	-4
88.00	Marine Board research program and others	-74	-12	-12
88.90	Total, offsetting collections (cash)	-119	-57	-57
Against gross budget authority only:				
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	79		
88.96	From Federal sources: Adjustment to receivables and unpaid, unfilled orders	-1		

Net budget authority and outlays:

89.00	Budget authority	72	73	80
90.00	Outlays	56	92	86

This appropriation finances costs incurred by headquarters and region staffs in the administration and direction of Maritime Administration programs; the total cost of officer training at the U.S. Merchant Marine Academy as well as Federal financial support to six state maritime academies; planning for coordination of U.S. maritime industry activities under emergency conditions; activities promoting port and intermodal development; activities under the American Fisheries Act; and Federal technology assessment projects designed to achieve advancements in ship design, construction and operations.

Object Classification (in millions of dollars)

Identification code 69-1750-0-1-403	1999 actual	2000 est.	2001 est.	
Direct obligations:				
Personnel compensation:				
11.1	Full-time permanent	28	29	30
11.3	Other than full-time permanent	3	3	3
11.5	Other personnel compensation	1	1	1
11.9	Total personnel compensation	32	33	34
12.1	Civilian personnel benefits	7	7	7
21.0	Travel and transportation of persons	1	1	1
23.1	Rental payments to GSA	1	3	3
23.3	Communications, utilities, and miscellaneous charges	2	2	2
25.2	Other services	14	13	12
25.3	Purchases of goods and services from Government accounts	3	3	5
25.4	Operation and maintenance of facilities	3	3	8
26.0	Supplies and materials	4	4	4
31.0	Equipment	2	2	2
41.0	Grants, subsidies, and contributions	2	2	2
99.0	Subtotal, direct obligations	71	73	80
99.0	Reimbursable obligations	40	57	57
99.9	Total new obligations	111	130	137

General and special funds—Continued**OPERATIONS AND TRAINING—Continued****Personnel Summary**

Identification code 69-1750-0-1-403	1999 actual	2000 est.	2001 est.
Direct:			
1001 Total compensable workyears: Full-time equivalent employment	420	472	477
Reimbursable:			
2001 Total compensable workyears: Full-time equivalent employment	498	498	470

READY RESERVE FORCE**Program and Financing (in millions of dollars)**

Identification code 69-1710-0-1-054	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 Maintenance and operations	14	7	3
10.00 Total new obligations (object class 25.2)	14	7	3
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	21	13	6
22.10 Resources available from recoveries of prior year obligations	7		
23.90 Total budgetary resources available for obligation	28	13	6
23.95 Total new obligations	-14	-7	-3
24.40 Unobligated balance available, end of year	13	6	3
Change in unpaid obligations:			
72.40 Unpaid obligations, start of year: Obligated balance, start of year	17	9	4
73.10 Total new obligations	14	7	3
73.20 Total outlays (gross)	-15	-12	-5
73.45 Adjustments in unexpired accounts	-7		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	9	4	1
Outlays (gross), detail:			
86.93 Outlays from discretionary balances	15	12	5
Net budget authority and outlays:			
89.00 Budget authority			
90.00 Outlays	15	12	5

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

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

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

Identification code 69-4303-0-3-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
10.00 Total new obligations	302	420	344
Budgetary resources available for obligation:			
21.40 Unobligated balance available, start of year	18	37	37
22.00 New budget authority (gross)	312	420	344
22.10 Resources available from recoveries of prior year obligations	8		

23.90 Total budgetary resources available for obligation	338	457	381
23.95 Total new obligations	-302	-420	-344
24.40 Unobligated balance available, end of year	37	37	37

New budget authority (gross), detail:

Spending authority from offsetting collections:			
Discretionary:			
68.00 Offsetting collections (cash)	533	420	344
68.10 From Federal sources: Change in receivables and unpaid, unfilled orders	-221		
68.90 Spending authority from offsetting collections (total discretionary)	312	420	344

Change in unpaid obligations:

Unpaid obligations, start of year:			
72.40 Obligated balance, start of year	-19	18	121
72.95 From Federal sources: Receivables and unpaid, unfilled orders	360	139	139
72.99 Total unpaid obligations, start of year	341	157	260
73.10 Total new obligations	302	420	344
73.20 Total outlays (gross)	-477	-317	-317
73.45 Adjustments in unexpired accounts	-8		
Unpaid obligations, end of year:			
74.40 Obligated balance, end of year	18	121	148
74.95 From Federal sources: Receivables and unpaid, unfilled orders	139	139	139
74.99 Total unpaid obligations, end of year	157	260	287

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	256	365	241
86.93 Outlays from discretionary balances	221	-48	76
87.00 Total outlays (gross)	477	317	317

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Ready Reserve Force	-533	-420	-344
Against gross budget authority only:			
88.95 From Federal sources: Change in receivables and unpaid, unfilled orders	221		

Net budget authority and outlays:

89.00 Budget authority			
90.00 Outlays	-56	-103	-27

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

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

Object Classification (in millions of dollars)

Identification code 69-4303-0-3-403	1999 actual	2000 est.	2001 est.
21.0 Travel and transportation of persons	1	3	3
23.3 Communications, utilities, and miscellaneous charges	5	11	15
24.0 Printing and reproduction	1	1	1
25.2 Other services	280	378	291

26.0	Supplies and materials	13	25	32
31.0	Equipment	1	1	1
42.0	Insurance claims and indemnities	1	1	1
99.9	Total new obligations	302	420	344

WAR RISK INSURANCE REVOLVING FUND

Program and Financing (in millions of dollars)

Identification code 69-4302-0-3-403	1999 actual	2000 est.	2001 est.	
Obligations by program activity:				
10.00	Total new obligations (object class 25.2)	1	1	
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	29	31	32
22.00	New budget authority (gross)	2	2	2
23.90	Total budgetary resources available for obligation	31	33	34
23.95	Total new obligations	-1	-1	-1
24.40	Unobligated balance available, end of year	31	32	33
New budget authority (gross), detail:				
Discretionary:				
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	2	2	2
Change in unpaid obligations:				
73.10	Total new obligations	1	1	
73.20	Total outlays (gross)	-1	-1	
Outlays (gross), detail:				
86.90	Outlays from new discretionary authority	2	2	2
86.93	Outlays from discretionary balances	-1	-1	-1
87.00	Total outlays (gross)	1	1	
Offsets:				
Against gross budget authority and outlays:				
88.20	Offsetting collections (cash) from: Interest on U.S. securities	-2	-2	-2
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-1	-1	-1
Memorandum (non-add) entries:				
92.01	Total investments, start of year: U.S. securities: Par value	27	28	30
92.02	Total investments, end of year: U.S. securities: Par value	28	30	31

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

Credit accounts:

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4301-0-3-403	1999 actual	2000 est.	2001 est.	
Obligations by program activity:				
00.01	Operating expenses	3	2	2
01.01	Default claims		5	5
10.00	Total new obligations	3	7	7
Budgetary resources available for obligation:				
21.40	Unobligated balance available, start of year	52		
22.00	New budget authority (gross)	4	7	7
22.40	Capital transfer to general fund	-51	-2	

23.90	Total budgetary resources available for obligation	5	5	7
23.95	Total new obligations	-3	-7	-7
New budget authority (gross), detail:				
Mandatory:				
69.00	Offsetting collections (cash)	11	7	7
69.10	From Federal sources: Change in receivables and unpaid, unfilled orders	-7		
69.90	Spending authority from offsetting collections (total mandatory)	4	7	7
Change in unpaid obligations:				
Unpaid obligations, start of year:				
72.40	Obligated balance, start of year	-4		7
72.95	From Federal sources: Receivables and unpaid, unfilled orders	7		
72.99	Total unpaid obligations, start of year	3		7
73.10	Total new obligations	3	7	7
73.20	Total outlays (gross)	-6		
Unpaid obligations, end of year:				
74.40	Obligated balance, end of year		7	14
74.95	From Federal sources: Receivables and unpaid, unfilled orders			
74.99	Total unpaid obligations, end of year		7	14
Outlays (gross), detail:				
86.97	Outlays from new mandatory authority	4		
86.98	Outlays from mandatory balances	2		
87.00	Total outlays (gross)	6		
Offsets:				
Against gross budget authority and outlays:				
Offsetting collections (cash) from:				
88.20	Interest on U.S. securities	-3	-1	
Non-Federal sources:				
88.40	Insurance premiums and fees	-3	-2	-2
88.40	Repayment of loans	-3	-2	-3
88.40	Interest and other income	-2	-2	-2
88.90	Total, offsetting collections (cash)	-11	-7	-7
Against gross budget authority only:				
88.95	From Federal sources: Change in receivables and unpaid, unfilled orders	7		
Net budget authority and outlays:				
89.00	Budget authority			
90.00	Outlays	-5	-7	-7
Memorandum (non-add) entries:				
92.01	Total investments, start of year: U.S. securities: Par value	45		

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4301-0-3-403	1999 actual	2000 est.	2001 est.	
Cumulative balance of guaranteed loans outstanding:				
2210	Outstanding, start of year	397	321	269
2251	Repayments and prepayments	-72	-52	-57
2261	Adjustments: Terminations for default that result in loans receivable	-4		
2290	Outstanding, end of year	321	269	212
Memorandum:				
2299	Guaranteed amount of guaranteed loans outstanding, end of year	321	269	212
Addendum:				
Cumulative balance of defaulted guaranteed loans that result in loans receivable:				
2310	Outstanding, start of year	46	20	15
2331	Disbursements for guaranteed loan claims	4		
2351	Repayments of loans receivable	-30	-5	-5
2390	Outstanding, end of year	20	15	10

The Merchant Marine Act of 1936, as amended, established the Federal Ship Financing Fund to assist in the development of the U.S. merchant marine by guaranteeing construction loans and mortgages on U.S.-flag vessels built in the United

Credit accounts—Continued

FEDERAL SHIP FINANCING FUND LIQUIDATING ACCOUNT—Continued

States. No new commitments for loan guarantees are projected for the Federal Ship Financing Fund as this Fund is used only to underwrite guarantees made under the Title XI loan guarantee program prior to 1992.

Statement of Operations (in millions of dollars)

Identification code 69-4301-0-3-403	1998 actual	1999 actual	2000 est.	2001 est.
0101 Revenue	9	9	6	5
0102 Expense	-9	-9	-6	-5
0105 Net income or loss (-)				

Balance Sheet (in millions of dollars)

Identification code 69-4301-0-3-403	1998 actual	1999 actual	2000 est.	2001 est.
ASSETS:				
Federal assets:				
1101 Fund balances with Treasury	4	2		
Investments in US securities:				
1102 Treasury securities, par	35			
1106 Receivables, net	1			
1206 Non-Federal assets: Receivables, net	7	6	5	4
1803 Other Federal assets: Property, plant and equipment, net	4	1	1	1
1999 Total assets	51	9	6	5
LIABILITIES:				
2201 Non-Federal liabilities: Accounts payable	1	1	1	1
2999 Total liabilities	1	1	1	1
NET POSITION:				
3300 Cumulative results of operations	50	8	5	4
3999 Total net position	50	8	5	4
4999 Total liabilities and net position	51	9	6	5

Object Classification (in millions of dollars)

Identification code 69-4301-0-3-403	1999 actual	2000 est.	2001 est.
25.2 Other services	3	2	2
33.0 Investments and loans		5	5
99.9 Total new obligations	3	7	7

MARITIME GUARANTEED LOAN (TITLE XI) PROGRAM ACCOUNT

For the cost of guaranteed loans, as authorized by the Merchant Marine Act, 1936, **[\$6,000,000] \$2,000,000**, to remain available until expended: *Provided*, That such costs, including the cost of modifying such loans, shall be as defined in section 502 of the Congressional Budget Act of 1974, as amended: *Provided further*, That these funds are available to subsidize total loan principal, any part of which is to be guaranteed, not to exceed **\$1,000,000,000**.

In addition, for administrative expenses to carry out the guaranteed loan program, not to exceed **[\$3,809,000] \$4,179,000**, which shall be transferred to and merged with the appropriation for Operations and Training. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies Appropriations Act, 2000, as enacted by section 1000(a)(1) of the Consolidated Appropriations Act, 2000 (P.L. 106-113).*)

General Fund Credit Receipt Accounts (in millions of dollars)

Identification code 69-1752-0-1-403	1999 actual	2000 est.	2001 est.
0101 Maritime (Title XI) loan program, downward reestimates of subsidies	84	29	

Program and Financing (in millions of dollars)

Identification code 69-1752-0-1-403	1999 actual	2000 est.	2001 est.
Obligations by program activity:			
00.02 Loan guarantee subsidy	56	77	2

00.07 Reestimates of loan guarantee subsidy	50		
00.08 Interest on reestimates of loan guarantee subsidy	5		
00.09 Administrative expense	4	4	4
10.00 Total new obligations	60	136	6

Budgetary resources available for obligation:

21.40 Unobligated balance available, start of year	71	71	
22.00 New budget authority (gross)	56	65	6
22.10 Resources available from recoveries of prior year obligations	4		
23.90 Total budgetary resources available for obligation	131	136	6
23.95 Total new obligations	-60	-136	-6
24.40 Unobligated balance available, end of year	71		

New budget authority (gross), detail:

Discretionary:			
40.00 Appropriation	10	10	6
Mandatory:			
60.05 Appropriation (indefinite)		55	
Discretionary:			
68.00 Spending authority from offsetting collections: Offsetting collections (cash)	46		
70.00 Total new budget authority (gross)	56	65	6

Change in unpaid obligations:

72.40 Unpaid obligations, start of year: Obligated balance, start of year	18	40	
73.10 Total new obligations	60	136	6
73.20 Total outlays (gross)	-34	-175	-6
73.45 Adjustments in unexpired accounts	-4		
74.40 Unpaid obligations, end of year: Obligated balance, end of year	40		

Outlays (gross), detail:

86.90 Outlays from new discretionary authority	10	10	6
86.93 Outlays from discretionary balances	24	110	
86.97 Outlays from new mandatory authority		55	
87.00 Total outlays (gross)	34	175	6

Offsets:

Against gross budget authority and outlays:			
88.00 Offsetting collections (cash) from: Federal sources	-46		

Net budget authority and outlays:

89.00 Budget authority	10	65	6
90.00 Outlays	-12	175	6

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

Identification code 69-1752-0-1-403	1999 actual	2000 est.	2001 est.
Guaranteed loan levels supportable by subsidy budget authority:			
2150 Risk category 1A		90	
2150 Risk category 1B		110	
2150 Risk category 1C		110	
2150 Risk category 2A	1,714	875	35
2150 Risk category 2B	38	140	5
2150 Risk category 2C	15	125	
2150 Risk category 3		55	
2159 Total loan guarantee levels	1,767	1,505	40
Guaranteed loan subsidy (in percent):			
2320 Risk category 1A	0.00	2.09	2.12
2320 Risk category 1B	0.00	2.61	2.64
2320 Risk category 1C	0.00	3.10	3.14
2320 Risk category 2A	2.98	4.72	4.77
2320 Risk category 2B	4.62	6.34	6.40
2320 Risk category 2C	7.55	7.92	7.99
2320 Risk category 3	0.00	12.85	12.96
2329 Weighted average subsidy rate	3.05	5.00	4.97
Guaranteed loan subsidy budget authority:			
2330 Risk category 1A		2	
2330 Risk category 1B		4	
2330 Risk category 1C		4	
2330 Risk category 2A	51	39	2
2330 Risk category 2B	2	19	
2330 Risk category 2C	1	21	
2330 Risk category 3		14	
2339 Total subsidy budget authority	54	103	2

Guaranteed loan subsidy outlays:			
2340	Risk category 1A	2	
2340	Risk category 1B	4	
2340	Risk category 1C	4	
2340	Risk category 2A	21	65
2340	Risk category 2B	6	30
2340	Risk category 2C	3	23
2340	Risk category 3		14
2349	Total subsidy outlays	30	142

Administrative expense data:			
3510	Budget authority	4	4
3590	Outlays from new authority	4	4

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

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

Funds for administrative expenses for the Title XI program are appropriated to this account, then transferred by reimbursement to the Operations and Training account to be obligated and outlaid. The schedule above shows the post-transfer amounts for 1999. For 2000 and 2001, the schedule displays pre-transfer amounts in order to comply with the Federal Credit Reform Act of 1990.

Object Classification (in millions of dollars)

Identification code 69-1752-0-1-403			
25.2	Other services	4	4
41.0	Grants, subsidies, and contributions	56	132
99.9	Total new obligations	60	136

MARITIME GUARANTEED LOAN (TITLE XI) FINANCING ACCOUNT

Program and Financing (in millions of dollars)

Identification code 69-4304-0-3-999			
Obligations by program activity:			
00.01	Subsidy returned to program account	46	
00.03	Accounting Adjustment	41	
00.91	Subtotal of new obligations	87	
08.02	Obligations for downward reestimates	72	23
08.04	Interest on reestimates	13	6
08.91	Subtotal of reestimate obligations	85	29
10.00	Total new obligations	172	29

Budgetary resources available for obligation:			
21.40	Unobligated balance available, start of year	246	190
22.00	New financing authority (gross)	72	295
22.10	Resources available from recoveries of prior year obligations	45	
23.90	Total budgetary resources available for obligation	363	485
23.95	Total new obligations	-172	-29
24.40	Unobligated balance available, end of year	190	457

New financing authority (gross), detail:			
Discretionary:			
68.00	Spending authority from offsetting collections (gross): Offsetting collections (cash)	72	295

Change in unpaid obligations:			
73.10	Total new obligations	172	29
73.20	Total financing disbursements (gross)	-128	-29
73.45	Adjustments in unexpired accounts	-45	

87.00	Total financing disbursements (gross)	128	29
Offsets:			
Against gross financing authority and financing disbursements:			
Offsetting collections (cash) from:			
88.00	Program account	-30	-97
88.25	Interest on uninvested funds	-26	-97
88.40	Insurance premiums	-16	-101
88.90	Total, offsetting collections (cash)	-72	-295

Net financing authority and financing disbursements:			
89.00	Financing authority		
90.00	Financing disbursements	56	-266

Status of Guaranteed Loans (in millions of dollars)

Identification code 69-4304-0-3-999			
Position with respect to appropriations act limitation on commitments:			
2111	Limitation on guaranteed loans made by private lenders	1,767	1,505
2150	Total guaranteed loan commitments	1,767	1,505
Cumulative balance of guaranteed loans outstanding:			
2210	Outstanding, start of year	2,457	3,411
2231	Disbursements of new guaranteed loans	1,767	1,505
2251	Repayments and prepayments	-813	-171
2290	Outstanding, end of year	3,411	4,745
Memorandum:			
2299	Guaranteed amount of guaranteed loans outstanding, end of year	3,411	4,745

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

Balance Sheet (in millions of dollars)

Identification code 69-4304-0-3-999			
ASSETS:			
Federal assets:			
1101	Fund balances with Treasury	246	190
1106	Investments in US securities: Receivables, net	5	5
1999	Total assets	251	195
LIABILITIES:			
2101	Federal liabilities: Accounts payable		77
2204	Non-Federal liabilities: Liabilities for loan guarantees	251	118
2999	Total liabilities	251	195
4999	Total liabilities and net position	251	195

ADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION

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

No obligations shall be incurred during the current fiscal year from the construction fund established by the Merchant Marine Act, 1936, or otherwise, in excess of the appropriations and limitations contained in this Act or in any prior appropriation Act. (*Departments of Commerce, Justice, and State, the Judiciary and Related Agencies*)

Credit accounts—ContinuedADMINISTRATIVE PROVISIONS—MARITIME ADMINISTRATION—
Continued

Appropriations Act, 2000, as enacted by section 1000(a)(1) of the Consolidated Appropriations Act, 2000 (P.L. 106-113.)

GENERAL FUND RECEIPT ACCOUNTS

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
Offsetting receipts from the public:			
20-031100 Tonnage duty increases	69	71	73
69-085500 Registration, filing, and permit fees, hazardous materials transportation	1	1	1
69-242100 Marine safety fees	16	21	21
69-272830 Maritime (Title XI) loan program, downward reestimates of subsidies	84	29	.....
69-273530 Alameda corridor, downward reestimates of subsidies .....	.....	62	.....
69-309900 Miscellaneous recoveries and refunds, not otherwise classified	1	1	1
General Fund Offsetting receipts from the public	171	185	96

OTHER CONSOLIDATED RECEIPT ACCOUNTS

(in millions of dollars)

	1999 actual	2000 est.	2001 est.
69-977110 Proprietary receipts, Miscellaneous trust funds	6	6

TITLE III—GENERAL PROVISIONS

(INCLUDING TRANSFERS OF FUNDS)

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

SEC. 302. Such sums as may be necessary for fiscal year [2000] 2001 pay raises for programs funded in this Act shall be absorbed within the levels appropriated in this Act or previous appropriations Acts.

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

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

SEC. 305. None of the funds in this Act shall be available for salaries and expenses of more than [100] 113 political and Presidential appointees in the Department of Transportation: *Provided*, That none of the personnel covered by this provision may be assigned on temporary detail outside the Department of Transportation].

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

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

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

SEC. [309] 308. The expenditure of any appropriation under this Act for any consulting service through procurement contract pursuant to section 3109 of title 5, United States Code, shall be limited to those contracts where such expenditures are a matter of public record and available for public inspection, except where otherwise provided under existing law, or under existing Executive order issued pursuant to existing law.

SEC. [310] 309. (a) For fiscal year [2000] 2001, the Secretary of Transportation shall—

(1) [not distribute] *set aside* from the obligation limitation for Federal-aid Highways amounts authorized for administrative expenses and programs funded from the administrative takedown authorized by section 104(a) of title 23, United States Code, for the highway use tax evasion program, *for highway research programs under chapter 5 of title 23, U.S.C., for sections 1116, 1101(a)(8)(A), 1101(a)(9) and 1221 of Public Law 105-178, \$10,000,000 for section 140(b) of title 23, U.S.C., and amounts provided under section 110 of title 23, United States Code (excluding \$128,752,000 pursuant to subsection (e) of section 110), as amended, and for the Bureau of Transportation Statistics;*

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

(3) determine the ratio that—

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

(B) the total of the sums authorized to be appropriated for Federal-aid highways and highway safety construction programs (other than sums authorized to be appropriated for sections set forth in paragraphs (1) through (7) of subsection (b) and sums authorized to be appropriated for section 105 of title 23, United States Code, equal to the amount referred to in subsection (b)(8)) for such fiscal year less the aggregate of the amounts [not distributed] *set aside* under paragraph (1) of this subsection;

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

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

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

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

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

(b) EXCEPTIONS FROM OBLIGATION LIMITATION.—The obligation limitation for Federal-aid Highways shall not apply to obligations: (1) under section 125 of title 23, United States Code; (2) under section 147 of the Surface Transportation Assistance Act of 1978; (3) under section 9 of the Federal-Aid Highway Act of 1981; (4) under sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982; (5) under sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987; (6) under 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; and (8) under section 105 of title 23, United States Code (but, only in an amount equal to \$639,000,000 for such fiscal year).

(c) REDISTRIBUTION OF UNUSED OBLIGATION AUTHORITY.—Notwithstanding subsection (a), the Secretary shall after August 1 for such fiscal year revise a distribution of the obligation limitation made available under subsection (a) if a State will not obligate the amount distributed during that fiscal year and redistribute sufficient amounts to those States able to obligate amounts in addition to those previously distributed during that fiscal year giving priority to those States having large unobligated balances of funds apportioned under sections 104 and 144 of title 23, United States Code, section 160 (as in effect on the day before the enactment of the Transportation Equity Act for the 21st Century) of title 23, United States Code, and under section 1015 of the Intermodal Surface Transportation Act of 1991 (105 Stat. 1943–1945).

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

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

(f) SPECIAL RULE.—Obligation limitation distributed for a fiscal year under subsection (a)(4) of this section for a section set forth in subsection (a)(4) shall remain available until used 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.

(g) *Notwithstanding Public Law 105-178, as amended, of the funds authorized under 23 U.S.C. 110, as amended, for fiscal year 2001: \$70,000,000 shall be transferred to "Operations and Research," National Highway Traffic Safety Administration; \$48,000,000 shall be to carry out the Federal Highway Administration's Delta Initiative; \$20,000,000 shall be to carry out the Federal Highway Administration's Highway Use Tax Evasion Projects; \$468,000,000 shall be transferred to "Expanded Intercity Rail Passenger Service Fund," Federal*

Railroad Administration; \$10,000,000 shall be transferred to "National Motor Carrier Safety Program," Federal Motor Carrier Safety Administration; \$50,000,000 shall be transferred to "Job Access and Reverse Commute Program," Federal Transit Administration; and \$75,000,000 shall be to carry out the Federal Highway Administration's Indian Reservation Roads Program.

SEC. [311] 310. The limitations on obligations for the programs of the Federal Transit Administration shall not apply to any authority under 49 U.S.C. 5338, previously made available for obligation, or to any other authority previously made available for obligation.

SEC. [312] 311. None of the funds in this Act shall be used to implement section 404 of title 23, United States Code.

SEC. [313] 312. None of the funds in this Act shall be available to plan, finalize, or implement regulations that would establish a vessel traffic safety fairway less than five miles wide between the Santa Barbara Traffic Separation Scheme and the San Francisco Traffic Separation Scheme.

SEC. [314] 313. Notwithstanding any other provision of law, airports may transfer, without consideration, to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant. The Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

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

SEC. [316] 314. Notwithstanding any other provision of law, and except for fixed guideway modernization projects, funds made available by this Act under "Federal Transit Administration, Capital investment grants" for projects specified in this Act or identified in reports accompanying this Act not obligated by September 30, [2002] 2003, and other recoveries, shall be made available for other projects under 49 U.S.C. 5309.

SEC. [317] 315. Notwithstanding any other provision of law, any funds appropriated before October 1, [1999] 2000, 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. 318. None of the funds in this Act may be used to compensate in excess of 320 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 2000.]

[SEC. 319. Funds provided in this Act for the Transportation Administrative Service Center (TASC) shall be reduced by \$15,000,000, which limits fiscal year 2000 TASC obligational authority for elements of the Department of Transportation funded in this Act to no more than \$133,673,000: *Provided*, That such reductions from the budget request shall be allocated by the Department of Transportation to each appropriations account in proportion to the amount included in each account for the Transportation Administrative Service Center.]

SEC. [320] 316. 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 "Transit Planning and Research" account, and to the Federal Railroad Administration's "Safety and Operations" account, except for State rail safety inspectors participating in training pursuant to 49 U.S.C. 20105.

[SEC. 321. None of the funds in this Act shall be available to prepare, propose, or promulgate any regulations pursuant to title

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V of the Motor Vehicle Information and Cost Savings Act (49 U.S.C. 32901 et seq.) prescribing corporate average fuel economy standards for automobiles, as defined in such title, in any model year that differs from standards promulgated for such automobiles prior to the enactment of this section.]

SEC. [322] 317. TEMPORARY AIR SERVICE INTERRUPTIONS. (a) AVAILABILITY OF FUNDS.—Funds appropriated or otherwise made available by this Act to carry out section 47114(c)(1) of title 49, United States Code, may be available for apportionment to an airport sponsor described in subsection (b) in fiscal year [2000] 2001 in an amount equal to the amount apportioned to that sponsor in fiscal year [1999] 2000.

(b) COVERED AIRPORT SPONSORS.—An airport sponsor referred to in subsection (a) is an airport sponsor with respect to whose primary airport the Secretary of Transportation found that—

(1) passenger boardings at the airport fell below 10,000 in the calendar year used to calculate the apportionment;

(2) the airport had at least 10,000 passenger boardings in the calendar year prior to the calendar year used to calculate apportionments to airport sponsors in a fiscal year; and

(3) the cause of the shortfall in passenger boardings was a temporary but significant interruption in service by an air carrier to that airport due to an employment action, natural disaster, or other event unrelated to the demand for air transportation at the affected airport.

[SEC. 323. Section 3021 of Public Law 105–178 is amended in subsection (a)—

(1) in the first sentence, by striking “single-State”; and

(2) in the second sentence, by striking “Any” and all that follows through “United States Code” and inserting “The funds made available to the State of Oklahoma and the State of Vermont to carry out sections 5307 and 5311 of title 49, United States Code”.]

SEC. [324] 318. [Notwithstanding] *Hereafter, not withstanding* 31 U.S.C. 3302, funds received by the Bureau of Transportation Statistics from the sale of data products, for necessary expenses incurred pursuant to 49 U.S.C. 111 may be credited to the Federal-aid highways account for the purpose of reimbursing the Bureau for such expenses: *Provided*, That such funds shall *not* be subject to the obligation limitation for Federal-aid highways and highway safety construction.

[SEC. 325. None of the funds in this Act may be obligated or expended for employee training which: (a) does not meet identified needs for knowledge, skills and abilities bearing directly upon the performance of official duties; (b) contains elements likely to induce high levels of emotional response or psychological stress in some participants; (c) does not require prior employee notification of the content and methods to be used in the training and written end of course evaluations; (d) 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; (e) is offensive to, or designed to change, participants’ personal values or lifestyle outside the workplace; or (f) includes content related to human immunodeficiency virus/acquired immune deficiency syndrome (HIV/AIDS) other than that necessary to make employees more aware of the medical ramifications of HIV/AIDS and the workplace rights of HIV-positive employees.]

[SEC. 326. None of the funds in this Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegraph, telephone, letter, printed or written material, radio, television, video presentation, electronic communications, or other device, intended or designed to influence in any manner a Member of Congress or of a State legislature to favor or oppose by vote or otherwise, any legislation or appropriation by Congress or a State legislature after the introduction of any bill or resolution in Congress proposing such legislation or appropriation, or after the introduction of any bill or resolution in a State legislature proposing such legislation or appropriation: *Provided*, That this shall not prevent officers or employees of the Department of Transportation or related agencies funded in this Act from communicating to Members of Congress or to Congress, on the request of any Member, or to members of State legislature, or to a State legislature, through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of business.]

[SEC. 327. (a) IN GENERAL.—None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with the Buy American Act (41 U.S.C. 10a–10c).

(b) SENSE OF THE CONGRESS; REQUIREMENT REGARDING NOTICE.—

(1) PURCHASE OF AMERICAN-MADE EQUIPMENT AND PRODUCTS.—In the case of any equipment or product that may be authorized to be purchased with financial assistance provided using funds made available in this Act, it is the sense of the Congress that entities receiving the assistance should, in expending the assistance, purchase only American-made equipment and products to the greatest extent practicable.

(2) NOTICE TO RECIPIENTS OF ASSISTANCE.—In providing financial assistance using funds made available in this Act, the head of each Federal agency shall provide to each recipient of the assistance a notice describing the statement made in paragraph (1) by the Congress.

(c) PROHIBITION OF CONTRACTS WITH PERSONS FALSELY LABELING PRODUCTS AS MADE IN AMERICA.—If it has been finally determined by a court or Federal agency that any person intentionally affixed a label bearing a “Made in America” inscription, or any inscription with the same meaning, to any product sold in or shipped to the United States that is not made in the United States, the person shall be ineligible to receive any contract or subcontract made with funds made available in this Act, pursuant to the debarment, suspension, and ineligibility procedures described in sections 9.400 through 9.409 of title 48, Code of Federal Regulations.]

[SEC. 328. Not to exceed \$1,000,000 of the funds provided in this Act for the Department of Transportation shall be available for the necessary expenses of advisory committees: *Provided*, That this limitation shall not apply to advisory committees established for the purpose of conducting negotiated rulemaking in accordance with the Negotiated Rulemaking Act, 5 U.S.C. 561–570a, or the Coast Guard’s advisory council on roles and missions.]

[SEC. 329. Hereafter, notwithstanding any other provision of law, receipts, in amounts determined by the Secretary, collected from users of fitness centers operated by or for the Department of Transportation shall be available to support the operation and maintenance of those facilities.]

[SEC. 330. None of the funds in this Act shall be available to implement or enforce regulations that would result in the withdrawal of a slot from an air carrier at O’Hare International Airport under section 93.223 of title 14 of the Code of Federal Regulations in excess of the total slots withdrawn from that air carrier as of October 31, 1993 if such additional slot is to be allocated to an air carrier or foreign air carrier under section 93.217 of title 14 of the Code of Federal Regulations.]

[SEC. 331. Notwithstanding any other provision of law, funds made available under this Act, and any prior year unobligated funds, for the Charleston, South Carolina Monobeam Corridor Project shall be transferred to and administered under the Transit Planning and Research account, subject to such terms and conditions as the Secretary deems appropriate.]

[SEC. 332. Hereafter, notwithstanding 49 U.S.C. 41742, no essential air service subsidies shall be provided to communities in the 48 contiguous States that are located fewer than 70 highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200 unless such point is greater than 210 miles from the nearest large or medium hub airport.]

SEC. [333. Rebates] 319. *Hereafter, rebates*, refunds, incentive payments, minor fees and other funds received by the Department from travel management centers, charge card programs, the subleasing of building space, and miscellaneous sources are to be credited to appropriations of the Department and allocated to elements of the Department using fair and equitable criteria and such funds shall be available until [December 31, 2000] *expended*.

SEC. [334] 320. Notwithstanding any other provision of law, rule or regulation, the Secretary of Transportation is authorized to allow the issuer of any preferred stock heretofore sold to the Department to redeem or repurchase such stock upon the payment to the Department of an amount determined by the Secretary.

SEC. [335] 321. For necessary expenses of the Amtrak Reform Council authorized under section 203 of Public Law 105–134, [\$750,000] \$980,000, to remain available until September 30, [2001: *Provided*, That the duties of the Amtrak Reform Council described in section 203(g)(1) of Public Law 105–134 shall include the identification of Amtrak routes which are candidates for closure or realign-

ment, based on performance rankings developed by Amtrak which incorporate information on each route's fully allocated costs and ridership on core intercity passenger service, and which assume, for purposes of closure or realignment candidate identification, that Federal subsidies for Amtrak will decline over the 4-year period from fiscal year 1999 to fiscal year 2002: *Provided further*, That these closure or realignment recommendations shall be included in the Amtrak Reform Council's annual report to the Congress required by section 203(h) of Public Law 105-134] 2002.

[SEC. 336. The Secretary of Transportation is authorized to transfer funds appropriated for any office of the Office of the Secretary to any other office of the Office of the Secretary: *Provided*, That no appropriation shall be increased or decreased by more than 12 percent by all such transfers: *Provided further*, That any such transfer shall be submitted for approval to the House and Senate Committees on Appropriations.]

SEC. [337] 322. None of the funds in this Act shall be available for activities under the Aircraft Purchase Loan Guarantee Program during fiscal year [2000] 2001.

[SEC. 338. None of the funds appropriated or limited in this Act may be used to carry out the functions and operations of the Office of Motor Carriers within the Federal Highway Administration: *Provided*, That funds available to the Federal Highway Administration shall be transferred with the functions and operations of the Office of Motor Carriers should any of the functions and operations of that office be delegated by the Secretary outside of the Federal Highway Administration: *Provided further*, That notwithstanding section 104(c)(2) of title 49, United States Code, the Federal Highway Administrator shall not carry out the duties and functions vested in the Secretary under 49 U.S.C. 521(b)(5).]

[SEC. 339. Section 3027 of the Transportation Equity Act for the 21st Century (49 U.S.C. 5307 note; 112 Stat. 336) is amended by adding at the end the following:

"(e) GOVERNMENT SHARE FOR OPERATING ASSISTANCE TO CERTAIN SMALLER URBANIZED AREAS.—Notwithstanding 49 U.S.C. 5307(e), a grant of the Government for operating expenses of a project under 49 U.S.C. 5307(b) in fiscal years 1999 and 2000 to any recipient that is providing transit services in an urbanized area with a population between 128,000 and 128,200, as determined in the 1990 census, and that had adopted a 5-year transit plan before September 1, 1998, may not be more than 80 percent of the net project cost.".]

[SEC. 340. Funds provided in Public Law 104-205 for the Griffin light rail project shall be available for alternative analysis and environmental impact studies for other transit alternatives in the Griffin corridor from Hartford to Bradley International Airport.]

[SEC. 341. Section 3030(c)(1)(A)(v) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by striking "Light Rail".]

[SEC. 342. Notwithstanding any other provision of law, the Federal share of projects funded under section 3038(g)(1)(B) of Public Law 105-178 shall not exceed 90 percent of the project cost.]

[SEC. 343. Of the funds made available to the Coast Guard in this Act under "Acquisition, construction, and improvements", \$10,000,000 is only for necessary expenses to support a portion of the acquisition costs, currently estimated at \$128,000,000, of a multi-mission vessel to replace the Mackinaw icebreaker in the Great Lakes, to remain available until September 30, 2005.]

[SEC. 344. None of the funds made available in this Act may be obligated or expended to extend a single hull tank vessel's double hull compliance date under the Oil Pollution Act of 1990 due to conversion of the vessel's single hull design by adding a double bottom or double side after August 18, 1990, unless specifically authorized by 46 U.S.C. 3703a(e).]

[SEC. 345. None of the funds in this Act may be used for the planning or development of the California State Route 710 Freeway extension project through South Pasadena, California (as approved in the Record of Decision on State Route 710 Freeway, issued by the United States Department of Transportation, Federal Highway Administration, on April 13, 1998).]

[SEC. 346. Hereafter, none of the funds made available under this Act or any other Act, may be used to implement, carry out, or enforce any regulation issued under section 41705 of title 49, United States Code, including any regulation contained in part 382 of title 14, Code of Federal Regulations, or any other provision of law (including any Act of Congress, regulation, or Executive order or any official guidance or correspondence thereto), that requires or encourages an air carrier (as that term is defined in section 40102 of title 49, United States Code) to, on intrastate or interstate air transportation

(as those terms are defined in section 40102 of title 49, United States Code)—

(1) provide a peanut-free buffer zone or any other related peanut-restricted area; or

(2) restrict the distribution of peanuts, until 90 days after submission to the Congress and the Secretary of a peer-reviewed scientific study that determines that there are severe reactions by passengers to peanuts as a result of contact with very small airborne peanut particles of the kind that passengers might encounter in an aircraft.]

[SEC. 347. Section 5309(g)(1)(B) of title 49, United States Code, is amended by inserting after "Committee on Banking, Housing, and Urban Affairs of the Senate" the following: "and the House and Senate Committees on Appropriations".]

[SEC. 348. Section 1212(g) of the Transportation Equity Act for the 21st Century (Public Law 105-178), as amended, is amended—

(1) in the subsection heading, by inserting "and New Jersey" after "Minnesota"; and

(2) by inserting "or the State of New Jersey" after "Minnesota".]

[SEC. 349. (a) REQUIREMENT TO CONVEY.—The Commandant of the Coast Guard shall convey, without consideration, to the University of New Hampshire (in this section referred to as the "University") all right, title, and interest of the United States in and to a parcel of real property (including any improvements thereon) located in New Castle, New Hampshire, consisting of approximately five acres and including a pier.

(b) IDENTIFICATION OF PROPERTY.—The Commandant shall determine, identify, and describe the property to be conveyed under this section.

(c) EASEMENTS, RIGHTS-OF-WAY, AND RIGHTS.—(1) The Commandant shall, in connection with the conveyance required by subsection (a), grant to the University such easements and rights-of-way as the Commandant considers necessary to permit access to the property conveyed under that subsection.

(2) The Commandant shall, in connection with such conveyance, reserve in favor of the United States such easements and rights as the Commandant considers necessary to protect the interests of the United States, including easements or rights regarding access to property and utilities.

(d) CONDITIONS OF CONVEYANCE.—The conveyance required by subsection (a) shall be subject to the following conditions:

(1) That the University not convey, assign, exchange, or encumber the property conveyed, or any part thereof, unless such conveyance, assignment, exchange, or encumbrance—

(A) is made without consideration; or

(B) is otherwise approved by the Commandant.

(2) That the University not interfere or allow interference in any manner with the maintenance or operation of Coast Guard Station Portsmouth Harbor, New Hampshire, without the express written permission of the Commandant.

(3) That the University use the property for educational, research, or other public purposes.

(e) MAINTENANCE OF PROPERTY.—The University, or any subsequent owner of the property conveyed under subsection (a) pursuant to a conveyance, assignment, or exchange referred to in subsection (d)(1), shall maintain the property in a proper, substantial, and workmanlike manner, and in accordance with any conditions established by the Commandant, pursuant to the National Historic Preservation Act of 1966 (16 U.S.C. 470 et seq.), and other applicable laws.

(f) REVERSIONARY INTEREST.—All right, title, and interest in and to the property conveyed under this section (including any improvements thereon) shall revert to the United States, and the United States shall have the right of immediate entry thereon, if—

(1) the property, or any part thereof, ceases to be used for educational, research, or other public purposes by the University;

(2) the University conveys, assigns, exchanges, or encumbers the property conveyed, or part thereof, for consideration or without the approval of the Commandant;

(3) the Commandant notifies the owner of the property that the property is needed for national security purposes and a period of 30 days elapses after such notice; or

(4) any other term or condition established by the Commandant under this section with respect to the property is violated.]

[SEC. 350. (a) No recipient of funds made available in this Act shall disseminate driver's license personal information as defined in 18 U.S.C. 2725(3) except as provided in subsection (b) of this section

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or motor vehicle records as defined in 18 U.S.C. 2725(1) for any use not permitted under 18 U.S.C. 2721.

(b) No recipient of funds made available in this Act shall disseminate a person's driver's license photograph, social security number, and medical or disability information from a motor vehicle record as defined in 18 U.S.C. 2725(1) without the express consent of the person to whom such information pertains, except for uses permitted under 18 U.S.C. 2721(1), 2721(4), 2721(6), and 2721(9): *Provided*, That subsection (b) shall not in any way affect the use of organ donation information on an individual's driver's license or affect the administration of organ donation initiatives in the States.

(c) 18 U.S.C. 2721(b)(11) is amended by striking all after "records" and inserting the following: "if the State has obtained the express consent of the person to whom such personal information pertains."

(d) 18 U.S.C. 2721(b)(12) is amended by striking all after "solicitations" and inserting the following: "if the State has obtained the express consent of the person to whom such personal information pertains."

(e) No State may condition or burden in any way the issuance of a motor vehicle record as defined in 18 U.S.C. 2725(1) upon the receipt of consent described in paragraphs (b) and (c).

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

(g) EFFECTIVE DATES.—

(1) Subsections (a) and (e) shall be effective upon the date of the enactment of this Act, excluding the States of Wisconsin, South Carolina, and Oklahoma that shall be in compliance with this subsection within 90 days after the United States Supreme Court has issued a final decision on *Reno vs. Condon*;

(2) Subsections (b), (c), and (d) shall be effective on June 1, 2000, excluding the States of Arkansas, Montana, Nevada, North Dakota, Oregon, and Texas that shall be in compliance with subsections (b), (c), and (d) within 90 days of the next convening of the State legislature and excluding the States of Wisconsin, South Carolina, and Oklahoma that shall be in compliance within 90 days following the day of issuance of a final decision on *Reno vs. Condon* by the United States Supreme Court if the State legislature is in session, or within 90 days of the next convening of the State legislature following the issuance of such final decision if the State legislature is not in session.

[SEC. 351. Notwithstanding any other provision of law, within the funds provided in this Act for the Federal Highway Administration and the National Highway Traffic Safety Administration, \$10,000,000 may be made available for completion of the National Advanced Driving Simulator (NADS): *Provided*, That such funds shall be subject to reprogramming guidelines.]

[SEC. 352. Notwithstanding any other provision of law, section 1107(b) of Public Law 102-240 is amended by striking "Construction of a replacement bridge at Watervale Bridge #63, Harford County, MD" and inserting the following: "For improvements to Bottom Road Bridge, Vinegar Hill Road Bridge and Southampton Road Bridge, Harford County, MD".]

[SEC. 353. (a) FINDINGS.—The Senate makes the following findings:

(1) The survival of American culture is dependent upon the survival of the sacred institution of marriage.

(2) The decennial census is required by section 2 of article 1 of the Constitution of the United States, and has been conducted in every decade since 1790.

(3) The decennial census has included marital status among the information sought from every American household since 1880.

(4) The 2000 decennial census will mark the first decennial census since 1880 in which marital status will not be a question included on the census questionnaire distributed to the majority of American households.

(5) The United States Census Bureau has removed marital status from the short form census questionnaire to be distributed to the majority of American households in the 2000 decennial census and placed that category of information on the long form census questionnaire to be distributed only to a sample of the population in that decennial census.

(6) Every year more than \$100,000,000,000 in Federal funds are allocated based on the data collected by the Census Bureau.

(7) Recorded data on marital status provides a basic foundation for the development of Federal policy.

(8) Census data showing an exact account of the numbers of persons who are married, single, or divorced provides critical infor-

mation which serves as an indicator on the prevalence of marriage in society.

(b) SENSE OF THE SENATE.—It is the sense of the Senate that the United States Census Bureau—

(1) has wrongfully decided not to include marital status on the census questionnaire to be distributed to the majority of Americans for the 2000 decennial census; and

(2) should include marital status on the short form census questionnaire to be distributed to the majority of American households for the 2000 decennial census.]

[SEC. 354. It is the sense of the Senate that the Secretary should expeditiously amend title 14, chapter II, part 250, Code of Federal Regulations, so as to double the applicable penalties for involuntary denied boardings and allow those passengers that are involuntarily denied boarding the option of obtaining a prompt cash refund for the full value of their airline ticket.]

[SEC. 355. Section 656(b) of division C of the Omnibus Consolidated Appropriations Act of 1997 is repealed.]

[SEC. 356. Notwithstanding any other provision of law, the amount made available pursuant to Public Law 105-277 for the Pittsburgh North Shore central business district transit options MIS project may be used to fund any aspect of preliminary engineering, costs associated with an environmental impact statement, or a major investment study for that project.]

[SEC. 357. (a) Notwithstanding the January 4, 1977, decision of the Secretary of Transportation that approved construction of Interstate Highway 66 between the Capital Beltway and Rosslyn, Virginia, the Commonwealth of Virginia, in accordance with existing Federal and State law, shall hereafter have authority for operation, maintenance, and construction of Interstate Route 66 between Rosslyn and the Capital Beltway, except as noted in paragraph (b).

(b) The conditions in the Secretary's January 4, 1997 decision, that exclude heavy duty trucks and permit use by vehicles bound to or from Washington Dulles International Airport in the peak direction during peak hours, shall remain in effect.]

[SEC. 358. NOISE BARRIERS, GEORGIA. Notwithstanding any other provision of law, the Secretary of Transportation shall approve the use of funds apportioned under paragraphs (1) and (3) of section 104(b) of title 23, United States Code, for construction of Type II noise barriers at the locations identified in section 1215(h) and items 540 and 967 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 211, 292), and at the following locations: On the east side of I-285 extending from Northlake Parkway to Chamblee Tucker Road in Dekalb County, Georgia; and on the east side of I-185 between Macon Road and Airport Thruway.]

[SEC. 359. Item 44 of the table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 258) is amended by striking "Saratoga" and inserting "North Creek".]

[SEC. 360. Funds made available for Alaska or Hawaii ferry boats or ferry terminal facilities pursuant to 49 U.S.C. 5309(m)(2)(B) may be used to construct new vessels and facilities or to improve existing vessels and facilities, including both the passenger and vehicle-related elements of such vessels and facilities, and for repair facilities.]

[SEC. 361. HIGH PRIORITY PROJECTS. (a) PROJECT AUTHORIZATIONS.—The table contained in section 1602 of the Transportation Equity Act for the 21st Century (112 Stat. 257-323) is amended—

- (1) in item 174 by striking "5.375" and inserting "5.25";
- (2) in item 478 by striking "2.375" and inserting "2.25";
- (3) in item 948 by striking "5.375" and inserting "5.25";
- (4) in item 1008 by striking "3.875" and inserting "3.75";
- (5) in item 1210 by striking "6.875" and inserting "6.75";
- (6) by striking item 1289 and inserting the following:

"1289. Arkansas Improve Highway 167
 from Fordyce, Arkan-
 sas, to Saline County
 line 1.0";

- (7) in item 1319 by striking "0.875" and inserting "0.75";
- (8) in item 1420—
 - (A) by inserting "and development" after "Conduct planning"; and
 - (B) by striking "0.875" and inserting "0.75"; and
- (9) by adding at the end the following new item:

"1851. Arkansas Construction of and improvements to highway projects in the corridor designated by section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991 5.25".

(b) HIGH PRIORITY CORRIDORS.—Section 1105(c)(18)(C)(ii) of the Intermodal Surface Transportation Efficiency Act of 1991 (112 Stat. 190) is amended by striking "in the vicinity of" and inserting "east of Wilmar, Arkansas, and west of".]

[SEC. 362. Section 3030(d)(3) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by adding at the end the following:

"(D) Bethlehem, Pennsylvania intermodal facility.".]

[SEC. 363. Section 3030(b) of the Transportation Equity Act for the 21st Century (112 Stat. 373-375) is amended by adding at the end the following:

"(71) Dane County Corridor—East-West Madison Metropolitan Area.".]

[SEC. 364. Notwithstanding the provisions of 49 U.S.C. 5309(e)(6), funds appropriated under this Act for the Douglas Branch project may be used for any purpose except construction: *Provided*, That in evaluating the Douglas Branch project under 5309(e), the Federal Transit Administration shall use a "no-build" alternative that assumes the current Douglas Branch has been closed due to poor condition, and a "TSM" alternative which assumes the Douglas Branch has been closed due to poor condition and enhanced bus service is provided.]

[SEC. 365. (a) The Administrator of the Environmental Protection Agency (in this section referred to as the "Administrator") shall make a grant for the purpose of conducting a study for the following purposes:

(1) To develop and evaluate methods for calculating reductions in emissions of precursors of ground level ozone that are achieved within a geographic area as a result of reduced vehicle-miles-traveled in the geographic area.

(2) To develop a design for the following proposal for a pilot program:

(A) For the purpose of reducing such emissions, employers electing to participate in the pilot program would authorize and encourage telecommuting by their employees. Pursuant to methods developed and evaluated under paragraph (1), credits would be issued to the participating employers reflecting the amount of reductions in such emissions achieved through reduced vehicle-miles-traveled by their telecommuting employees.

(B) For purposes of compliance with the Clean Air Act, entities that are regulated under such Act with respect to such emissions would obtain the credits through a commercial trading and exchange forum (established for such purpose) and through direct trades and exchanges with participating employers and other persons who hold the credits.

(3) To determine whether, if the proposed pilot program were to be carried out, the program—

(A) could provide significant incentives for increasing the use of telecommuting, thereby reducing vehicle-miles-traveled and improving air quality; and

(B) could have positive effects on national, State, and local transportation and infrastructure policies, and on energy conservation and consumption.

(b) The Administrator shall ensure that the design developed under subsection (a)(2) includes recommendations for carrying out the proposed pilot program described in such subsection in each of the following geographic areas (which recommendations for an area shall be developed in consultation with State and local governments and business leaders and organizations in the designated areas): (1) The greater metropolitan region of the District of Columbia (including areas in the State of Maryland and the Commonwealth of Virginia). (2) The greater metropolitan region of Los Angeles, in the State of California. (3) The greater metropolitan region of Philadelphia, in the Commonwealth of Pennsylvania (including areas in the State of New Jersey). (4) Two additional areas to be selected by the grantee under subsection (a), after consultation with the Administrator (or the designee of the Administrator).

(c) The grant under subsection (a) shall be made to the National Environmental Policy Institute (a nonprofit private entity incorporated under the laws of and located in the District of Columbia). The grant may not be made in an amount exceeding \$500,000.

(d) The Administrator shall make the grant under subsection (a) not later than 45 days after the date of the enactment of this Act. The Administrator shall require that, not later than 180 days after receiving the first payment under the grant, the grantee under subsection (a) complete the study under such subsection and submit to the Administrator a report describing the methods developed and evaluated under paragraph (1) of such subsection, and containing the design required in paragraph (2) of such subsection and the determinations required in paragraph (3) of such subsection.

(e) The Administrator shall carry out this section (including subsection (b)(3)) in collaboration with the Secretary of Transportation and the Secretary of Energy.

(f) To carry out this section, \$500,000 is hereby appropriated to the Department of Transportation, "Office of the Assistant Secretary for Policy", to be transferred to and administered by the Environmental Protection Agency, to be available until expended.]

[SEC. 366. Notwithstanding the Federal Airport Act (as in effect on April 3, 1956) or sections 47125 and 47153 of title 49, United States Code, and subject to subsection (b), the Secretary of Transportation may waive any term contained in the deed of conveyance dated April 3, 1956, by which the United States conveyed lands to the City of Safford, Arizona, for use by the city for airport purposes: *Provided*, That no waiver may be made under subsection (a) if the waiver would result in the closure of an airport.]

[SEC. 367. None of the funds in this Act may be used to make a grant unless the Secretary of Transportation notifies the House and Senate Committees on Appropriations not less than three full business days before any discretionary grant award, letter of intent, or full funding grant agreement totaling \$1,000,000 or more is announced by the department or its modal administrations from: (1) any discretionary grant program of the Federal Highway Administration other than 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 no notification shall involve funds that are not available for obligation.]

[SEC. 368. Funds provided in the Department of Transportation and Related Agencies Appropriations Acts for fiscal years 1998 and 1999 for an intermodal facility in Eureka, California, shall be available for the expansion and rehabilitation of a bus maintenance facility in Humboldt County, California.]

[SEC. 369. Notwithstanding any other provision of law, funds previously expended by the City of Moorhead and Moorhead Township on studies related to the 34th Street Corridor Project in Moorhead, Minnesota, shall be considered as the non-Federal match for obligation of funds available under section 1602, item 1404 of the Transportation Equity Act for the 21st Century, as amended, associated with a study of alternatives to rail relocation.]

*SEC. 323. Contingent upon enactment of authorizing legislation, the Secretary of Transportation shall charge user fees for services provided by the Federal Railroad Administration in carrying out chapter 51 of title 49, U.S.C., and subtitle V, part A of title 49, U.S.C. Such sums shall be deposited as offsetting collections to the Federal Railroad Administration's "Safety and Operations" account and "Railroad Research and Development" account, respectively, to remain available until expended: *Provided further*, That upon enactment of such authorizing legislation, the amount appropriated from the General fund for such accounts shall be reduced by \$77,300,000 for "Safety and Operations" and \$25,500,000 for "Research and Development".*

SEC. 324. Section 3037(b)(4) of the Transportation Equity Act for the 21st Century (Public Law 105-178) is amended by deleting the final word "and" of subparagraph 3037(b)(4)(A), and adding the following new subparagraph at the end: "(C) A tribal government."

SEC. 325. Section 5338(d)(2) of title 49 U.S.C., is amended by adding at the end the following new paragraph: "(D) The Secretary may use not more than ten percent of the amounts made available under subsection (d)(2)(c)(iv) of this section to provide technical direction and documentation of research and technology projects under sections 5312 and 5314."

SEC. 326. In addition to the authority provided in section 636 of the Treasury, Postal Service, and General Government Appropriations Act, 1997, as included in Public Law 104-208, title I, section 101(f),

(INCLUDING TRANSFERS OF FUNDS)—Continued

as amended, beginning in fiscal year 2001 and thereafter, amounts appropriated for salaries and expenses for the Department of Transportation may be used to reimburse an employee whose position is that of safety inspector for not to exceed one-half the costs incurred by such employee for professional liability insurance. Any payment under this section shall be contingent upon the submission of such information or documentation as the Department may require.

SEC. 327. (a) Section 4109(b)(2) of title 15, United States Code, is amended by striking everything after "research".

(b) Section 2441 of title 16, United States Code, is amended by striking subsection (c).

(Department of Transportation and Related Agencies Appropriations Act, 2000.)

[SEC. 225. In addition to amounts otherwise made available in Public Law 106-69 (Department of Transportation and Related Agencies Appropriations Act, 2000) to carry out 49 United States Code, 5309(m)(1)(C), \$1,750,000 is made available from the Mass Transit Account of the Highway Trust Fund for Twin Cities, Minnesota metropolitan buses and bus facilities; \$750,000 is made available from the Mass Transit Account of the Highway Trust Fund for Santa

Clarita, California bus maintenance facility; \$1,000,000 is made available from the Mass Transit Account of the Highway Trust Fund for a Lincoln, Nebraska bus maintenance facility; and \$2,500,000 is made available from the Mass Transit Account of the Highway Trust Fund for Anchorage, Alaska 2001 Special Olympics Winter Games buses and bus facilities: *Provided*, That notwithstanding any other provision of law, \$2,000,000 of the funds available in fiscal year 2000 under section 1101(a)(9) of Public Law 105-178, as amended, for the National corridor planning and development and coordinated border infrastructure programs shall be made available for the planning and design of a highway corridor between Dothan, Alabama and Panama City, Florida: *Provided further*, That under "Capital Investment Grants" in Public Law 106-69, item number 66 shall be amended by striking "Colorado Association of Transit Agencies" and inserting "Colorado buses and bus facilities", item number 107 shall be amended by striking "Kansas Public Transit Association buses and bus facilities" and inserting "Kansas buses and bus facilities", the figure in item number 92 shall be amended to read "3,340,000", item number 251 shall be amended by inserting after "buses" the following: "and bus facilities", and there shall be inserted after item number 279 under "Capital Investment Grants" the following:

"280. Iowa Mason City, bus facility 160,000":

Provided further, That Public Law 105-277, 112 Stat. 2681-458, item number 243 shall be amended by inserting after the word "buses" the following: "and bus facilities".]

[SEC. 226. No funds made available in Public Law 106-69 or any other Act shall be used to decommission or otherwise reduce operations of U.S. Coast Guard WYTL harbor tug boats.]

[SEC. 227. Section 351 of Public Law 106-69 is amended by striking "provided" and inserting "appropriated or limited".]

[SEC. 228. For purposes of section 5117(b)(5) of the Transportation Equity Act for the 21st Century, for fiscal years 1998, 1999 and 2000 the cost-sharing provision of section 5001(b) shall not apply.]

[SEC. 229. Section 366 of the Department of Transportation and Related Agencies Appropriations Act, 2000 (Public Law 106-69) is amended—

(1) by striking "and subject to subsection (b),"; and

(2) by striking "under subsection (a)" and inserting "under this section".]

[SEC. 232. In addition to amounts provided to the Federal Railroad Administration in Public Law 106-69, for necessary expenses for engineering, design and construction activities to enable the James A. Farley Post Office in New York City to be used as a train station and commercial center, to become available on October 1 of the fiscal year specified and to remain available until expended: fiscal year 2001, \$20,000,000; fiscal year 2002, \$20,000,000; fiscal year 2003, \$20,000,000.]

(Miscellaneous Appropriations, 2000, as enacted by section 1000(a)(5) of the Consolidated Appropriations Act, 2000 (P.L. 106-113).)